
**Chula Vista
Southwest Redevelopment Project
Final Environmental Impact Report
(EIR 90-08)**

SCH# 90010620

**Prepared for:
City of Chula Vista
Environmental Review Coordinator
276 Fourth Ave.
Chula Vista, CA 92010**



TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1
2.0 EXECUTIVE SUMMARY	3
3.0 PROJECT DESCRIPTION	15
4.0 ENVIRONMENTAL SETTING	32
5.0 ENVIRONMENTAL IMPACT ANALYSIS	33
5.1 Areas of Potential Environmental Impact	34
5.1.1 Landform Alteration	35
5.1.2 Air Quality	38
5.1.3 Water Resources	43
5.1.4 Biological Resources	48
5.1.5 Noise	52
5.1.6 Light and Glare	57
5.1.7 Land Use/General Plan/Zoning	60
5.1.8 Natural Resources	72
5.1.9 Risk of Upset	74
5.1.10 Population	77
5.1.11 Housing	79
5.1.12 Transportation/Access	81
5.1.13 Public Services	91
5.1.14 Energy	100
5.1.15 Utilities	104
5.1.16 Human Health	115
5.1.17 Aesthetics	116
5.1.18 Recreation	118
5.1.19 Archaeological/Historical Resources	123
5.1.20 Threshold/Standards Policy	125
5.2 Impact Areas Considered But Not Found To Be Potentially Significant	130
5.3 Short and Long Term Environmental Impact	131
5.4 Significant Irreversible Environmental Changes	132

TABLE OF CONTENTS
(Continued)

<u>Section</u>		<u>Page</u>
6.0	ALTERNATIVES	133
6.1	No Additional Development Alternative	133
6.2	No Redevelopment Plan Alternative	134
6.3	Greater Development Intensity Alternative	135
6.4	Alternative Project Area	137
6.5	Alternative Sites for Project Area	140
7.0	OTHER ENVIRONMENTAL ISSUES	141
7.1	Cumulative Effects	141
7.2	Growth-Inducing Impacts	151
8.0	REFERENCES AND PERSONS RESPONSIBLE FOR PREPARATION OF THE ENVIRONMENTAL IMPACT REPORT	152
9.0	DRAFT EIR COMMENTS AND RESPONSE TO COMMENTS	154
10.0	APPENDICES	
	Appendix A: Initial Study and NOP Responses	197
	Appendix B: Mitigation Monitoring Program	241
	Appendix C: Traffic Impact Analysis	251

LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
		23
3-1	The Regional Vicinity	24
3-2A	The Project Area	25
3-2B	The Project Area	44
5-1	Redevelopment Project Area Drainage	49
5-2	Biological Resources, Southern Project Area	50
5-3	Biological Resources, Northern Project Area	53
5-4	Noise and Land Use Compatibility Guidelines	55
5-5	Construction Equipment Noise	61
5-6A	Existing Land Use, Southern Project Area	62
5-6B	Existing Land Uses, Northern Project Area	65
5-7A	Plan Areas and Subcommunities Within the Project Area - Southern Project Area	66
5-7B	Plan Areas and Subcommunities Within the Project Area - Northern Project Area	68
5-8A	General Plan Land Use Designations, Southern Project Area	69
5-8B	General Plan Land Use Designations, Northern Project Area	82
5-9A	1990 Traffic Volumes	83
5-9B	1990 Traffic Volumes	84
5-10A	2010 Traffic Volumes	85
5-10B	2010 Traffic Volumes	92
5-11	Existing Fire Station network	

LIST OF FIGURES
(continued)

<u>Figure</u>		<u>Page</u>
5-12A	Project Area Water District Boundaries, Southern Project Area	105
5-12B	Project Area Water District Boundaries, Northern Project Area	106
5-13	Existing and Planned Park Facilities	119
5-14	City-Wide Greenbelt/Open Space Network	121
6-1	Residential Uses Deleted From Redevelopment Area	139

LIST OF TABLES

<u>Table</u>		<u>Page</u>
		5
2-1	Summary of Findings	16
3-1	Redevelopment Projects List	39
5-1	Ambient Air Quality Standards	40
5-2	Number of Days State Standards Standards Exceeded	40
5-3	Number of Days Federal Standards Exceeded	41
5-4	Project Emissions	63
5-5	Project Area Land Use Comparison	87
5-6	Proposed Project Traffic Volumes	95
5-7	Schools Serving the Project Area	101
5-8	Projected Daily Electrical Demand	102
5-9	Projected Natural Gas Demand	107
5-10	Projected Daily Water Use	110
5-11	Projected Daily Sewer Flow	112
5-12	Projected Daily Solid Waste Generation	118
5-13	Parks Adjacent to the Study Area	142
7-1	Cumulative Projects List	

Introduction



1.0 INTRODUCTION

LEGAL REQUIREMENTS

This Environmental Impact Report (EIR) was prepared in accordance with the California Environmental Quality Act of 1970 (Public Resources Code Section 21000 et. seq.); the guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) published by the Resources Agency of the State of California (California Administrative Code Sections 15000 st. seq.); the Environmental Review Procedures of the City of Chula Vista; and the regulations, requirements, and procedures of any other responsible agency with jurisdiction by law.

This report was prepared by professional planning consultants for submittal to the Southwest Redevelopment Agency which is the Lead Agency for this project.

EIR AN INFORMATION DOCUMENT

This EIR is intended to provide information to the public agencies, the general public and the decision makers, regarding the potential environmental impacts from the proposed Redevelopment Project. Under the provisions of the California Environmental Quality Act, "the purpose of an Environmental Impact Report is to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which such significant effects can be mitigated or avoided." Thus, the EIR is an information document for use by decision makers, public agencies and the general public.

THE EIR IN THE DEVELOPMENT PROCESS

The EIR will be used by the Redevelopment Agency in assessing impacts of the proposed Redevelopment Project including its implementation and construction of physical improvements. During the development process of the project, alternatives and mitigation measures identified in this EIR may be applied to the specific project or subsequent related projects by the Agency.

BACKGROUND

In order to define the scope of the investigation of the EIR, the City of Chula Vista distributed a Notice of Preparation to local, County and State agencies, other public agencies, and any interested private organizations and individuals, to identify agency and public concerns regarding potential impacts of the proposed project.

Written comments received during the 30-day public review period for the Notice of Preparation of the Draft EIR are included in Appendix A of this EIR. Technical documents, prepared as part of this EIR for the project, are also included as Appendices to this EIR. These documents were utilized as reference material in the EIR analysis and are referenced as such.

AVAILABILITY OF REPORTS

The Environmental Impact Report is available for public inspection and copying at the City of Chula Vista, 276 Fourth Avenue, Chula Vista, California 92010. Copies are available to the public on payment of a reasonable charge for reproduction. Circulating copies are available at the City of Chula Vista Public Library, the Chula Vista Planning Department, and the Community Development Department. Documents may be reviewed during regular business hours.

COMMENTS REQUESTED

Comments of all agencies and individuals are invited regarding the information contained in the EIR. Where possible, those responding to the Draft EIR should endeavor to provide that additional information they feel is lacking in the EIR, or indicate where the information may be found. Comments must specifically address the adequacy and sufficiency of the EIR.

Following the period for circulation and review of the EIR of 45 days from the date of the Notice of Completion, all comments and responses to them will be incorporated in a Final Environmental Impact Report prior to certification of the document by the Redevelopment Agency at a noticed public hearing.

STRUCTURE OF THIS EIR

This EIR is organized in nine sections. Section 1.0 is this introduction. Section 2.0, the Executive Summary, provides a brief project description and summarizes project impacts. A comprehensive project description is presented in Section 3.0. Section 4.0 describes the general environmental setting. Section 5.0 analyzes project impacts and outlines mitigation measures designed to reduce the impacts to less than significant levels. Section 6.0 examines alternatives to the project, while Section 7.0 discusses cumulative impacts and growth-inducing impacts. References and persons responsible for preparation of the EIR are included in Section 8. References are shown in the text in parentheses, e.g., (C-3, page 40), indicating the document or person listed in Section 8. Technical documents are included as appendices to the EIR. The Initial Study and written comments received during the Notice of Preparation review period are also included as appendices. A mitigation monitoring checklist, in accordance with Section 21081.6 of the California Public Resources Code, is included in Appendix B.

Executive Summary



2.0 EXECUTIVE SUMMARY

THE PROJECT

This Environmental Impact Report (EIR) analyzes the potential environmental impacts related to a redevelopment project (including the formation of a Redevelopment Project Area, Redevelopment Plan, Owner Participation Agreement, and Relocation Plan) in the southwestern portion of the City of Chula Vista, known as the Southwest Redevelopment Project (see Figure 3-2, Project Description). Redevelopment would upgrade the commercial, industrial, residential properties, and rights-of-ways within the designated 1,068-acre Project Area. It will also provide funding for rehabilitation of existing buildings, upgrading general aesthetics of the area, and installation or renovation of streets, utilities and other infrastructure. A Redevelopment Projects List shown in Table 3-1 includes those items targeted for improvement by the Redevelopment Agency.

Discretionary actions associated with the proposed project include approval and adoption of the Proposed Redevelopment Plan by the Planning Commission, City Council and Redevelopment Agency. No specific development plans or land use designation changes are included as part of this project.

Existing land use within the Project Area includes residential, commercial, industrial, public/quasi-public, truck crops, vacant land, and transportation corridors. Blighting conditions and land use incompatibility have been identified within the Project Area.

Total existing non-residential building square footage within the project area is approximately 5.7 million square feet. Under the guidelines of the General Plan, the proposed project will create a potential of an additional 3.43 million square feet of non-residential floor space within the project area. Also, 183 dwelling units will be removed from the area. All development within the Project Area will occur according to the City's General Plan.

PROJECT LOCATION

The Redevelopment Project Area is located along sections of Broadway, 'L' Street, Palomar Street, Bay Boulevard, the rail-right-of-way, Main Street, and Third Avenue. Two non-contiguous areas lie to the north near the boundary with National City. They are located north of State Highway 54, between Edgemere Avenue and National Avenue.

ENVIRONMENTAL IMPACTS

The City Planning Department issued an Initial Study for the proposed project and determined the need for an EIR pursuant to Section 15065 of the State Guidelines for the implementation of the California Environmental Quality Act. This report is a Program EIR which will ensure a comprehensive analysis of the impacts of the redevelopment project and allow the Agency to consider broad policy alternatives and mitigation measures. Specific development proposals may require more project specific environmental analysis.

The environmental issues identified by the City for assessment in this EIR are:

- o Landform Alteration
- o Air Quality
- o Water Resources
- o Biological Resources
- o Noise
- o Light and Glare
- o Land Use/General Plan/Zoning
- o Natural Resources
- o Risk of Upset
- o Population
- o Housing
- o Transportation/Access
- o Public Services
- o Energy
- o Utilities
- o Human Health
- o Aesthetics
- o Recreation
- o Archaeological/Historical Resources

POTENTIALLY SIGNIFICANT IMPACTS

Based on analyses of impacts in the aforementioned areas as discussed in this EIR, the City concludes that the project will cause significant impacts to air quality. In addition there are significant impacts that can be mitigated to noise, land use, transportation, schools and recreation. Implementation of mitigation measures listed in this EIR can reduce these impacts to levels of less than significant. Table 2-1 is a summary of findings in this document.

TABLE 2-1
SUMMARY OF FINDINGS

Issue Area	Potential Environmental Impact	Mitigation Measures	Residual Impact
<p>I. Unavoidable Significant Environmental Impacts (Lead Agency must issue "Statement of Overriding Considerations" under Section 15093 and 15126(b) of the State CEQA Guidelines if the agency determines these effects are significant and wishes to approve the project.)</p>			
Air Quality	Significant increases in pollutant levels over existing conditions.	The City shall employ dust control measures throughout the grading and construction process; activities shall be scheduled to avoid high ozone days; the City shall provide means for the convenient use of alternative modes of transportation.	Significant.
<p>II. Significant Environmental Impacts That Can Be Avoided or Mitigated (Section 15126(C) of the State CEQA Guidelines)</p>			
Land Use/General Plan/Zoning	The Redevelopment Project will encourage the redevelopment of the area at a more rapid pace than would occur without a redevelopment plan. As redevelopment occurs, residential or business access may be impacted by increased noise, traffic, dust and construction activities. The number of dwelling units and commercial uses in the area will decrease due to increases in industrial development. Non-residential development will be increased by approximately 3.4 million sq. ft.	Development and redevelopment within the project area will allow implementation of the Goals, Policies, and standards included within the General plan Land Use Element, the Montgomery Specific Plan and the City Zoning Ordinance. Improvement projects described in Table 3-1 of this EIR will be completed to the extent that they are financially feasible.	Less than significant.

Transportation/Access	The Redevelopment Project will create increased traffic volumes within the Project Area. Several of the roadway sections in the project area will carry traffic volumes that exceed the planning levels shown for their classification in the General Plan. Further study of all the signalized intersections along these sections indicated that all will operate at Level of Service C or better except one, Otay Valley Road and Melrose Avenue.	The Agency or City shall implement the circulation improvements contained in Table 3-1 of this EIR to the extent financially feasible. The City shall monitor the traffic conditions at Otay Valley Road and Melrose Avenue intersection. Before traffic levels approach LOS D for more than two hours a day, the City shall implement improvements to Otay Valley Road. Restriping Otay Valley Road will reduce the Level of Service to C or better resulting in total mitigation. In addition, improvement to the circulation system described in the City Circulation Element shall be completed through public and privately mitigated projects.	Less than significant.
Noise	Redevelopment will generate greater traffic volumes and non-stationary noise sources, and increase noise sources associated with the urban environment; short-term noise will result from construction activities; residential development is planned for areas within the 65 CNEL contour.	Redevelopment shall conform to goals, objectives, and policies contained in the General Plan; acoustical studies shall be required by the City for individual projects; construction shall occur between the hours of 7 AM and 7 PM, be screened from adjacent properties, utilize access routing to minimize truck traffic in noise sensitive areas, and be performed by equipment with maintained exhaust systems; new residences shall be buffered or set back from the 65 CNEL noise contour, and have sound insulation.	Less than significant.
Schools	Employment-related population increases to the area will increase enrollment in schools over capacity.	Tax collection agreements shall be reached between the Redevelopment Agency and impacted school districts to allow districts to acquire needed funds.	Less than significant.

Recreation	Insufficient parkland exists to serve the redevelopment project area.	Inclusion of Lauderback Park and the park at Fourth and Orange Avenue in funding allocation to provide for their development and maintenance; implementation of park development impact fees for all new development within the project area.	Less than significant.
III. Environmental Impacts That Are Considered Adverse, But Less Than Significant (Sections 15126 and 15128 of the State CEQA Guidelines)			
Landform Alteration	More people will be exposed to groundshaking resulting from earthquakes; potential unstable soils exist within the project area that may cause problematic development.	The City shall adhere to goals, objectives, and policies of the General Plan applicable to landform alteration during grading and development; specific soil and geotechnical reports shall be required by the City for individual projects.	Less than significant.
Water Resources	Runoff will be increased in volume and velocity by urbanization of the surface; water quality will be decreased as urban pollutants are contributed to watercourses.	Drainage improvements listed in the Redevelopment Projects List shall be implemented; the City shall adhere to goals, objectives, and policies in the General Plan that pertain to water resources; grading shall occur during dry months; slopes shall be revegetated as soon as possible during development.	Less than significant.
Biological Resources	Redevelopment will impact riparian woodland in the Sweetwater and Otay Rivers, and downstream wetland habitats.	Existing riparian woodland in undisturbed open space shall be retained and preserved.	Less than significant.
Light and Glare	Landcover change will result in increased light emittance and reflection which will reduce the dark sky needed for astronomical observations at local observatories.	The City shall adopt a low pressure sodium street light policy and standards for street lights; design review shall include restrictions in light plans which will serve to reduce emittance to adjoining areas.	Less than significant.
Natural Resources	Redevelopment will result in increased use and depletion of natural resources for construction and energy.	The City shall adhere to goals, objectives, and policies within the General Plan that pertain to preservation of natural resources; soils shall be stockpiled and reused wherever possible to purposes of revegetation.	Less than significant.

Risk of Upset	The proposed project will encourage the establishment of more industrial uses within the project area which will increase use, storage, and disposal of hazardous materials; redevelopment will entail street improvements which may disrupt traffic flow and emergency evacuation routes.	The City shall require phasing of new industrial uses within the project area; the City shall actively implement their code enforcement program on industrial businesses located in the project area.	Less than significant.
Utilities	Redevelopment will cause demand for industrial uses of water, sewer service, and solid waste disposal to increase substantially.	Future development shall be in compliance with the City's Thresholds/Standards Policy to reduce impacts to water service; development shall adhere to state laws pertaining to appliance efficiency standards; water conservation measures shall be implemented wherever possible; the City shall participate in METRO sewer system expansion, implement a water reclamation program, and adhere to policies within the General Plan pertaining to wastewater service; businesses and residences shall be encouraged to utilize the recycling program provided by local disposal services; new residential developments shall be equipped with trash compactors.	Less than significant.
Archaeological/ Historical Resources	Redevelopment may expose undiscovered resources to destruction during construction, and rehabilitation of existing buildings may affect historic structures.	Site-specific resource surveys shall be conducted to identify cultural resources; projects identified on the Redevelopment Projects List shall be implemented where they pertain to preservation of historic structures; goals, objective, and policies of the Conservation and Open Space Element in the General Plan shall be adhered to during redevelopment.	Less than significant.
Libraries	The redevelopment project involves construction of new and expanded libraries serving the area. Construction of the project could create short-term impacts including noise, dust and traffic congestion.	Approve and construct the planned library at Fourth and Orange, and other facilities in accordance with the projects listed in Table 3-1.	Less than significant.

IV. Impacts Considered Not To Be Significant.

Population, Housing, Public Services (except schools and libraries), Energy, Human Health, Aesthetics

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

This EIR identifies one unavoidable significant adverse environmental impact (Air Quality), as defined by CEQA, that will result from the implementation of the proposed Redevelopment Plan. If the agency determines these effects to be significant, approval of the proposed project will require the preparation of a "Statement of Overriding Considerations" which states that the decisionmaking body has balanced the benefits of the proposed project against its unavoidable environmental effects and has considered the adverse effects to be acceptable.

Air Quality

Impacts to air quality will be significant and unmitigable according to standards set forth by the San Diego Air Pollution Control District. Continued enforcement of air pollution emission regulations will cause a gradual decline in future emission rates throughout the project area. However, total emissions at build-out of the project will be above state and federal ambient air quality standards and will degrade local and regional air quality.

Mitigation

Mitigation of impacts to air quality can be partially achieved by improving local circulation systems, implementing alternative modes of transportation, and preventing the addition of construction-related pollutants. Cumulative impacts to air quality will also be significant, but can be partially mitigated by implementation of the existing Regional Air Quality Management Plan.

Alternatives

The alternative of no additional development would eliminate any potential impacts. No redevelopment would delay build-out of the area which may allow time for improved transportation technology to become implemented, thus reducing emissions. However, this alternative would result in no circulation improvements, prolonging poor circulation and increased emissions.

SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED OR AVOIDED

This EIR identifies five potentially significant adverse impacts which can be mitigated or avoided to a level considered to be less than significant.

Land Use/General Plan/Zoning

Land use changes as a result of redevelopment will be significant, but mitigable to a level of less than significant. A reduction of residential and commercial land uses by 183 dwelling units and 323,000 square feet, respectively, and an increase in industrial land use by 3.75 million square feet (a total of 3.4 million square feet of non-residential floor space) will cause significant changes to project area land use.

Mitigation

Mitigation can be implemented which will reduce impacts to Land Use/General Plan/Zoning to a level of less than significant. Mitigation measures include implementing projects contained in the Redevelopment Projects List (Table 3-1), and developing the project area according to the goals, policies, and standards of the General Plan land Use Element, the Montgomery Specific Plan, and the Zoning Ordinance. These measures will create compatible land uses throughout the project area.

Alternatives

Implementation of the No Redevelopment Plan Alternative would cause less than significant impacts to land Use/General plan/Zoning throughout the project area. Development according to the General plan would occur at a slower rate than that under redevelopment, causing decreased impacts to land use. The alternative Project Area would also decrease impacts of land use with preservation of residential land within the project area, however, land use incompatibility may result and large non-residential land uses would be created.

Transportation Access

Redevelopment will cause significant, but mitigable impacts to transportation/access within the project area. The project will create increasing traffic volumes within the project area on roadway links found to be deficient, and one intersection within the project area will develop a Level of Service below Level C at full build-out conditions.

Mitigation

Mitigation must involve implementation of circulation improvements listed in the Redevelopment Projects List (Table 3-1) by the Agency, intersection of roadway improvements at Otay Valley Road and Melrose Avenue, and circulation system improvements described in the Circulation Element of the General Plan.

Alternatives

The No Additional Development Alternative would cause less than

significant impacts to transportation/access of the project area because this alternative would lead to no additional traffic generation.

Noise

Noise impacts from redevelopment will be significant, but mitigable to levels of less than significant. The redevelopment project will generate greater traffic-generated noise, increase noise levels from the urban environment, and place residential uses within the 65 d(B) CNEL. In addition, short-term construction-related noise will exist at individual project sites over the life of the redevelopment project.

Mitigation

Mitigation to reduce impacts of noise within the redevelopment project area shall include conformance of redevelopment to goals, objectives, and policies contained in the General Plan, and the City performing acoustical studies for individual projects, permitting construction between 7 AM and 7 PM, noise screening construction from sensitive receptors, routing trucks away from sensitive areas, maintaining equipment with proper exhaust systems, and insulating and buffering residences from the 65 d(B) CNEL.

Alternatives

The No Additional Development Alternative will cause impacts of less than significant to noise within the project area because no construction or traffic-related noise generation will occur.

Schools

Impacts of redevelopment to schools will also be significant, but mitigable to a level of less than significant. Employment-related population increases to the area resulting from added industrial land use will increase over capacity.

Mitigation

If tax collection agreements are reached between the Agency and impacted school districts provide funding where needed, impacts to schools from redevelopment will be less than significant.

Alternatives

The No Additional Development Alternative would lead to less than significant impacts to schools.

Recreation

Redevelopment will significantly impact recreation facilities, as insufficient parkland exists to serve the redevelopment project site.

Mitigation

Mitigation included the inclusion of Lauderback Park and the park at Fourth and Orange Avenue in the allocation of funding for the development and maintenance. Also, implementation of park development fees for all new development within the project area will reduce impacts on recreation facilities to less than significant.

Alternatives

The No Additional Development Alternative would cause less than significant impacts because no additional demand for recreation facilities would occur.

IMPACTS CONSIDERED, BUT NOT FOUND TO BE SIGNIFICANT

The proposed project will result in an adverse, but less than significant impact of the following impact areas:

- Landform Alteration
- Water Resources
- Biological Resources
- Light and Glare
- Natural Resources
- Risk of Upset
- Utilities
- Archaeological/Historical Resources
- Libraries

Impacts considered not to be significant will occur in the following impact areas:

- Population
- Housing
- Public Services (except schools and libraries)
- Energy
- Human Health
- Aesthetics

AREAS OF CONTROVERSY

Areas of controversy that may be expected during the redevelopment plan adoption include:

- Use of eminent domain for redevelopment assisted parcel assembly if necessary
- Distribution of the tax increment funds
- Increased industrial development in the project area
- Reductions in the number of housing units in the project area

Project Description



3.0 PROJECT DESCRIPTION

BACKGROUND

The City Council initiated proceedings to establish a Redevelopment Project, and in February of 1990 authorized the Planning Commission to select a Redevelopment Project Area and prepare a Preliminary Plan. The Preliminary Plan includes a discussion of blight, an examination of those areas within Chula Vista that would benefit from redevelopment, and conclusions regarding the feasibility of a redevelopment project.

The Redevelopment Project is proposed to eliminate conditions of blight, such as inadequate street and drainage facilities, poor vehicular access, under-utilized uses with dilapidated or obsolete structures, and parcels of irregular form or shape which make development problematic. Redevelopment would provide funding for rehabilitation of older commercial areas by upgrading the general aesthetics and implementing infrastructure improvements. Capital improvements may include circulation system improvements for vehicular, bicycle and pedestrian traffic, drainage improvements, undergrounding and upgrading utility lines, and park facilities and landscaping. Table 3-1 is a listing of conceptual improvements that may be incorporated into the project.

The Redevelopment Agency, which is comprised of the City of Chula Vista Council members, and the Agency (City) staff are responsible for the preparation of the Redevelopment Plan, a relocation plan, an owner/tenant participation plan, an environmental impact report on effects of the Redevelopment Project, and other documents that outline the need for redevelopment and the financial feasibility of implementing a redevelopment program.

Plan implementation will be subject to future review and approval by the City Council, Redevelopment Agency, Planning Commission, the resource Conservation Commission, the Southwest Project Area Committee Planning Committee and other appropriate bodies after input from affected residents and other interested parties.

THE REDEVELOPMENT PROCESS AND INCREMENT FINANCING

Any City or County in the State of California can establish a redevelopment agency and a redevelopment project area. The process begins when the legislative body (City Council) identifies a survey area for further study to

TRAFFIC/CIRCULATION IMPROVEMENTS

1. Broadway, J Street to the southern city limit - Improve roadway, construct and improve landscape medians, provide street lights, landscaping and pedestrian improvements. *Projected Cost: \$3,000,000.*
2. Main Street, Interstate 5 to Interstate 805 - Construction of bridge and interchange improvements at I-5 and Main Street intersection and at Olay Valley Road and I-805, improve roadway, construct curbs, gutters, sidewalks, medians and parking improvements, widen street to uniform city standard, provide street lights, landscaping utility undergrounding and pedestrian and bicycle improvements. *Projected cost: \$8,300,000.*
3. Palomar, Bay Boulevard to Broadway - Improve roadway, construct medians, curbs, gutters, sidewalks and parking improvements. Provide street lights, landscaping, underground utilities and pedestrian and bicycle improvement. *Projected cost: \$5,000,000.*
4. Palomar, Broadway, Orange Avenue Intersection - Reconstruct and re-route traffic flow, replan and redesign, and acquire necessary property for reconfiguration. *Projected cost \$12,000,000.*
5. Bay Boulevard, L Street to the southern city boundary - Widen and improve roadway, construct gutters, curbs, sidewalks, landscape medians, parking improvements and provide street lights, landscaping and pedestrian and bicycle improvements. *Projected cost: \$5,500,000.*
6. Third Avenue, Naples to the southern city boundary - Improve and widen roadway, construct curbs, gutters, sidewalks, landscape medians and parking improvements. *Projected cost: \$2,000,000.*
7. Naples Street, Broadway to Industrial - Street construction, curbs, gutters, sidewalks, landscape medians, street lights and pedestrian improvements. *Projected cost: \$1,500,000.*



8. Bridges, Palomar and I-5 and at Main Street and I-5 - Bridge widening and redesign. *Projected cost: \$2,000,000.*
9. Palomar and Industrial, Trolley crossing - Road widening and trolley crossing improvements. *Projected cost: \$750,000.*
10. Woodlawn Park - Replanning and redesign of existing streets, purchase of property for replanning, construction of curbs, gutters, sidewalks, pedestrian and bicycle improvements. *Projected cost: \$3,000,000.*
11. Broderick's Otay Acres - Roadway, curbs, gutters, and sidewalk constructions, construction of connector streets and east-west drainage, utility undergrounding. *Projected cost: \$2,000,000.*
12. General Transportation Improvements - Improve and wide roadways, construct curbs, gutters and sidewalks in Project Area street identified as deficient by the "Missing Improvements List" prepared by the City's Engineering Department. *Projected cost: \$800,000.*

*TRAFFIC/CIRCULATION IMPROVEMENTS,
TOTAL PROJECTS COST*

\$45,850,000

II. SEWER AND DRAINAGE IMPROVEMENTS

1. Sewage System - Upgrading and installation of a monitoring system. *Projected cost: \$1,500,000.*
2. Industrial Boulevard, Palomar to Anita - Construction of sewer parallel. *Projected cost: \$800,000.*
3. Palomar and Quintard - Construction of sewer parallel. *Projected cost: \$400,000.*
4. Arizona and Broadway - Construction of drainage improvements. *Projected cost: \$1,850,000.*
5. Residential Areas - Construction of necessary drainage improvements in the residential neighborhoods of Broderick's Otay Acres and Woodlawn Park. *Projected cost: \$2,000,000.*

*SEWER & DRAINAGE IMPROVEMENTS,
TOTAL PROJECTS COST:*

\$6,550,000



Chula Vista Southwest Redevelopment Project

SOURCE: Redevelopment Agency

Table 3-1 cont'd

III. COMMUNITY FACILITIES/SCHOOL IMPROVEMENTS

1. Community parks throughout the project and adjacent area - Acquire, develop, and/or improve community parks with adequate facilities and parking areas. Park improvements and/or development include but are not limited to the following areas: Woodlawn Park, Broderick's Otay Acres, Castle Park, SDG&E Bayfront Property, West Fairfield, East Fairfield, Palomar and Orange area, Main Street industrial corridor, Oxford, and Otay Town. *Projected cost: \$20,000,000.*
2. Otay River Valley open space/park project - Land acquisition of park and open space area within the planned Otay River Valley Regional park, restoration of natural habitat, construction of passive park recreation uses. *Projected cost: \$10,000,000.*
3. School Site Size Increase - Purchase of 15 acres at 6 school sites, increasing each facility to minimum State standard of 10 usable acres. *Projected cost: \$3,750,000.*
4. Otay Elementary School Relocation - Relocation of elementary school away from hazardous high voltage transmission lines. *Projected cost: \$10,000,000.*
5. School Facility Modernization - Schools serving the Project Area require construction of additional classrooms, restrooms, and rehabilitation of outdated athletic and classroom facilities and construction of school libraries. *Projected cost: \$13,000,000.*
6. Chula Vista School District Administration and Assessment Center - Increased space required for district administration offices and student assessment center, including required parking. *Projected cost: \$1,700,000.*
7. Rehabilitation and Reconstruction - Existing facilities at Castle Park Middle School and Chula Vista Junior High School require repair and reconstruction. *Projected cost: \$17,700,000.*
8. Sweetwater Union High School District Offices - Administration center construction of additional office space and parking. *Projected cost: \$4,500,000.*
9. Castle Park Middle School - Enlarge school facility for athletic field area, street and parking improvements to accommodate parent/student drop off area. *Projected cost: \$350,000.*
10. Chula Vista Junior High School - Property acquisition for enlargement of athletic area. Construction of drainage improvements. *Projected cost: \$450,000.*



Chula Vista Southwest Redevelopment Project

SOURCE: Redevelopment Agency

Table 3-1 cont'd

- 11 City Communication, Emergency Operating Center, Administrative Maintenance Facilities and Civic Center Improvements - Improvement of existing Fire and Police Communication system - reconstruction, replanning, and construction of adequate city maintenance facilities. Improvement and expansion of Civic Center. *Projected cost: \$25,400,000.*
- 12 Library Facilities - Improve and expand library facilities. Purchase of land and construction of library buildings. *Projected cost: \$6,000,000.*
- 13 Fire Protection - Improvement in water pressure and flow to project area and surrounding areas for fire safety. *Projected cost: \$2,000,000.*
- 14 Cultural Center - *Projected cost: \$8,400,000.*
- 15 Community Center - Project will consist of construction of 20,000 square foot community center with offices and instructional rooms for public meetings and classes. *Projected cost: \$3,400,000.*

*COMMUNITY FACILITIES/SCHOOL IMPROVEMENTS,
TOTAL PROJECTED COST: \$126,650,000*

IV. COMMUNITY DEVELOPMENT PROGRAMS

1. Provide commercial rehabilitation fund. *Projected cost: \$20,000,000.*
2. Provide land assembly funds for various projects. *Projected cost: \$28,000,000.*
3. Provide funds for rehabilitation or architecturally significant and historic structures. *Projected cost: \$2,000,000.*
4. Provide funds for relocation and/or retention of commercial/industrial facilities. *Projected cost: \$26,000,000.*
5. Provide funds for demolition of dilapidated structures. *Projected cost: \$4,000,000.*
6. Provide funds for planning services to conduct design/implementation program studies. *Projected cost: \$1,000,000.*

*COMMUNITY DEVELOPMENT PROGRAMS,
TOTAL PROJECTED COST: \$81,000,000*



Chula Vista Southwest Redevelopment Project

SOURCE: Redevelopment Agency

Table 3-1 cont'd

VI. HOUSING/LOW MODERATE INCOME ASSISTANCE

As provided by Section 33354.2a of the Health and Safety Code, not less than 20% of all taxes which are allocated to the Agency through tax increment financing shall be used by the Agency for the purpose of increasing, improving or preserving the community's supply of low and moderate income housing. This assistance will be provided in the form of rehabilitation grants to low and moderate income household owners, through the construction of low and moderate income units, and through the encouragement of development of rental units held at low and moderate income levels.

TOTAL PROJECTED COST OF ALL PROJECTS:

\$260,050,000



Chula Vista Southwest Redevelopment Project

SOURCE: Redevelopment Agency

determine its qualifications for redevelopment. To qualify as a project area, the area must be predominantly urbanized and show conditions of blight.

Once the project area is selected, a preliminary plan is prepared and all taxing agencies which will be affected by redevelopment are notified (school districts, water districts, etc.). The law also provides for the appointment of an advisory committee to review the impacts of the redevelopment plan on local residents and businesses.

Redevelopment Agencies do not have the authority to levy taxes, fees or assessments on property in a Redevelopment Project Area. Property taxes are determined by a statewide formula which sets the property tax rate at one percent of the assessed value of the property. The assessed value is determined by the County Assessor when property is sold or new construction is completed.

Tax increment is the primary source of revenue Redevelopment Agencies have to spend on redevelopment projects. Tax increment is the difference between the property tax revenue generated now and the property tax revenue generated in the future as property is reassessed following sale or new construction. This incremental property tax increase is retained by the Redevelopment Agency.

When the redevelopment plan is adopted establishing the project area, a base year value for the project area is established. The base year value is the total assessed valuation of all property within the project area. The property tax collected on the increase in valuation over the base year value is tax increment revenue.

Redevelopment programs are funded through redirecting future property tax revenue to the Redevelopment Agency. This revenue would otherwise flow to other taxing agencies which include the County, water and fire districts, and schools.

Because of this, Redevelopment Law requires the Redevelopment Agency to meet with each taxing agency and review potential financial impacts. These meetings result in negotiated agreements that are designed to eliminate financial burden caused by the redirection of tax increment revenue. Agreements typically require the Agency to pass through tax increment revenue or construct specific capital facilities which the other individual taxing agencies would not be able to accomplish alone.

THE PROJECT LOCATION

The Southwest Redevelopment Project is the proposed redevelopment of a 1,068 acre area within the City of Chula Vista. Chula Vista is located approximately seven miles south of San Diego and one mile east of the southernmost part of San Diego Bay (see Figure 3-1). As shown in Figure 3-2, the Project Area includes: the mercantile and office commercial, heavy commercial, research and

limited industrial zoned properties adjacent to Broadway from James Street to Naples Street; the commercial and industrial zoned property bounded by L Street, the railroad right-of way, Moss Street, and Broadway (Harborside 'A'); the property bounded by Palomar Street on the south, Bay Boulevard on the east, the City limits on the west, and the extension of L street on the north; the property bounded by I-5 on the east and south and the City limits on the west (West Fairfield); the railroad right-of-way from L Street to the southern City limits; the property north of Ada Street, west of the railroad right-of-way, east of the I-5 freeway, and south of the SDG&E right-of-way; the property adjacent to and north of Anita Street between I-5 and the railroad right-of-way; the property south of and adjacent to Palomar Street between Broadway and the railroad right-ow-way; the parcels adjacent to the Palomar and Orange intersection; all the property bounded by the City limits on the south, the railroad right-of-way on the west, Main Street on the north, and Rios Avenue on the east; the residential neighborhood of Woodlawn Park; most of the parcels north of and adjacent to Main Street from the railroad right-of-way on the west and Hilltop Drive on the east; and the commercial and industrial zoned property along both sides of Third Avenue from Naples Street south to Main Street.

Two non-contiguous areas are within the proposed Project Area boundaries and include: the property to the south of the City limits, north of State Highway 54, between National City Boulevard and 5th Avenue; and the parcels bounded by Highway 54 on the south, Highland Avenue on the west, the City limits on the north, and Edgemere Avenue on the west.

PROPOSED LAND USES

Table 5-5 (Land Use section) shows proposed land uses under Redevelopment. Development within the project area will be consistent with General Plan land use map and policy, but development of these uses may occur at an increased rate as a result of the implementation of the Redevelopment Project. Any land use variations from the General Plan recommended by the Redevelopment Agency for sites within the project area would require General Plan amendments, for which separate environmental review may be required, as determined by the preparation of an Environmental Initial Study.

Land uses, acreages, development potential and possible environmental impacts within the project area are analyzed in this EIR based on proposed land uses within the project area as described by the General Plan. General Plan land use categories shown in Table 5-5 were derived from the land use designations depicted on the Land Use Map of the Chula Vista General Plan.

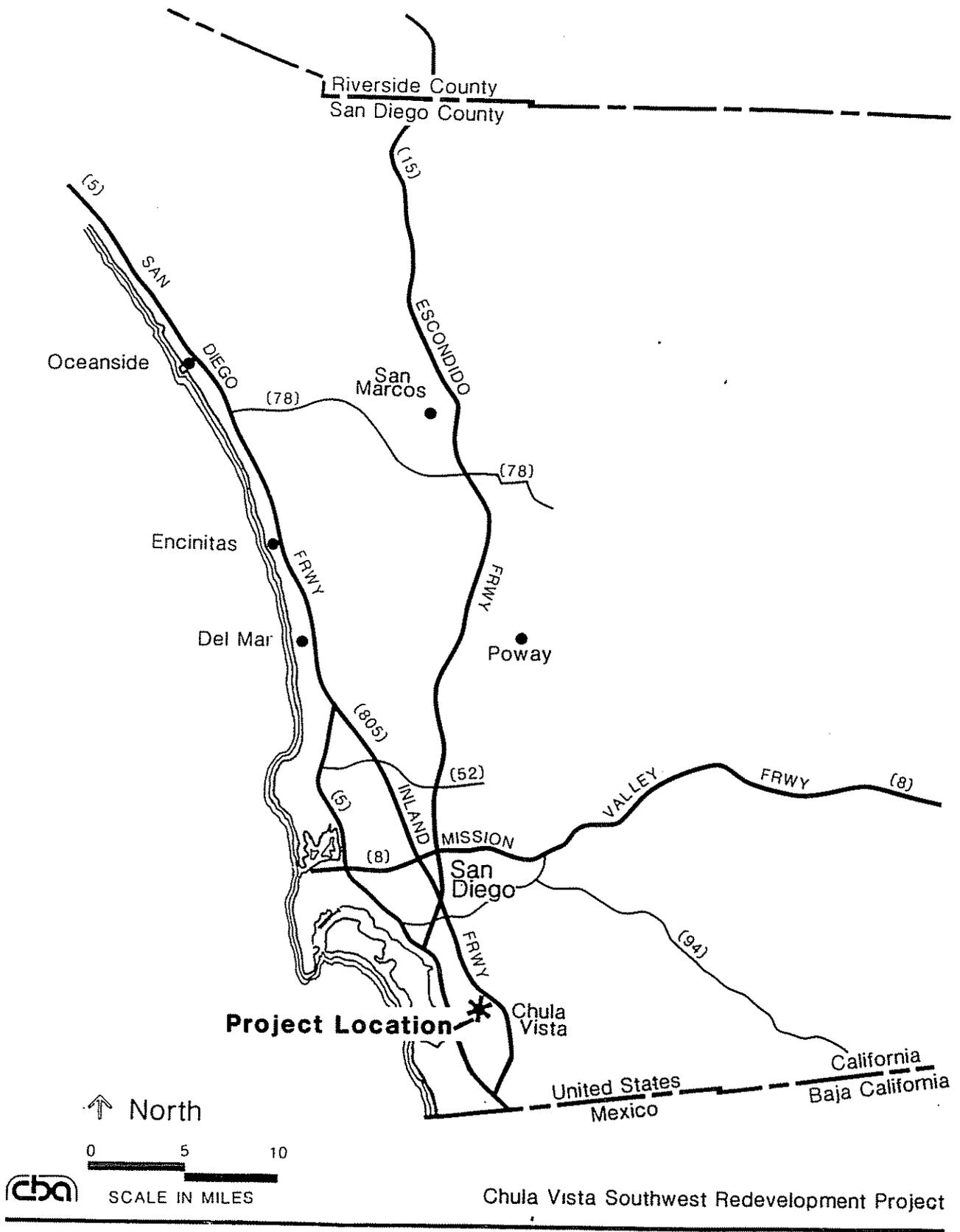
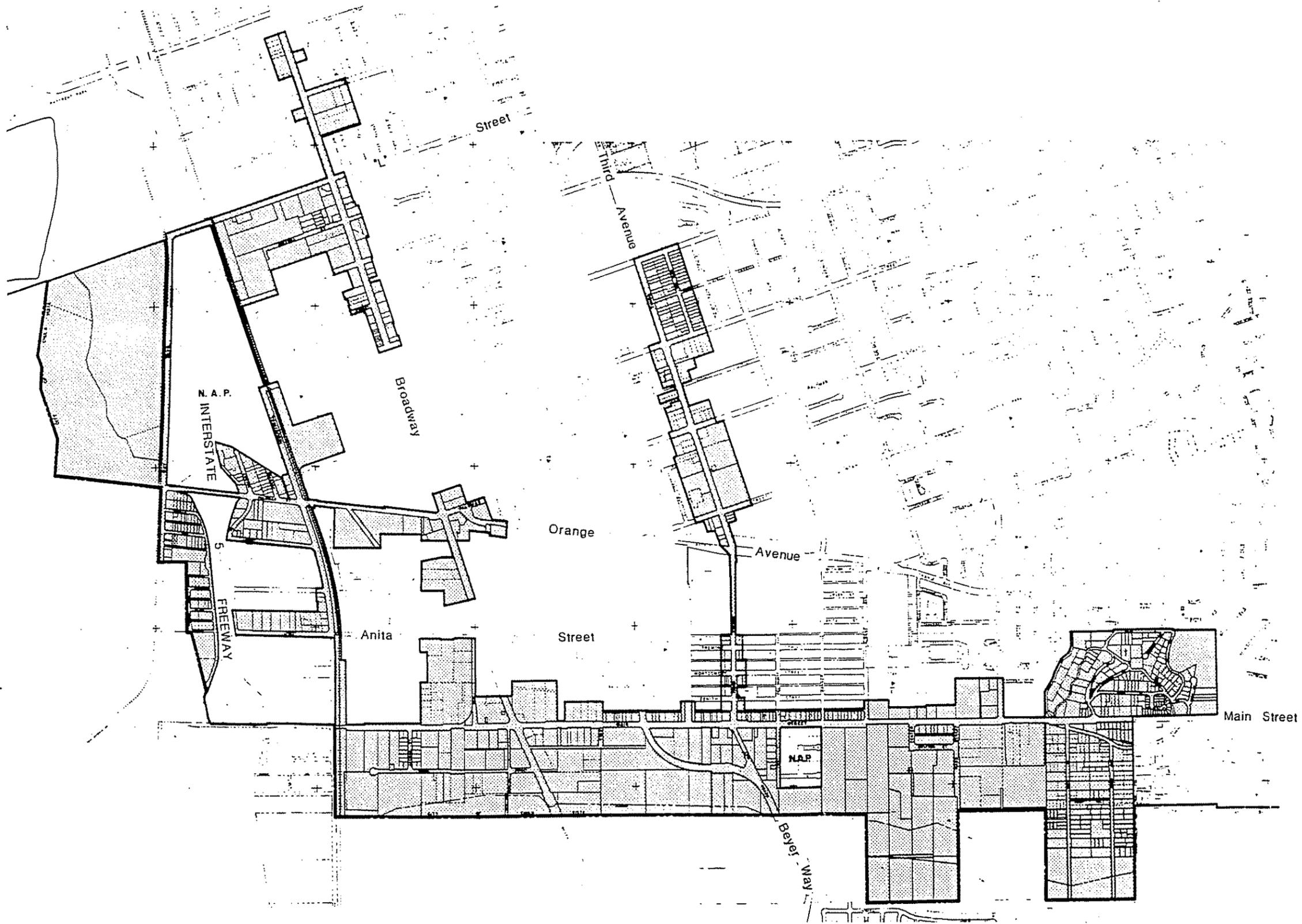
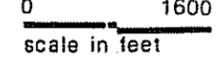


Figure 3-1
Regional Vicinity

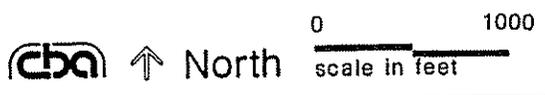
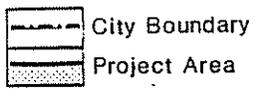
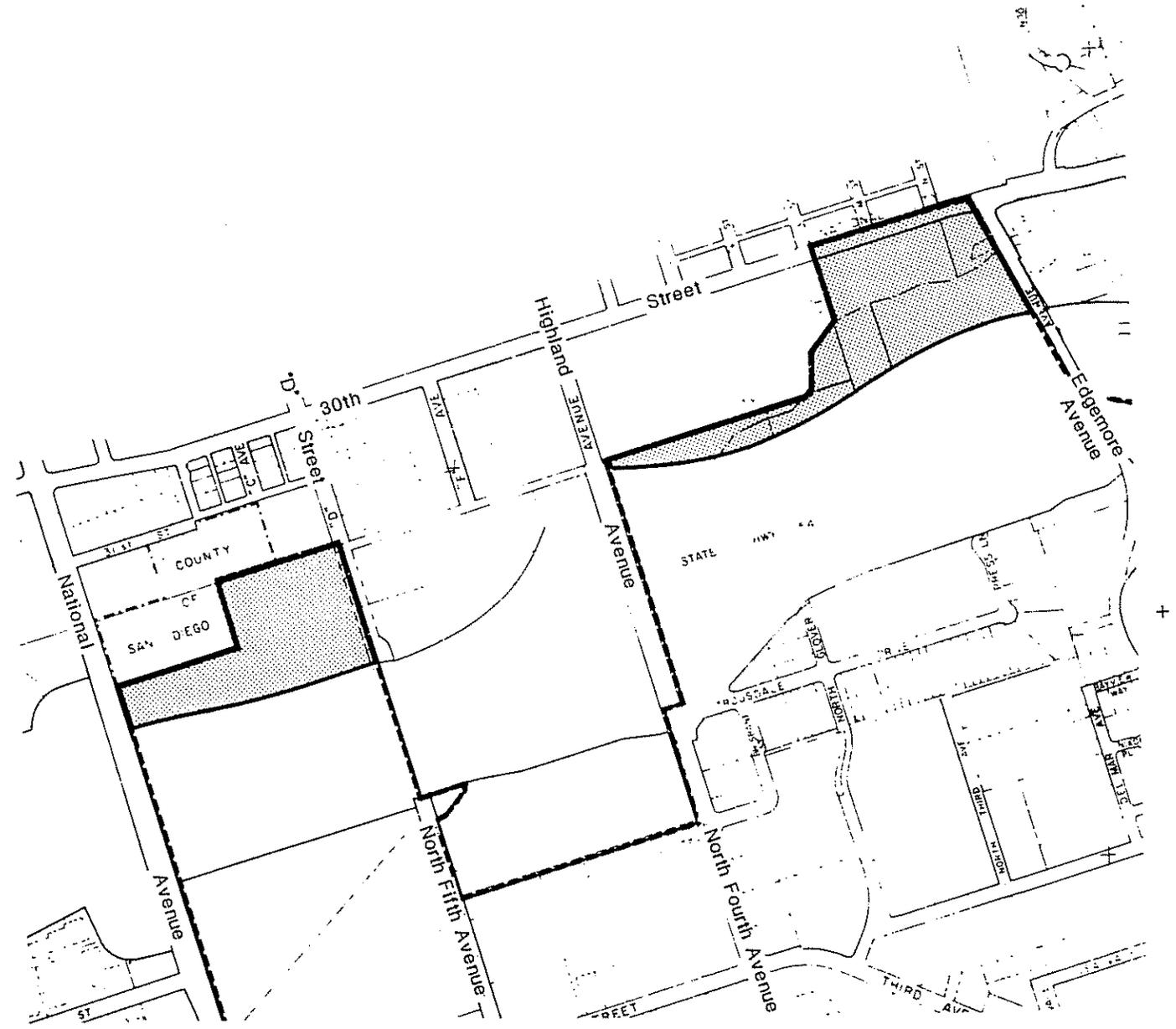



 North
 
 0 1600
 scale in feet

Chula Vista Southwest Redevelopment Project

Figure 3-2A
The Project Area

+



Chula Vista Southwest Redevelopment Project

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Figure 3-2B
The Project Area

The proposed Redevelopment Project is considered a long-term project with a 40-year life span. Assuming full build-out of the General Plan (based on reasonable expectations regarding future intensities of development within the project area) the project would ultimately result in a decrease of 183 dwelling units (15 percent), and an increase in non-residential building space of approximately 3.43 million square feet (60 percent).

PROJECT CHARACTERISTICS

This redevelopment project will serve to alleviate conditions of blight that the private sector cannot resolve without assistance. Blighting conditions existing within the Project Area include subdivision of lots into parcels that are inadequate for proper private sector development or redevelopment, incompatible land uses throughout the Project Area, and inadequate public improvements and facilities.

General objectives that are set forth to guide implementation activities include:

1. Increasing open space and protecting environmentally sensitive areas;
2. Rehabilitating physically obsolete, dilapidated or substandard structures;
3. Rehabilitating existing buildings;
4. Reconstructing, redesigning, or reusing streets, utilities, curbs, gutters, sidewalks and other associated public improvements;
5. Improving circulation and drainage systems;
6. Constructing and/or reconstructing off-street parking facilities;
7. Improving and providing additional recreation facilities;
8. Reducing the cost of providing City services, and
9. Improving the overall appearance of the area.

EMINENT DOMAIN

Increased development and rehabilitation through direct agency assistance over the lifetime of the project may result in the acquisition of properties and displacement of some businesses and residential units within the project area through the use of eminent domain.

The Agency has determined not to use its power of eminent domain under redevelopment law in the project area where existing residential uses conform to General and Specific Plan land use designations.

CITY VERSUS REDEVELOPMENT AGENCY USE OF EMINENT DOMAIN

Under current law, federal, state, and local governments and other public agencies, such as special districts, have the power to take private property for public purposes. This power is referred to as the power of eminent domain. The U.S. Constitution provides that such a taking requires payment of just compensation to the property owner. California law has further defined just compensation to require certain payments for relocation costs, rent supplements and other payments intended to minimize the losses to people or businesses forced to relocate as a result of public action. When an agency takes property in this way, the act of taking is referred to as condemnation of the property.

Normally, the taking is for permanent public ownership of the property for a public use such as construction of a public building (school, city hall, etc.) or a public right-of-way (road, flood control channel, etc.). Under California law, most local agencies are limited to this type of taking.

Redevelopment agencies have been granted the power of eminent domain for an additional purpose. Redevelopment agencies have the power to take or condemn property for the purpose of resale to another private party. In order to exercise this power, the agency must find that such condemnation is necessary to meet the objectives of the redevelopment plan. In addition, the purchaser of the property must develop the property in accordance with the plan.

This power is normally used in situations where parcels were previously subdivided and developed a number of years ago, and the parcelization makes present day development of the land in the private market at current standards difficult or impossible. Under redevelopment law, an agency can only exercise the power of eminent domain for the first 12 years following adoption of the redevelopment plan. The plan may be amended to extend the power of eminent domain for additional 12-year increments.

The Redevelopment Agency intends to limit its ability to exercise eminent domain by restricting the circumstances under which it may be used. The proposed Redevelopment Plan in Chula Vista is to be focused on providing public improvements and assisting property owners with rehabilitation.

PROJECT GOALS

Implementation of this Plan is intended to achieve the following goals:

- Creation of physical buffers which ameliorate the adverse effects of changing land uses along interfaces.

- Discouragement of "spot zoning" and piecemeal planning practices.
- Encouragement of the establishment and maintenance of "balanced neighborhoods" and subareas, characterized by a planned diversity in building sites, density, housing and land use.
- To provide adequate roadways, to correct street alignment problems, to eliminate road hazards and to provide adequate access to freeways.
- To eliminate and prevent the spread of blight and deterioration and to conserve, rehabilitate, and redevelop the Project Area in accordance with the Redevelopment Plan and future Annual Work Programs.
- Promotion of planned light industrial development within the Main Street Corridor.
- Encouragement of tourism, including the development of high-quality hotels, motels, restaurants, and meeting facilities.
- To provide for the enhancement and renovation of business within the Project Area to promote their economic viability.
- To encourage the cooperation and participation of residents, business persons, public agencies and community organizations in the revitalization of the Project Area.
- To encourage the investment of the private sector in the full development of the Project Area.
- To provide needed improvements to the community's educational, cultural, residential and other community facilities to better serve the Project Area.
- To promote public improvement facilities which are sensitive to the unique environmental qualities of the Project Area.
- To establish a program that promotes the rehabilitation of the existing housing stock where appropriate.
- To remove impediments of land assembly and development through acquisition and reparcelization of land into reasonably sized and shaped parcels served by an improved street system and improved public facilities.
- To expand the resource of developable land by making underutilized land available for development.

- To alleviate certain environmental deficiencies including substandard vehicular and pedestrian circulation systems, insufficient off-street parking and other similar public improvements.
- To alleviate local drainage conditions that constrain the development of various parcels in the Project Area, the cost of which cannot be borne by private enterprise action alone.
- To achieve an environment reflecting a high level of concern for architectural, landscape, and urban design principles appropriate to the objectives of the Redevelopment Plan.
- To make provisions for housing as is required to satisfy the needs and desires of the various age and income groups of the community, maximizing the opportunity for individual choice, and meeting the requirements of State Law.
- To develop safeguards against noise and pollution to enhance the industrial/commercial community.

PROJECT ACTIONS

The agency proposes to eliminate and prevent the spread of blighting influences, and to strengthen the economic base of the Project Area and the community through:

1. The acquisition, installation, construction, reconstruction, redesign, or reuse of streets, utilities, curbs, gutters, sidewalks, traffic control devices, flood control facilities and other public improvements.
2. The rehabilitation, remodeling, demolition or removal of buildings, structures and improvements.
3. The rehabilitation, development or construction of affordable housing in compliance with State law.
4. Providing the opportunity for participation by owners and tenants presently located in the Project Area and the extension of preferences to occupants desiring to remain or relocate within the redeveloped Project Area.
5. Providing relocation assistance to displaced residential and nonresidential occupants.
6. The development or redevelopment of land by private enterprise or public agencies for purposes and uses consistent with the objectives of this Redevelopment Plan.

7. The acquisition of real property by purchase, gift, devise or any other lawful means, or, where it is deemed necessary, by exercising the power of eminent domain as permitted by Section 503 of this Plan and after conduct of appropriate public hearings.
8. The combining of parcels, properties, site preparation and construction of necessary off-site improvements.
9. Providing for open space.
10. Managing of any property acquired by the Agency.
11. Assisting in providing financing for the construction of residential, commercial and industrial buildings to increase the residential and commercial base of the Project Area and the City of Chula Vista, and the number of temporary and permanent jobs in the Project Area.
12. The disposition of property including the lease or sale of land at the value determined by the Agency for reuse in accordance with the Redevelopment Plan.
13. Providing for the retention of controls and the establishment of restrictions or covenants running with the land, so that property will continue to be used in accordance with this Redevelopment Plan.
14. The closure or vacation of certain streets and the dedication of other areas for public purposes.
15. Providing replacement housing, if any is required.
16. To apply for, receive and utilize grants and loans from federal or state governments or any other source.
17. The negotiation of arrangements with taxing jurisdictions to address any financial burdens or detriments caused to such taxing entities as a result of the adoption of the Redevelopment Plan.

To accomplish these actions and to implement this Redevelopment Plan, the Agency is authorized to use all the powers provided in the Redevelopment Plan and all the powers now or hereafter permitted by the Redevelopment Law and any other State law.

PUBLIC IMPROVEMENTS

A number of public improvements are necessary to aid the elimination of blight and to encourage redevelopment in the project area. These improvements are included in the project and include circulation improvements, drainage and sewage improvements, the undergrounding of utilities, community facilities and

school improvement, community development programs, and increasing and improving the community's supply of low and moderate income housing. Funding for these improvements is expected to be borne in part by the Redevelopment Agency through tax increment financing, by state highway improvement funds, by private developers, by federal revenue sharing, by the City through the City General Fund, or by other sources.

These improvements may be constructed as necessary to assist in the project implementation. Implementation phasing and financing of any of these projects will depend on the nature and phasing of private development in the project area and the availability of tax increment and other funds for their construction.

Environmental Setting



4.0 ENVIRONMENTAL SETTING

The City of Chula Vista is located near the southern California coast, approximately seven miles south of downtown San Diego as shown in Figure 3-1. It is situated in the southern portion of San Diego County between National City to the north, the Otay River to the south and unincorporated County lands to the east. Chula Vista occupies a total of 44,470 acres (69.5 square miles), with the project area encompassing 1,068 acres (1.7 square miles) of the city. As shown in Figures 3-2A and B, the project area lies in the southwestern portion of the City, with two non-contiguous areas to the north along the boundary of National City. Redevelopment will occur along several major arterials (Main Street, Palomar Street, Third Avenue, Broadway, Industrial Boulevard, and Bay Boulevard), and extend to the City limits of Chula Vista to the west and south, to 'J' Street in the north, and I-805 to the east.

The topography of the project area is characterized by flat to rolling terrain, from sea level in the west to approximately 200 feet above Mean Sea Level (MSL) three miles east. Otay River borders the City and the project site to the south, and the Sweetwater River flows along the northern city boundary. Both watercourses empty into San Diego Bay, along the western edge of the project boundary.

Vegetation present within the project area includes riparian woodland in the Otay River Valley, a small Eucalyptus grove north of Main Street and east of Third Avenue, and farmed or disturbed land. Due to the effects of urbanization, very little native vegetation exists within the project area boundary.

Land uses present within the project area include residential, commercial, administrative and professional office, industrial, parks and open space, and undesignated land uses labeled as "whiteland" areas.

The present character of the project area can be described as a mixture of older residential, industrial, commercial, and business uses located within a rapidly growing community. A majority of the redevelopment project area lies within the Montgomery Specific Plan area. This area was annexed into the City in 1985. Much of the development of the Montgomery area occurred nearly 30 years ago, and is substandard by current standards. Zoning has only occurred within the last 25 years and unplanned development characterizes areas built before this time.

Environmental Impact Analysis



5.0 ENVIRONMENTAL IMPACT ANALYSIS

As required by CEQA, this section outlines the environmental setting, environmental impacts, and mitigation measures for those environmental factors on which the proposed project may have significant effects.

This EIR examines all of the environmental issue areas identified as being potential impacts in the City of Chula Vista environmental checklist. Each potential impact is discussed and analyzed in the section that follows. Each impact issue area is addressed according to the following format:

- **Environmental Setting:** A description of the environment in the vicinity of the project, as it exists before the commencement of the project;
- **Environmental Impact:** An analysis of the impacts of the proposed project in qualitative and quantitative terms;
- **Level of Significance:** A brief statement summarizing the level of significance for each issue area based on the analysis contained in the Environmental Impact section;
- **Mitigation Measures:** A description of measures which could minimize significant adverse impacts. The discussion of mitigation measures shall distinguish between the measures which are proposed by the Lead Agency to be included in the project and other measures that are not included but could be reasonably expected to reduce adverse impacts if required as conditions of approving the project.

5.1 AREAS OF POTENTIAL ENVIRONMENTAL IMPACT

1. Landform Alteration
2. Air Quality
3. Water Resources
4. Biological Resources
5. Noise
6. Light and Glare
7. Land Use/General Plan/Zoning
8. Natural Resources
9. Risk of Upset
10. Population
11. Housing
12. Transportation/Access
13. Public Services
14. Energy
15. Utilities
16. Human Health
17. Aesthetics
18. Recreation
19. Archaeological/Historical Resources
20. Threshold/Standards Policy

More detailed discussions of these impacts are found in the following sections. Specific references to literature used in this report are denoted by a reference number in parentheses [i.e., (A-1)]. A complete listing of references can be found in Section 8: References.

5.1.1 LANDFORM ALTERATION

ENVIRONMENTAL SETTING

Geology

The underlying geology of the Redevelopment Project Area has resulted from the formation of a series of river-dissected marine terraces, increasing in elevation from west to east. Redevelopment will occur in the coastal area of the City, which extends from the bayfront to I-805. It is a low flat plane not broken by canyons of the higher mesas to the east. In general, local geology is organized with alluvium and slopewash located along the far west and south boundaries, progressing further east into the Bay Point Formation, the San Diego Formation, Linda Vista Formation, and Otay Formation.

Soils

Soil associations present within the project site include the Huerhuero-Stockpen, and Salinas-Corralitos associations (C-10). Huerhuero-Stockpen soil association consists of moderately well-drained loams to gravelly clay loams that have a subsoil of clay or gravelly clay, on 0 to 9 percent slopes. Soil types of this association which are found within the Redevelopment Project Area include the Huerhuero loam and the Huerhuero-Urban land complex. The Salinas-Corralitos soil association consists of moderately well drained to somewhat excessively drained clays, clay loams, and loamy sands on alluvial fans on 0 to 9 percent slopes. Soils of this association found within the project area include the Salinas clay loam on 2 to 9 percent slopes. Other soil types existing within the project area include Tidal Flats to the far west, Visalia sandy loam west of the gravel pit in the Otay River floodplain, and the Olivenhain-Urban land complex, the Diablo-Olivenhain complex and the Reiff fine sandy loam all in small isolated areas of the far east (C-10).

Seismicity

Earthquake faults are not present within the Redevelopment Area, but are located within close proximity. The La Nacion and Sweetwater Faults trend north to south one to two miles apart, and lie approximately one mile east of the project area. These faults are both considered potentially active. The maximum credible earthquake event that can be expected along this fault system could be of 6.8 magnitude on the Richter scale (C-8). Other potentially active faults in the region which may affect the area are the Rose Canyon Fault under San Diego Bay, the Coronado Bank and San Diego Trough zones offshore, and the larger fault zones far to the east consisting of the Elsinore, San Jacinto, San Miguel, and San Andreas Faults (C-11). The project site can expect severe groundshaking in the event of a major earthquake (magnitude 6.0 or greater) from rupture along a southern California fault.

Liquefaction

Areas along the western and southern margins of the project site, which are underlain by loosely consolidated alluvium are susceptible to liquefaction during groundshaking associated with earthquakes. Liquefaction involves the loss of cohesive strength of a soil when movement occurs in the presence of a high water table. Effects can involve subsidence, shifting and overall movement of the surface.

ENVIRONMENTAL IMPACT

Impacts of redevelopment to landforms include hazards from groundshaking associated with earthquakes and soil characteristics detrimental to supporting structural loads. Seismic and soil-related concerns vary between the developed and undeveloped lands. Seismicity and the structural integrity of buildings have greater importance in developed areas, whereas topographic alteration and soil conditions are more significant in undeveloped areas.

Development within the proposed project area would expose more people to the effects of groundshaking during an earthquake due to increased employment and non-residential population being drawn to the area. Many buildings constructed of unreinforced masonry prior to present earthquake codes pose structural integrity hazards. Demolition or rehabilitation of older structures within the project area, and construction of new buildings may reduce this hazard. The Seismic Policy of the Safety Element of the Chula Vista General Plan contains provisions addressing public safety from earthquake hazards. Policy Statements 1 through 14 specifically state the City's commitment towards achieving seismic safety. These include items such as maintenance of a current data base of major geologic hazards, adherence to an updated Seismic Section of the Safety Element during planning, coordination of seismic safety programs with those of the County and other cities, enforcement of building codes and identification and replacement of structurally unsafe buildings.

Potential impacts from development of unstable soils are present where alluvial soils or clay-rich soils exist within the project area. Slope instability is not present within the project area due to the site's relatively level terrain. Adherence to Policy Statements offered to achieve goals and objectives of the Seismic Section of the Safety Element of the General Plan will serve to eliminate risks associated with development of unsuitable soils. Also, policies 'a' and 'b' contained on the 'Engineering' subsection of the Hillside Development Section of the Land Use Element state that geological reconnaissance should be performed to identify any soil instability, and development should not include unstable soils.

The Land Development Section of the Land Use Element includes a discussion of the suggested use of landform grading during development, which is a contour grading method simulating the appearance of natural terrain. Maintenance of the natural topography is the focus of Policy 6.5 within the Open Space Conservation Element.

Adverse effects of grading on landforms will be minimized through strict adherence to policies under the 'grading and drainage' subsection of the Hillside Development Section of the Land Use Element of the General Plan. These policies state that landform grading should be the dominant grading method, that excavation and grading should not result in scarring or erosion, and that grading should be confined to the building pads, rather than mass grading large areas.

In Goal 5 of the Land Use Element, the City commits to preserving "the most important landforms and natural features as part of a recreation oriented open space network." Objectives 20 through 22 include statements regarding maintenance of greenbelts, open space and trail systems around the City along major river corridors and other sensitive landform areas.

LEVEL OF SIGNIFICANCE

Based on policies included in the Safety and Land Use Elements of the General Plan, impacts of landform alteration from development within the project area are adverse, but less than significant.

MITIGATION MEASURES

Mitigation measures suggested to reduce impacts of landform alteration from redevelopment to less than significant include:

1. The Agency and private sector development shall strictly adhere to Goals, Objectives and Policy Statements of the General Plan which refer to preservation of landforms, seismic safety, and engineering considerations during development and redevelopment.
2. Specific soil and geotechnical reports shall be required by the City for individual redevelopment projects as set forth in the Engineering subsection of the Hillside Development Section of the Land Use Element.

5.1.2 AIR QUALITY

ENVIRONMENTAL SETTING

The 1,068-acre redevelopment project area is located within the air pollution control region identified as the San Diego Air Basin. Local climate is typically dry-summer subtropical with a small temperature range, and is classified as mediterranean. Dry summers result from the influence of the Hawaiian High pressure cell anchored offshore, and wet winters are caused by the close proximity of the storm track associated with the global westerly wind system to the north. The project site has a large number of clear days throughout the year due to its location one to three miles inland from the coast. Clear skies and abundant sunlight are conducive to producing photochemical smog, as nitrogen dioxide combines with hydrocarbons in the presence of sunlight to produce ozone.

Average maximum temperatures reach 71.4 degrees Fahrenheit (F), while average minimum temperatures drop to 55.1 degrees (F). The average monthly temperature is 63.2 degrees (F). Rainfall occurs between October and April, averaging 10.4 inches annually. Winds generally come from the west as daily seabreezes, with land breezes blowing offshore at night and early mornings. Wind reversal occurs during occasional Santa Ana weather conditions, where a high pressure cell east produces strong temperature inversions and northeast winds. Under these circumstances, temperatures rise above normal, and humidity drops to very low levels (15 percent). Average annual humidity is normally 70 percent.

Ambient air quality is recorded at several air monitoring stations within the Air Basin. The closest air quality monitoring station to the project site is the Chula Vista Station. Table 5-1 shows Federal and State ambient air quality standards. The number of days that Federal and State emission standards were exceeded at the Chula Vista air monitoring station are shown in Tables 5-2 and 5-3. Ozone levels have exceeded both State and Federal air quality standards frequently, while other pollutants have fell far below government standards. Since ozone levels are higher than standards allow, the San Diego Air Basin has been designated a "non-attainment basin" by the Environmental Protection Agency.

ENVIRONMENTAL IMPACT

Redevelopment will cause development based on the General Plan to occur more rapidly than under normal market conditions. Correspondingly, there will be an increase in the number of vehicle trips generated by development within the project area. Additional vehicle trips from development

TABLE 5-1
 AMBIENT AIR QUALITY STANDARDS

Air Pollutant	State Concentration	Federal	
		Primary	Secondary
Ozone	0.10 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide	9 ppm, 8-hr. avg. 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.	0.05 ppm, annual avg.	0.053 ppm, annual avg.
Sulfur Dioxide	0.05 ppm, 24-hr. avg. with ozone > 0.10 ppm, 1-hr. avg. or TSP > 100 ug/cu. m, 24-hr. avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.53 ppm, 3-hr. avg.
Total Suspended Particulates (TSP)	N/A	75 ug/cu. m, annual geometric mean 260 ug/cu. m, 24-hr. avg.	60 ug/cu. m, annual geometric mean 150 ug/cu. m, 24-hr. avg.
Sulfates	25 ug/cu. m, 24-hr. avg.	N/A	N/A
Lead	1.5 ug/cu. m, 30-day avg.	1.5 ug/cu. m, calendar quarter	1.5 ug/cu. m, calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg.	N/A	N/A
Vinyl Chloride	0.10 ppm, 24-hr. avg.	N/A	N/A
Visibility Reducing Particles	In sufficient amounts to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation	N/A	N/A

Source: South Coast Air Quality Management District

TABLE 5-2
NUMBER OF DAYS STATE EMISSION STANDARDS EXCEEDED
CHULA VISTA MONITORING STATION

Year	Carbon Monoxide/1 Maximum Concentration in PPM		Ozone/2 Maximum Concentration in PPM		Nitrogen Dioxide/3 Maximum Concentration in PPM		Sulfur Dioxide/4 Maximum Concentration in PPM	
	1-Hour	Days*	1-Hour	Days*	1-Hour	Days*	1-Hour	Days*
1985	0.7	0	0.20	28	0.16	0	0.8	0
1986	0.7	0	0.14	20	0.14	0	0.7	0
1987	0.7	0	0.16	15	0.15	0	0.4	0
1988	0.7	0	0.22	17	0.21	0	0.9	0
1989	0.8	0	0.16	21	0.16	0	0.8	0

* Number of days standard was exceeded.
 /1 State Standard for Carbon Monoxide: 20 ppm 1-Hour; 9.0 ppm 8-Hour
 /2 State Standard for Ozone: 0.10 ppm 1-Hour
 /3 State Standard for Nitrogen Dioxide: 0.25 ppm 1-Hour
 /4 State Standard for Sulfur Dioxide: 0.05 ppm 24-Hours

Source: South Coast Air Quality Management District, "Air Quality Data" 1985-1989

TABLE 5-3
NUMBER OF DAYS FEDERAL EMISSION STANDARDS EXCEEDED
CHULA VISTA MONITORING STATION

Year	Carbon Monoxide/1 Maximum Concentration in PPM		Ozone/2 Maximum Concentration in PPM		Sulfur Dioxide/3 Maximum Concentration in PPM		Total Suspended Particulates/4 Maximum Concentration in ug/m3	
	1-Hour	Days*	1-Hour	Days*	1-Hour	Days*	24-Hours	Days*
1985	0.7	0	0.20	4	0.8	0	96	0
1986	0.7	0	0.14	2	0.7	0	119	0
1987	0.7	0	0.16	2	0.4	0	100	0
1988	0.7	0	0.22	4	0.9	0	109	0
1989	0.8	0	0.16	7	0.8	0	111	0

* Number of days standard was exceeded.
 /1 Federal Standard for Carbon Monoxide: 35 ppm 1-Hour; 9.5 ppm 8-Hour
 /2 Federal Standard for Ozone: 0.12 ppm 1-Hour
 /3 Federal Standard for Sulfur Dioxide: 0.14 ppm 24-Hour
 /4 Federal Standard for Total Suspended Particulates: >150 ug/m3 24-Hours
 Number of samples for suspended particulates varies annually.
 NM Pollutant not monitored

Source: South Coast Air Quality Management District, "Air Quality Data 1985-1989"

within a non-attainment basin will cause further degradation of air quality in the area. Also, emissions generated during construction, consisting of vehicle emissions and dust from grading and construction activities, will present short-term impacts on local air quality.

Table 5-4 shows project area air pollution emissions for the existing level of development, and after build-out. Redevelopment based on the General Plan will significantly contribute to air pollution within the basin. Implementation of the redevelopment project will cause increases in emissions of all pollutants over existing conditions. Carbon monoxide emissions will increase by approximately 72 percent, as will nitrogen dioxide. Other gases such as sulfur dioxide, and reactive organic gases will increase by nearly 76 percent and 62 percent, respectively. Also, particulates will increase by almost 76 percent.

**TABLE 5-4
PROJECT EMISSIONS (LBS./DAY)**

Pollutant	Existing Conditions	General Plan	Percentage Change
Carbon Monoxide	134.4	230.8	+ 71.7
Reactive Organic Gases	10.3	16.7	+ 62.1
Nitrogen Dioxide	777.0	1333.1	+ 71.5
Sulfur Dioxide	70.6	124.2	+ 75.9
Total Suspended Particulates	23.7	41.6	+ 75.5

Objectives of Goal 1 of the Conservation and Open Space Element of the General Plan are to provide for the judicious management of Chula Vista's natural resources. Air quality is considered a natural resource. Section 6.8 states that policies of the General Plan are to be in conformance with the State Implementation Plan on Air Quality for the region.

The Land Use and Circulation Elements provide for development of land uses and a circulation system which will maintain the environment and promote resource-preserving practices. Objective 14 under Goal 1 of the Circulation Plan is to optimize the performance of the traffic signal and street system to minimize the acceleration/deceleration that produces high vehicular pollutant emission levels. Plans within the Land Use and Circulation Elements call for installation of regional transit by light rail, a bicycle plan, and a public transit plan to help alleviate congestion and air pollution problems.

LEVEL OF SIGNIFICANCE

Development and redevelopment within the proposed project area will cause significant, and unmitigable impacts to air quality within the San Diego Air Basin. These significant impacts will be reduced when the State Implementation Plan Revisions (SIP) are completed utilizing the Series VII Regional Growth Forecasts.

MITIGATION MEASURES

Mitigation measures which will reduce impacts to air quality within the San Diego Air Basin include:

1. The Agency and private developers shall, during cleaning, grading, earth moving or excavation:
 - control fugitive dust by regular watering, paving construction roads, or other dust preventive measures, as defined
 - maintain equipment engines in proper tune.
2. After clearing, grading, earth moving or excavation, the Agency and private developers shall:
 - seed and water until grass cover is grown,
 - spread soil binders,
 - wet the area down, sufficient enough to form a crust on the surface with repeated soakings, as necessary, to maintain the crust and prevent dust pick up by the wind,
 - street sweeping should silt be carried over to adjacent public thoroughfares.
3. During construction the Agency and private developers shall:
 - use water trucks or sprinkler systems to keep all areas where vehicles move damp enough to prevent dust raised when leaving the site,
 - wet down areas in the late morning and after work is completed for the day,
 - use of low sulfur fuel (0.5% by weight) for construction equipment.
4. The Agency and private developers shall phase and schedule construction activities to avoid high ozone days.
5. The Agency and private developers shall provide bikeways and convenient bicycle storage facilities, bus shelters, benches, bus pockets in the streets, and convenient access to transit stops.

5.1.3 WATER RESOURCES

ENVIRONMENTAL SETTING

Drainage

Stream flow within the project area is ephemeral in nature as the result of seasonal rainfall and the presence of dams on larger rivers. The project site is located within the Sweetwater and the Otay hydrographic units, and mainly within the Lower Sweetwater and Otay subunits. The Sweetwater Hydrographic unit is approximately 230 square miles in area, and the Otay unit covers approximately 145 square miles. Three small drainage basins exist within the project area, the largest of which is Poggi Canyon Creek. As shown in Figure 5-1, runoff from the project site moves roughly north to south over urbanized landscape to the Otay River. The Otay River flows east to west along the southern City boundary, and empties into San Diego Bay.

Currently no development exists within the 100-year floodplain of the Otay River. Sand and gravel operations occur along the lower portions of the floodplain.

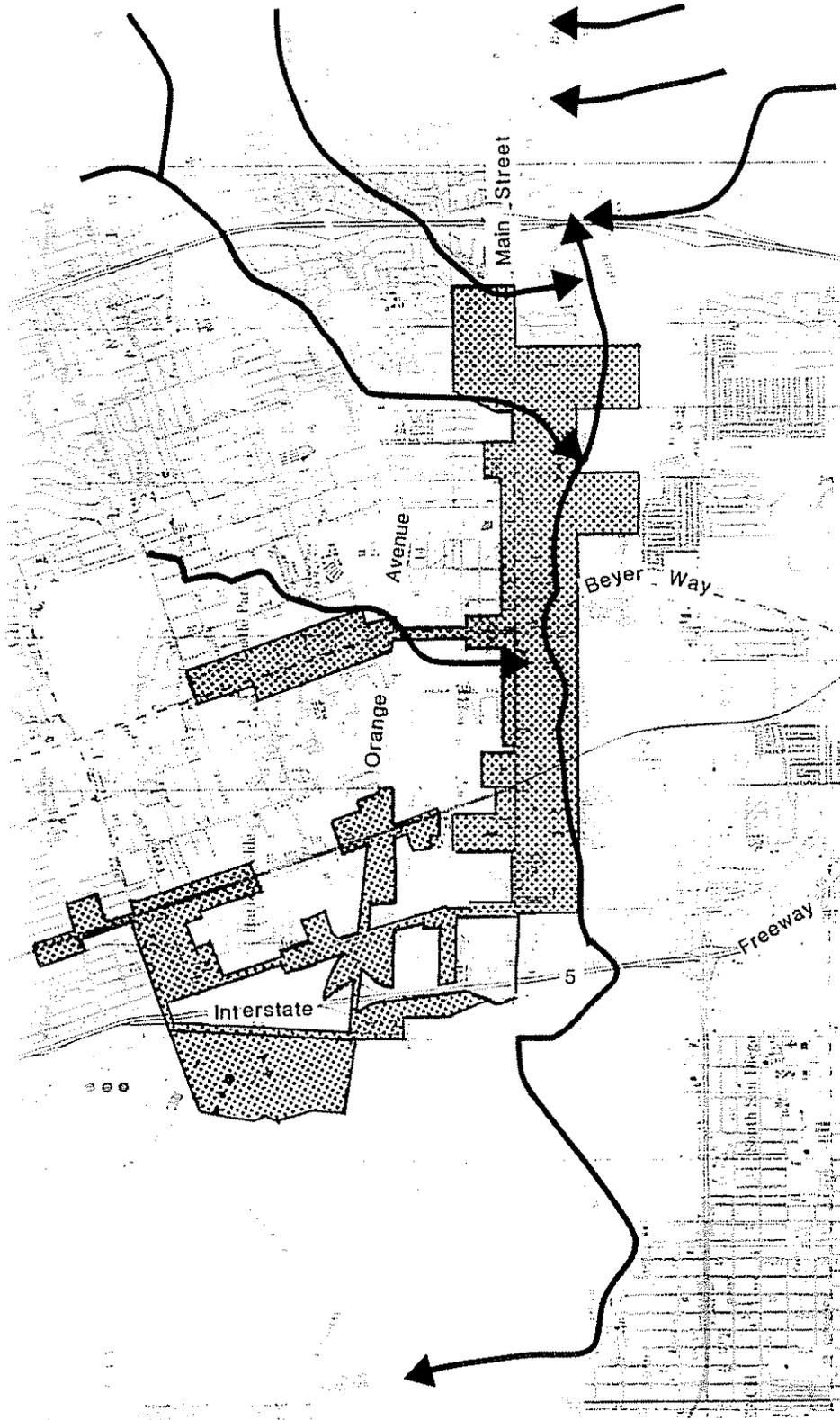
The City of Chula Vista operates and maintains several drainage and flood control facilities, such as flood control channels, storm drains, bridge crossings, and detention basins. Flood hazards have not characterized Chula Vista historically. However, flooding has occurred in the redevelopment area due to its relative downstream location and undersized roadway culverts conveying runoff from urbanization. Specific problem locations are the lower Poggi Canyon, where the hydraulic capacity is reduced by sedimentation. The substantial capacity for development upstream on presently undeveloped land may cause a greater number of drainage problems in the future.

Groundwater

Limited groundwater supplies exist in the project area. Shallow groundwater depths occur in the Otay River Valley and along the bayfront. Due to a decrease in groundwater quality and accessibility, groundwater is not currently used for domestic purposes.

ENVIRONMENTAL IMPACT

Redevelopment will not place residents and structures directly in jeopardy from hazards associated with flooding. Areas along the 100-year floodplain of the Otay River will remain as open space (C-1). Development will occur outside of the 100-year floodplain.



Redevelopment Project Area



Chula Vista Southwest Redevelopment Project

Note: Boundary of project area has been generalized.

0 3700

North scale in feet



SOURCE: CBA

Figure 5-1
Redevelopment Project Area Drainage

The major hydrologic concerns with redevelopment are the amount of impermeable surface created which increases surface runoff, concurrently reduced groundwater recharge, and the possibility for drainage complications given inadequate facilities. Approximately 112.6 acres of existing vacant land that is an integral part of the urbanized area will be developed, adding to the area of impervious surface cover. This will have the effect of increasing runoff volumes and velocities, creating shorter lag times between the onset of rainfall and peak streamflow and higher stream stages. This total area represents a small percentage of the City, however, it occurs in a location where drainage facilities are undersized.

In the absence of upgrades to the storm drain system in the Montgomery Planning Area, further development and redevelopment will severely exacerbate the flooding conditions of the project area. The Redevelopment Projects List in Table 3-1 includes four specific drainage improvements which will serve to reduce existing and future drainage problems in the area.

Increased urbanization will also generate larger amounts of pollutants to be contributed to drainages. Urban-generated pollution will decrease local groundwater and surface water quality. Pollution from existing inflows of phosphates, nitrates, pesticides, and sediments would be replaced by oils, greases, heavy metals, and pesticides from the urban environment.

The City's General Plan and Zoning Ordinance contain provisions for directing proper land uses in floodplains, the City's preparation for flood-related hazards, and maintenance of adequate drainage facilities. Elements in the General Plan which relate to flooding, drainage, and water resources are the Land Use Element, the Safety Element, the Open Space Conservation Element, and the Public Facilities Element.

Development within the floodplain and floodway fringe is prohibited as these areas are defined as open space/greenbelt areas in the Land Use Element of the General Plan. The Chula Vista Greenbelt is also discussed in the Land Use Element. Major river floodplains are designated as Greenbelt in this section of the General Plan. Chapter 1854 of the Zoning Ordinance has Floodplain Regulations which guide and restrict development within the floodplain. Section 18.54.050 states the City Engineer will review all development permits to determine if the development is safe from flooding, and section 18.54.070 contains action to be taken by the engineer so that adequate drainage is provided to reduce exposure to flood hazards.

The Water Resources Section of the Conservation and Open Space Element of the General Plan states that floodplains need to be preserved as open space to reduce flood hazards, and that flood control solutions must be utilized to minimize existing flooding. Water Resources Policy 6.6 states that major water bodies, rivers, and stream valleys are to be protected from urban development. Guideline 1 of that policy outlines development of natural flood control channels to convey flood waters which will aid in groundwater recharge.

The Goal in the Safety Policy Section of the Safety Element is to ensure protection of the City of Chula Vista from fires, flooding, and geologic hazards. In order to achieve this goal, general objectives are forwarded to preserve life, health and property which involve implementing the City's Emergency Plan during disasters such as flooding.

Goal 3 of the Public Facilities Element of the General Plan calls for "the City to properly regulate design of future facilities such that the effectiveness of the existing drainage facilities are not degraded." Objectives 10 through 12 are directed at achieving this Goal by requiring creation of on-site detention basins so existing facilities are not overloaded, incorporation of sediment control as part of new projects, and preservation of existing drainage facilities to minimize disruption of service.

Other design-related concepts are described in the Hillside Development Section of the Land Use Element. Item 'e' of this section under Site and Building Design states that "impervious surfaces should be designed and sited to relate to the natural drainage system."

Preservation of riparian/oak woodland habitat will serve to filter pollution contributions to the local waterways. The Conservation and Open Space Element advocates preservation of these as sensitive species, and Policy 6.7 in this Element calls for designated wildlife and plant habitat areas to be retained in their natural state, or be subject to a program of preservation or enhancement for educational or recreational purposes.

LEVEL OF SIGNIFICANCE

Based on the proceeding analysis, impacts of the Redevelopment Project related to water are considered adverse, but less than significant.

MITIGATION MEASURES

The following mitigation measures are suggested to further reduce impacts of redevelopment on water resources:

1. Drainage improvements contained in the Redevelopment Projects List shall be constructed so that development in the project area and surrounding areas will not increase flooding hazards.
2. Goals, Objectives, and Policy Statements contained within the Land Use, Safety, and Conservation and Open Space Elements which relate to development within the floodplain, groundwater quality and provision of adequate drainage facilities shall be implemented wherever possible.
3. Requirements contained in the City's Zoning Ordinance shall be followed when development is proposed in or near drainage channels.

4. Grading shall be limited to dry months to minimize problems associated with sediment transport during construction.
5. Revegetation of disturbed or newly constructed slopes shall be done as soon as possible utilizing native or drought-tolerant plant materials.
6. All new development will be consistent with the City's Threshold/Standards policy for drainage.

5.1.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

The majority of the study area is urbanized and as a result few biological resources remain. As development has taken place, much sensitive vegetation has been removed. The exceptions are along the banks of the Otay River in the southern portion of the study area and along the northern banks of the Sweetwater River located in the northern portion of the study area where riparian woodland resources exist. Figure 5-2 and 5-3 show the locations of these resources within the study area.

The streamside woodlands of the planning area are considered to be of significant quality. Others which occur are degraded and are usually infested with Tamarisk or other exotic plants. A significant willow woodland lies upstream of the Otay River trolley crossing and extends eastward to the I-805 freeway (C-15).

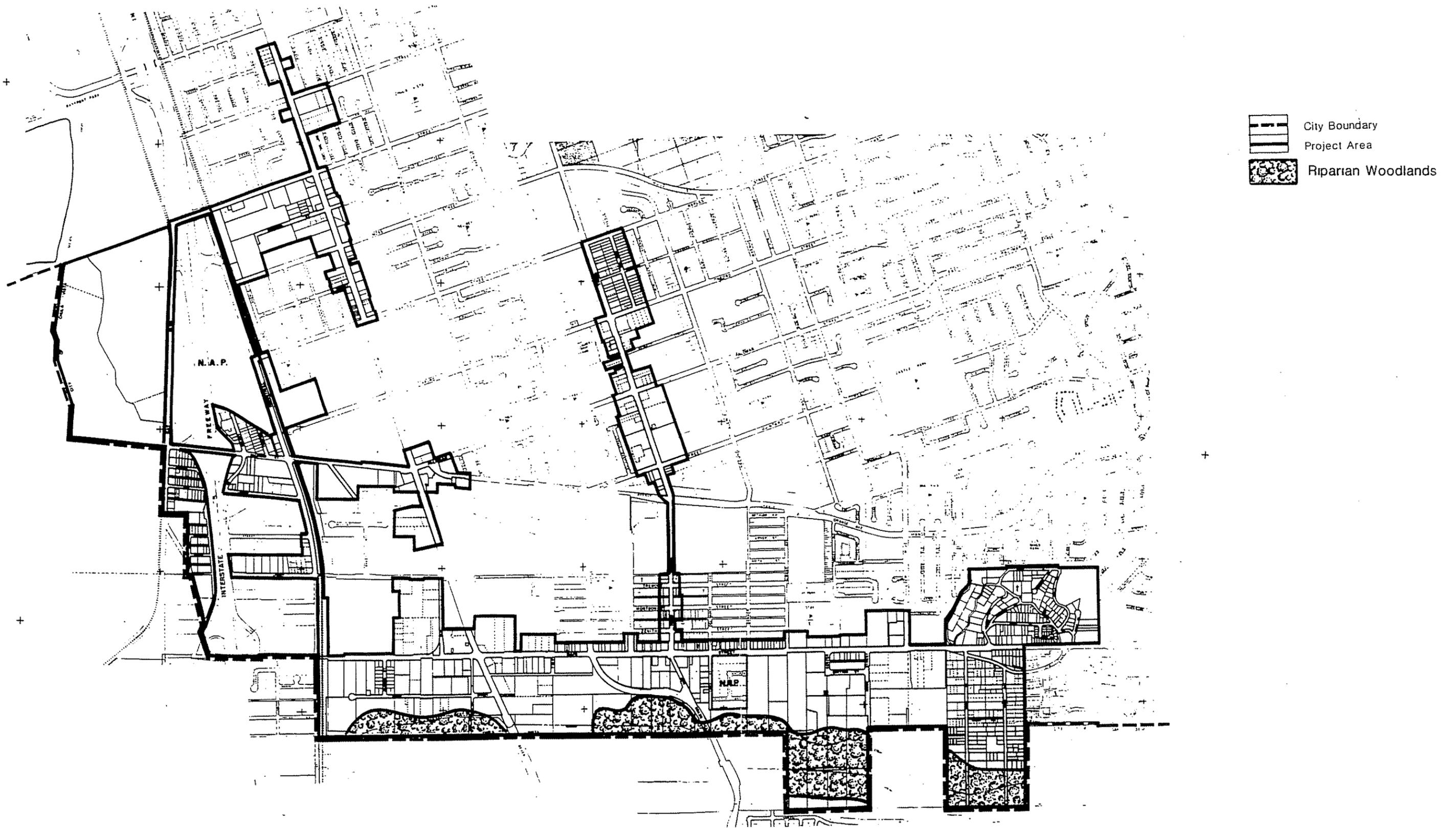
The Redevelopment Area is also adjacent to and east of coastal wetlands which are part of the San Diego Bay. These wetlands consist of coastal salt marsh habitat which is considered to be a valuable habitat for sensitive and endangered avian species.

The area just south of the salt marsh is currently occupied by the SDG&E South Bay Power Plant. This power plant provides power to the South Bay and inland areas, and has been in operation for over twenty years.

ENVIRONMENTAL IMPACTS

Development and development within the project area could impact riparian woodland areas in the Sweetwater River channel and the Otay River channel. Problems with habitat degradation often involve non-native plants which replace more desirable native plant species. Areas most vulnerable to this are wetland habitats such as those along the Otay and Sweetwater channels. In places, the Otay River channel is predominantly Tamarisk trees. Hydroseeding to revegetate disturbed areas often allows for non-native infestation of woodland areas when carelessly applied.

Most of the streamside woodland along the Otay River in the southerly portion of the project area is designated as Open Space in the City's General Plan. This designation affords the greatest opportunity for maintaining these important habitats.

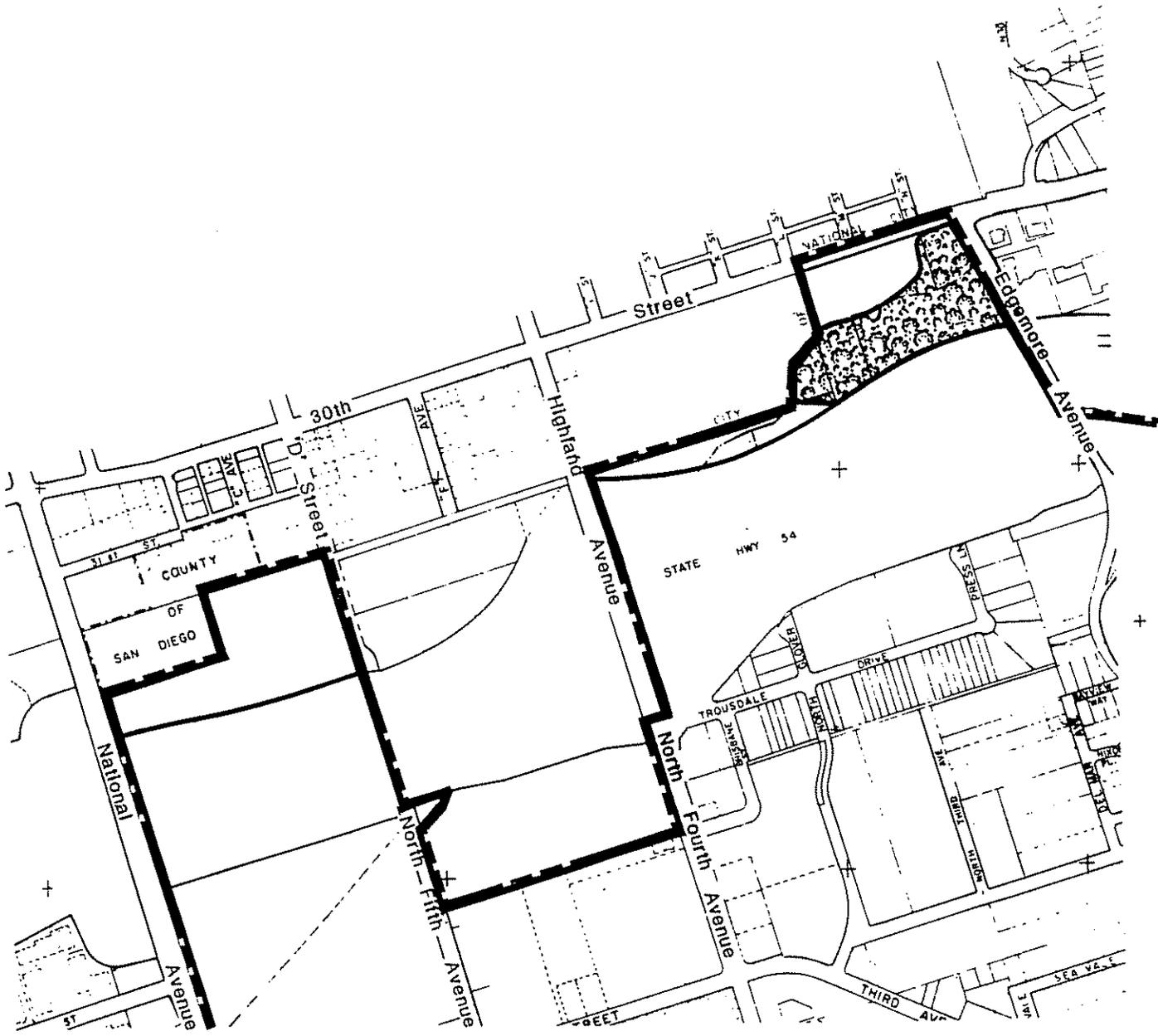



 ↑ North
 0 — 1600
 scale in feet

Chula Vista Southwest Redevelopment Project

SOURCE: Pacific Southwest Biological Services

Figure 5-2
Biological Resources



-  City Boundary
-  Project Area
-  Riparian Woodlands

  North 0  800
 scale in feet

Chula Vista Southwest Redevelopment Project

SOURCE: Pacific Southwest Biological Services

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Figure 5-3
 Biological Resources

Because of the sensitive nature of the coastal salt marsh, any impacts to such habitat is considered significant. The on-going operation of the SDG&E Power Plant must remain within strict state and federal regulations related to coastal salt marsh habitat. Any further development of this area or change in uses would need to be addressed and specific impacts and mitigation measures identified in an effort to ensure the long-term productivity of the wildlife habitat.

LEVEL OF SIGNIFICANCE

Based on the above analysis, the impacts to biological resources from implementation of the redevelopment project will be adverse, but less than significant.

MITIGATION MEASURES

Although no significant impacts were cited above, the following measures could further reduce impacts:

1. Retention of woodland areas in undisturbed open space is necessary to help to preserve this resource.
2. All development projects proposed near or adjacent to woodland areas should be assessed on a project-by-project basis to ensure that no significant impacts will occur, particularly alteration of topography that substantially alter drainage patterns of surface water flowing into habitat areas.
3. If wetland habitat is lost because of development, significant compensation (possibly 10:1, C-15) will be required. The replacement habitat must be functional before implementation of the project.

5.1.5 NOISE

ENVIRONMENTAL SETTING

The Redevelopment Project area lies along major streets in the southwest portion of the City of Chula Vista. Vehicular traffic on major streets and freeways is the primary source of high ambient noise levels. Other sources of high noise levels are industrial and commercial uses, construction, alternative transportation modes (railroad and airplanes) and population noise.

Community noise levels are measured in terms of intensity and duration. Intensity is expressed in decibels (on a logarithmic scale) which averages noise levels over a 24-hour period. Noise levels at maximum human sensitivity (middle A) are factored more heavily into sound descriptions in a process called "A-weighting" written as dB(A). The greater importance of noise intrusions at night are accounted for by assigning a weighting or penalty factor of 10 (an approximate doubling in perceived loudness) to the recorded noise level. Noise measures used in California are the Community Noise Equivalent Level (CNEL) and day-night level (Ldn). These two measures are numerically equivalent within 0.5 decibels (Db) for most urban traffic noise situations.

Figure 5-4 summarizes the significance of various noise levels on surrounding land uses based on standards of the U.S. Department of Housing and Urban Development, and the Environmental Protection Agency. An interior CNEL of 45 Db(A) is mandated by the State of California for multi-family dwellings, and is typically considered a desirable noise exposure for single-family dwelling units. Exterior noise exposure of 65 Db CNEL is generally the noise land use compatibility guideline for new residential dwellings in California. In general, all streets with traffic exceeding 10,000 vehicles per day have sufficient volumes to result in noise levels at the property line greater than 65 Db CNEL or Ldn.

Incompatible land uses located along truck routes through the City present current noise "problem" areas (C-9). Specifically, truck routes lie on Broadway, Fourth Avenue, "E" Street, and "L" Street. Portions of these streets lie within and adjacent to the Project area, and potentially contribute traffic to the area. Alternative truck routes will not be available until Route 54 is completed.

ENVIRONMENTAL IMPACT

Development and redevelopment within the project area would result in development of vacant land and more intense development of currently underutilized land. This action will increase the number of vehicle trips on existing roadways and contribute to non-stationary noise levels in adjacent areas. Redevelopment will also produce added noise sources from a variety of sources commonly found in the urban environment (employment-related population

Land Use Category	Community Noise Exposure Ldn or CNEL, dB						
	55	60	65	70	75	80	85
Residential- Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential- Multiple Family	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging- Motels, Hotels	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arenas, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business, Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable

	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable		Clearly Unacceptable
<p>Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p>	<p>New construction or development should be undertaken only after detailed analysis of noise reduction requirements is made and needed noise insulation features are included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, is normally sufficient.</p>	<p>New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p>	<p>New construction or development should generally not be undertaken.</p>				



SOURCE: Cotton/Beland/Associates. Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

Figure 5-4
Noise And Land Use Comptability Guidelines

increases, mechanical equipment and additional industrial development). Figure 5-5 shows noise ranges for typical construction equipment measured at a distance of 50 feet. Although street and building construction activities would represent a temporary significant impact on ambient noise levels, they would terminate upon completion of the project. In addition, sensitive noise receptors such as residential land uses will be located in some areas of the Redevelopment Project area.

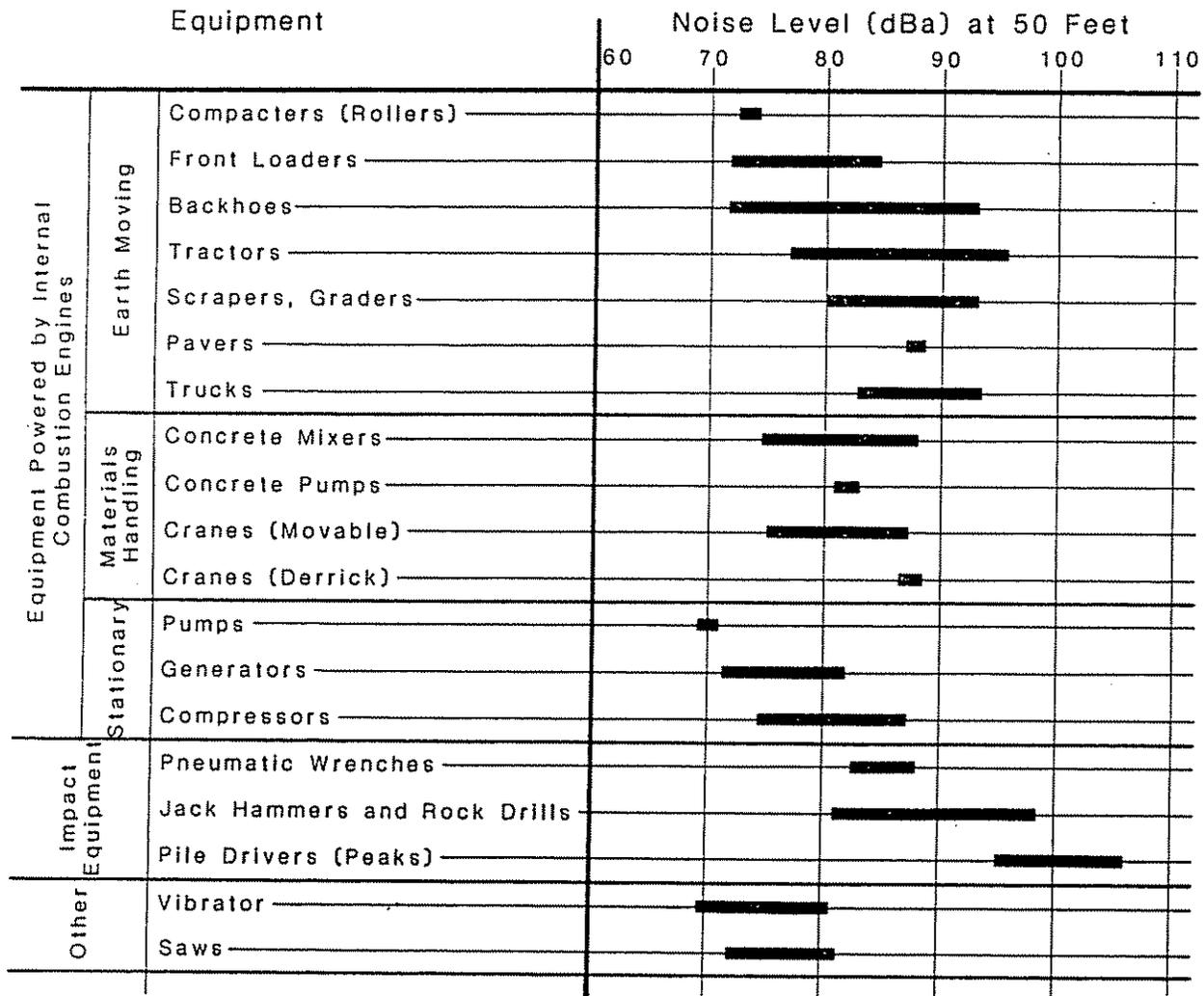
Traffic projections indicate that the 65 CNEL contour will lie at a distance of 132 feet from the road centerline on Broadway Street north of Palomar, 245 feet from the centerline on Palomar Street from I-5 to Crann Avenue, and at 134 feet from the roadway centerline on Main Street from Date Street to Melrose Avenue. Locating residential development within the 65 CNEL contour will produce significant noise impacts. Residential development is planned on Main Street east of Date Street, and along Broadway near Palomar and Orange.

The City of Chula Vista adopted a Noise Element for the General Plan in 1989. Implementation of the Noise Element will require City enforcement of existing noise ordinances and City Council enactment of new legislation relating to noise abatement. Objectives 1 and 2 of the Noise Element in the General Plan convey the City's attitude toward shaping an optimal noise environment for the future. These objectives include a City noise program which recognizes the right of every citizen to live in an environment in which noise is not detrimental to his or her life, health, and enjoyment of property, and a second objective to develop a noise program which will enhance the amenities of the community. Policies 1 through 6 are set forth to accomplish these objectives. These Policies indicate that the City shall act to ensure that citizens are not adversely affected by noise, strengthen the existing Noise Abatement Program by making changes in the City Code, endeavor to control noise at the source, and take all possible steps to promote a quiet community.

The Implementation Plan includes specific steps the City shall take to administer its Policies. Fourteen points comprise the Plan and apply to the Redevelopment Project. These include prohibiting excessive noise, regularly reviewing the City's noise ordinances and recommending strengthening measures, ensuring land use and noise compatibility, correcting areas of noise source-receiver incompatibility, regulating noise in residential areas through noise ordinances, utilizing

environmental review to ameliorate noise impacts, incorporating technological developments in building to attenuate noise, and ensuring that City operations promote a quiet community.

The Zoning Ordinance contains performance standards and noise limits for building within the City. In section 19.68.030 and 19.68.040, exterior and interior noise limits are set to establish the maximum permissible sound levels by receiving land uses.



NOTE: Based on limited available data samples.



Chula Vista Southwest Redevelopment Project

SOURCE: Environmental Protection Agency

Figure 5-5
Construction Equipment Noise Ranges

LEVEL OF SIGNIFICANCE

Impacts of development and redevelopment on noise conditions within the Redevelopment Project Area will be significant, but mitigable to a level of less than significant.

MITIGATION MEASURES

Mitigation measures needed to reduce noise impacts within the Redevelopment Project Area include:

1. The Redevelopment Plan and its associated specific projects shall be in conformance with the goals, objectives and policies contained in the Chula Vista Noise Element.
2. The City shall require the preparation of acoustical studies prior to the approval of projects which may expose noise-sensitive receptors to noise levels exceeding regulations set forth in the City Noise Ordinance, and detail mitigation measures to ensure that conditions within the Noise Ordinance are met.
3. The City shall issue construction permits limited to weekday hours with the least noise sensitivity to reduce short-term construction noise intrusions.
4. Construction permits shall specify construction access routing to minimize construction truck traffic past existing residential, hotel/motel or other noise sensitive uses.
5. Construction activities shall be screened from adjacent noise-sensitive land uses using fencing.
6. All construction equipment, fixed or mobile, operated within 1,000 feet of a dwelling unit, shall be equipped with properly operating and maintained muffler exhaust systems.
7. New residential uses shall be sited with enough set-back to meet the City's land use compatibility criterion, or be buffered from noise impacts by perimeter walls, double-paned windows, room or central air conditioning, weather-proofing and insulation.
8. Sound insulation in all new multi-family residential construction shall be installed as required by State law.

5.1.6 LIGHT AND GLARE

ENVIRONMENTAL SETTING

Light and glare in the redevelopment area are created by various sources. Structures and traffic along Interstate 5 and roadways including Main Street, Palomar Street, Orange Avenue, Broadway, and Third Avenue create a significant amount of glare and stray light. Exterior building lights used for security or promotional purposes and street lights create additional light and glare. Lighting in the project area includes office, industrial, and residential interior and exterior lighting, along with parking and security lighting. The use of white stucco and mirrored panels on the exteriors of buildings also produces excess glare. While adequate lighting is necessary for traffic safety, security, and night activities, nearby residences and undeveloped open spaces are sensitive to high levels of light and glare during night-time hours. Excess glare presents a safety hazard to drivers by inhibiting their vision.

Light and glare is a problem principally when exterior lighting shines on adjacent properties. Residential areas adjoining commercial and office uses are sensitive to high levels of direct light. Observatories and telescope users in the region are also impacted by light and glare, which restrict their visual depth and field. The maintenance of an astronomical dark sky is an important issue because San Diego County is an exceptional location for optical astronomy. The Palomar Observatory located approximately 40 miles to the northeast of the project area, houses a 200-inch Hale reflector telescope and other telescopes operated by the California Institute of Technology.

ENVIRONMENTAL IMPACT

Changes in landcover from undeveloped to developed land will result in increases in light emittance and reflection throughout the project area. The project area is primarily developed; however, approximately 25 percent of the area includes vacant land that is an integral part of the urbanized area. A large percentage of the vacant land within the project area is within either the Otay River floodplain or the San Diego Gas and Electric property. Neither of these properties are currently developable, thus only 113 acres of vacant land is developable under redevelopment.

Development in accordance with the Redevelopment Plan will increase light and glare from domestic, commercial and public lighting. Individual projects developed in the project area will include lighting for parking, security, exteriors and interiors. These lighting sources would be introduced into both developed and undeveloped areas within the City. Continued growth of the City would incrementally increase the overall light level of the City. The contribution of additional light to the San Diego region created by build-out of the General Plan

would impact the dark sky environment necessary for telescopic use at Mt. Palomar Observatory. Glare from sunlight reflection off of urban surfaces is less predictable and presents an unavoidable situation. Individual project design can reduce the potential for glare by use of non-glare material and direction of lighting away from sensitive areas.

The Zoning Ordinance contains provisions for lighting standards in section 19.60.160 under Signage. These include maintaining a maximum projection of twelve inches beyond the sign face, and that no tube, bulb, or filament shall be visible from the ground. Section 19.66.100 addresses glare standards which state that no direct or sky-reflected glare shall be permitted, whether from floodlights or from high-temperature processes such as combustion or welding or otherwise, so as to be visible at the lot line or 500 hundred feet from the establishment in the Industrial Zone.

LEVEL OF SIGNIFICANCE

Impacts from light and glare on surrounding areas from redevelopment will be adverse, but less than significant.

MITIGATION MEASURES

Mitigation measures suggested to further reduce impacts of redevelopment on light and glare to the region include:

1. Adoption of a low pressure sodium street light policy and standards for street lights to minimize off-site illumination.
2. Design review shall include the following with regard to lighting plans:
 - o Use of low pressure sodium street lights for outdoor lighting. this light source can be filtered to reduce impacts on astronomical observations.
 - o Restrict heights of all exterior lights.
 - o Direct light and shielding to minimize off-site illumination.
 - o Restrict the hours of exterior light usage for park, recreation and school facilities and for promotional lighting.
 - o Regulate land use compatibility for highly illuminated land uses, such as ball fields, tennis courts and outdoor stadiums through the development review process.
 - o Require point-by-point lighting and glare plans for commercial, industrial and institutional developments which restrict reflective exterior materials, such as mirrored panels or very white stucco.

- Encourage commercial, industrial and institutional developments to minimize use of exterior lights during non-use late-night hours.
- As the City redesigns local roadways to accommodate anticipated growth, special attention should be paid to potential impacts from vehicle headlights.

5.1.7 LAND USE/GENERAL PLAN/ZONING

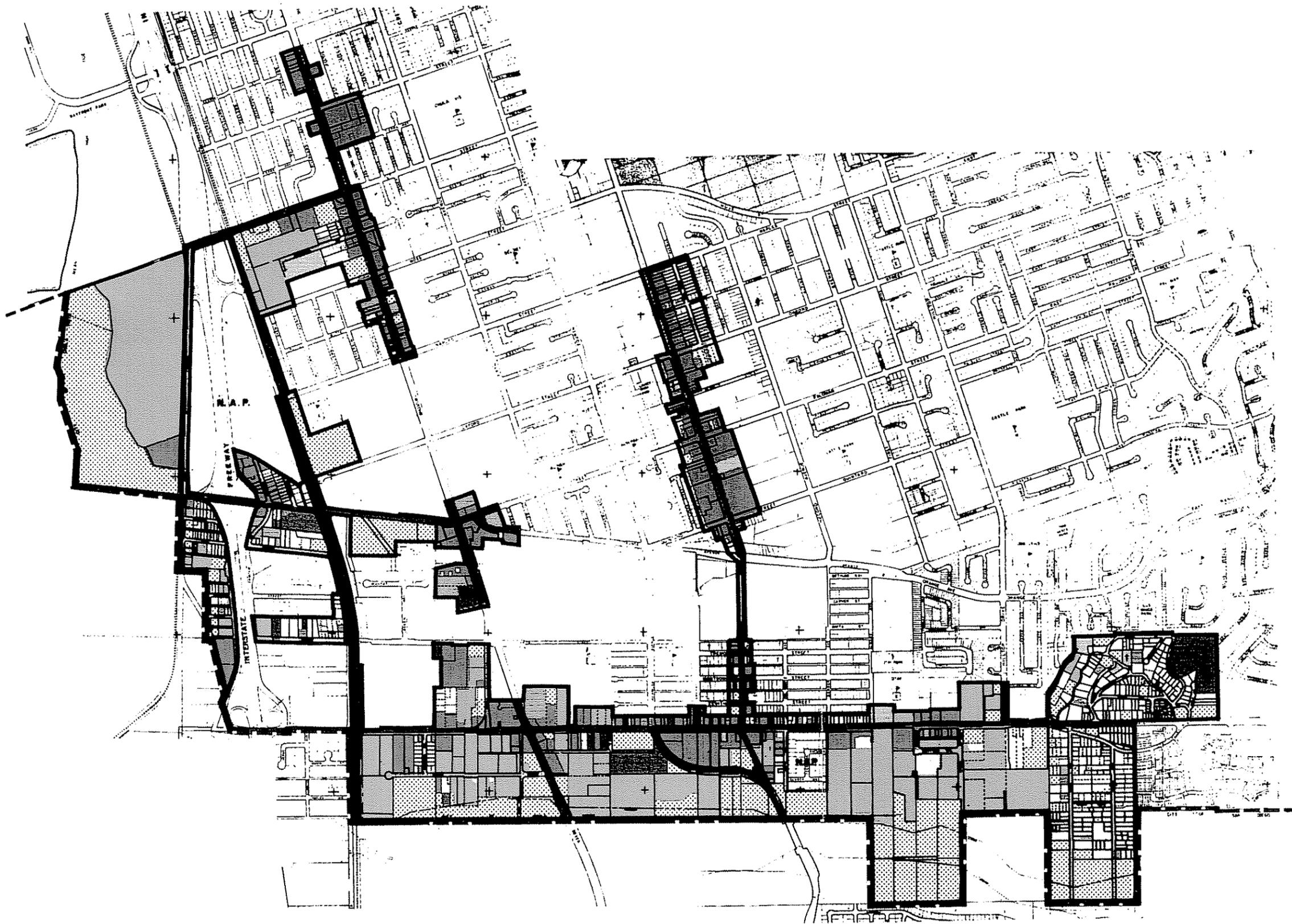
ENVIRONMENTAL SETTING

The project area covers approximately 1,068 acres and contains a mix of land uses including residential, commercial, industrial, public facilities, and agricultural land as well as some vacant parcels that are considered to be an integral part of the urbanized area. The project area is mostly developed with the exception of the Otay River Valley floodplain. The western project area border is on the southern extent of San Diego Bay. The project area is divided into two areas, north and south. The southern portion represents 1,041 acres of the project area whereas the northern portion represents approximately 27 acres. Figures 5-6A and B show the existing land uses in the project area. Table 5-5 quantifies the existing land uses by land use type, net acres, and the percentage distribution. As shown in Table 5-5, residential uses account for approximately 19 percent of the total redevelopment project area. Commercial and industrial land uses represent approximately 16 percent and 26 percent, respectively of the total project area. A small portion of the project area (11.8 acres) contains truck crop uses and approximately 26 percent is currently vacant, although vacant parcels are an integral part of the urbanized area.

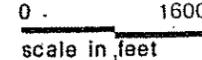
Chula Vista is divided into five planning areas. Each of these planning areas are defined in the City's General Plan by goals and objectives and planning and design proposals that guide each area's future development and character. Portions of three planning areas are represented in the project area, the Montgomery Area, the Bayfront Area, and Central Chula Vista. The Montgomery Specific Plan governs planning in the Montgomery Area whereas the Bayfront Area is governed by the Chula Vista Bayfront Specific Plan and the Chula Vista Bayfront Local Coastal Program (LCP). The northern portion of the project area is represented in the Central Chula Vista Area Plan. Existing land uses for each area in the southern project area are described below.

Montgomery Area

The majority of the redevelopment project area is located in the Montgomery area which contains a interspersed mixture of land uses. As shown on Figure 5-6A, the redevelopment project area, south of "L" Street and east of Bay Boulevard, is within the Montgomery Area. Figure 5-6A illustrates the major uses in the area as industrial and commercial. In several places, these uses are intermixed with single-family residential uses. The industrial uses include heavy manufacturing and industrial uses and several auto-related uses such as auto



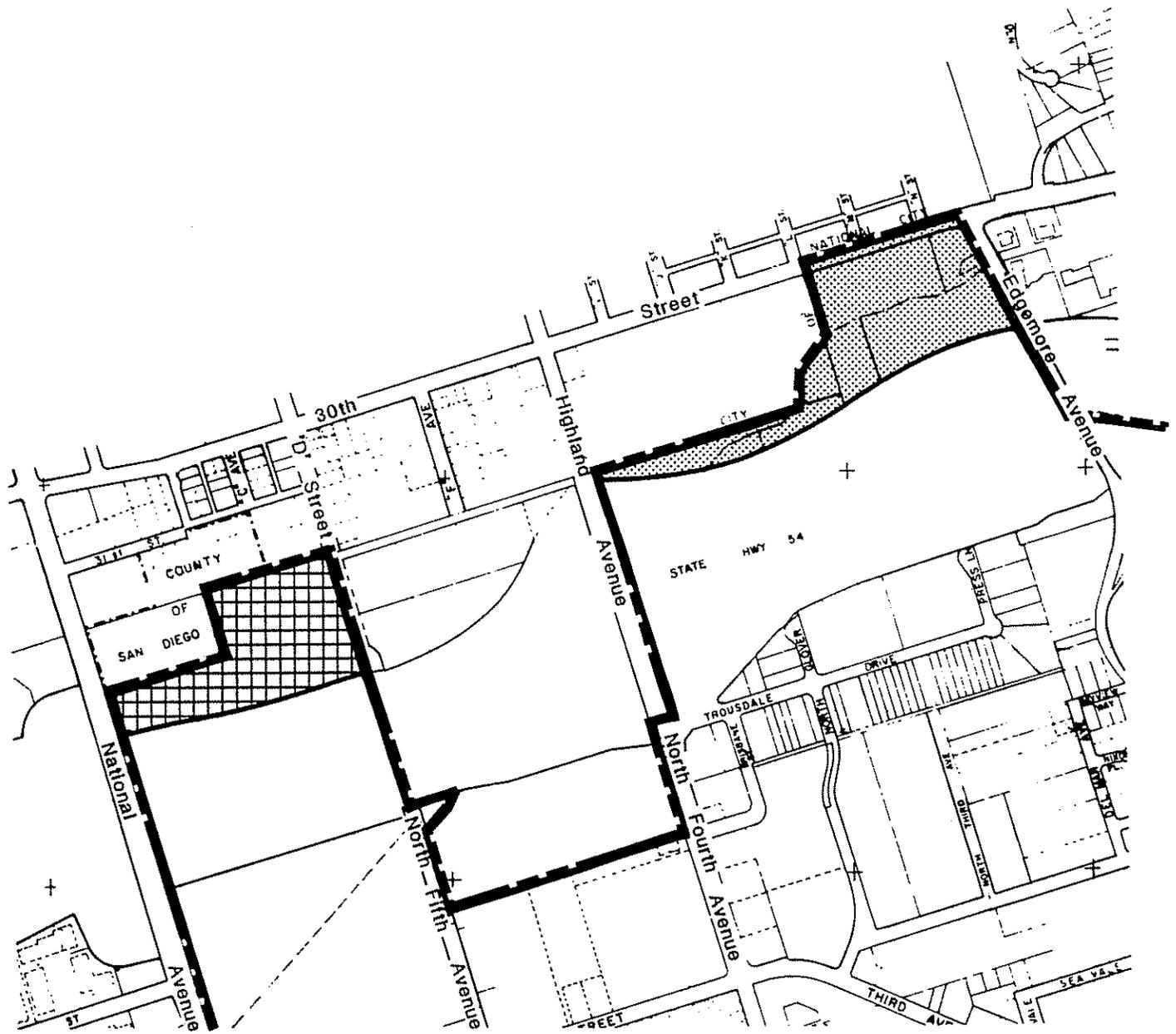
-  City Boundary
-  Project Area
-  Residential - Single Family
-  Residential - Duplex
-  Residential - Multiple Family
-  Residential - Mobile Home
-  Commercial
-  Industrial
-  Public/Quasi Public
-  Truck Crops
-  Vacant
-  Transport Corridor

  North  0 - 1600
scale in feet

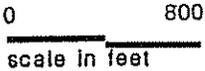
Chula Vista Southwest Redevelopment Project

SOURCE: Chula Vista Planning Department

Figure 5-6A
Existing Land Use



-  City Boundary
-  Project Area
-  Commercial
-  Vacant


 North
 
 0 800
 scale in feet

Chula Vista Southwest Redevelopment Project

SOURCE: Chula Vista Planning Department

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Figure 5-6B
Existing Land Use

**TABLE 5-5
PROJECT AREA LAND USE COMPARISON**

Land Use Designations	Proposed - General Plan Build-Out												
	Project Area Gross Acreage	Project Area Net Acres #	% of Total Area	Development Intensity Standards DU/AC	Estimated Population (+)	Estimated D.U.'s	Building Sq.Ft. (000's)	Project Area Gross Acreage	Project Area Net Acres #	% of Total Area	Development Intensity Standards DU/AC	Estimated Population (++)	Estimated D.U.'s
RESIDENTIAL	158.1	136.0	15%	5.5	2005	748	146.9	126.3	14%	5.5	1800	695	
Single-Family Residential	13.3	11.3	1%	8.5	258	96	16.7	14.2	2%	8.5	313	121	
Residential-Duplex	18.0	15.3	2%	19	781	291	14.1	12.0	1%	19	590	228	
Multi-Family Residential	12.7	10.8	1%	8.5	246	92	0.0	0.0	0%	8.5	0	0	
Mobile Home	202.1	173.4	19%	FAR*			177.7	152.5	17%	FAR **			
COMMERCIAL	172.0	146.2	16%	0.25			137.1	116.5	13%	0.25			1269.07
INDUSTRIAL	275.3	234.0	26%	0.4			470.0	399.5	44%	0.45			7831.00
PUBLIC/QUASI-PUBLIC	12.8	12.8	1%				1.8	1.8	0%				
OPEN SPACE	0.0	0.0	0%				160.8	160.8	15%				
TRUCK CROPS	11.8	11.8	1%				0.0	0.0	0%				
VACANT	273.4	273.4	26%				0.0	0.0	0%				
TRANSPORT CORRIDOR	120.6	0.0	11%				120.6	0.0	11%				
Total	1068.0	851.6	100%		3293	1226	1068.0	831.1	100%		2702	1043	9100.07

Gross acres minus 15% for internal street system in residential, commercial, and industrial designations.
 * City estimated average for project area.
 + Dept. of Finance person/household of 2.685.
 ** City projected average for project area.
 ++ SANDAG Series 7 household size of 2.59.
 DU Dwelling Unit(s)
 TSF Thousand Square Feet

Notes: Approximately 59% of the vacant land is designated for open space (160.8 ac.)
 Vacant land within the project area is considered to be an integral part of the urbanized area.

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area. The revised total project area is 1,041 acres. The revision to the total project area does not alter the conclusions of this EIR.

reclamation and junk yards. The lot configuration in the Montgomery Area is irregular and most of the uses are unscreened from residences, causing an unsightly appearance.

The Montgomery Area represents several individual subcommunities. Seven of these subcommunities are represented within the redevelopment project area as shown on Figure 5-7: Otay, Harborside 'A' and 'B', Castle Park 'A' and 'B', West Fairfield, Woodlawn Park, East Woodlawn Park, and Broderick's Otay Acres. Most of the single-family residences in the project area are concentrated in Woodlawn Park, East Woodlawn Park, and Broderick's Otay Acres. A large portion of East Woodlawn Park also contains multi-family residences. Single-family residences are scattered throughout the rest of Montgomery among the commercial and industrial uses. The commercial land uses occur as strip centers along Main Street, Third Avenue, and Broadway. Several industrial uses are located alongside residential units on long, narrow lots in the West Fairfield subcommunity.

The Montgomery area was annexed from the County of San Diego by the City of Chula Vista in 1986. The zoning designations in this area are still under the County's zoning categories; however, the City is in the process of rezoning the area so that it is consistent with the Montgomery Specific Plan.

Bayfront

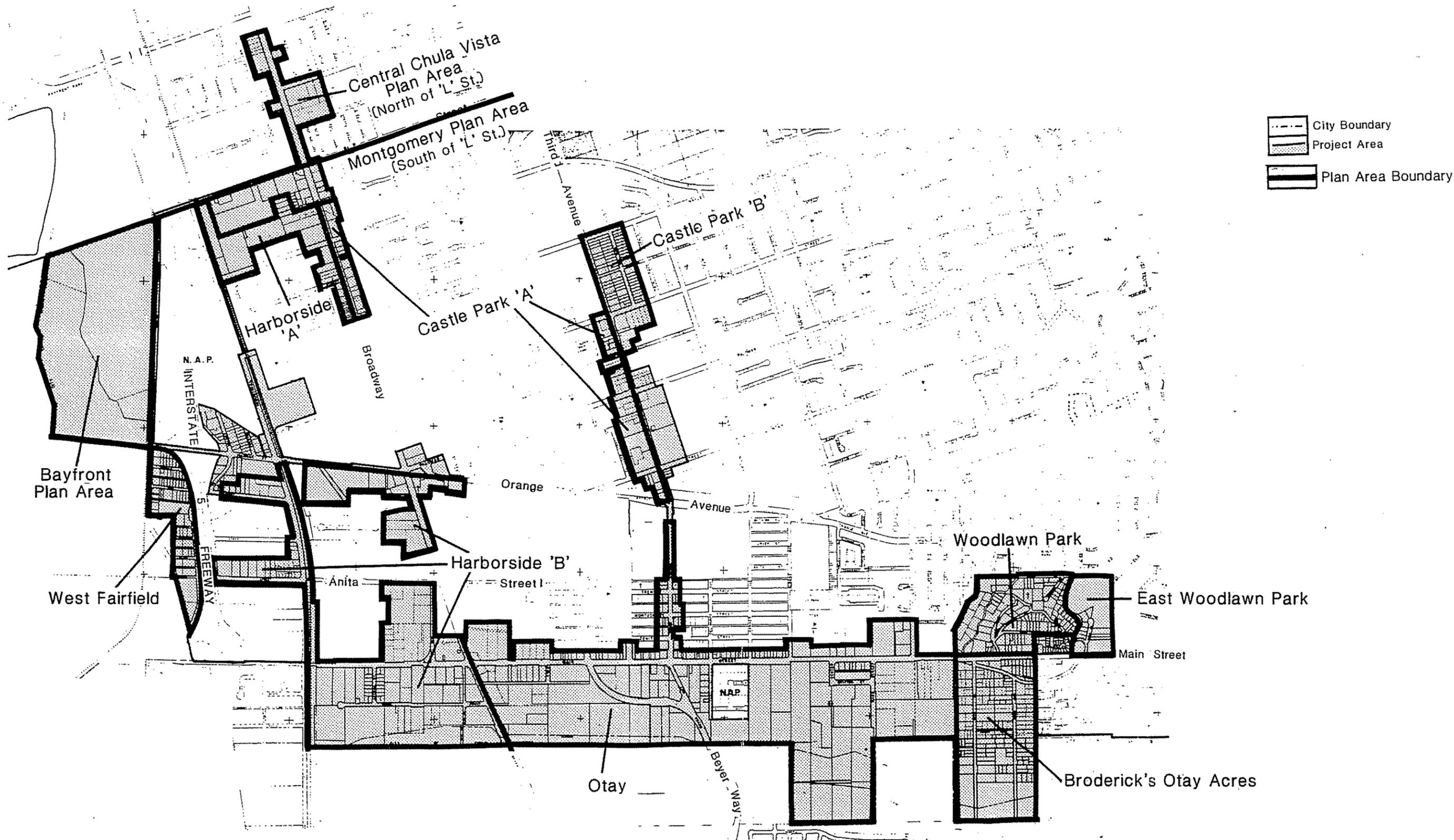
The western portion of the project area along San Diego Bay is located in the Bayfront Plan Area. Most of this area is owned and operated by the San Diego Gas and Electric Company as a power generation facility. A new commercial center is located to the south of the SDG&E facility. This area is surrounded on the west and south by wetlands and salt flats. Portions of the project area overlook the salt evaporation ponds that exist in this part of the Bay.

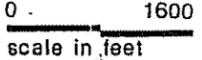
Central Chula Vista

The northern portion of the project area (Figure 5-6B), as well as the strip commercial along northern Broadway is located in Central Chula Vista. The two parcels in the northern project area contain a drive-in movie theatre and vacant parcels.

ENVIRONMENTAL IMPACT

The proposed Redevelopment Plan is required, by law, to be consistent with the City's General Plan. The Redevelopment Plan incorporates the land use



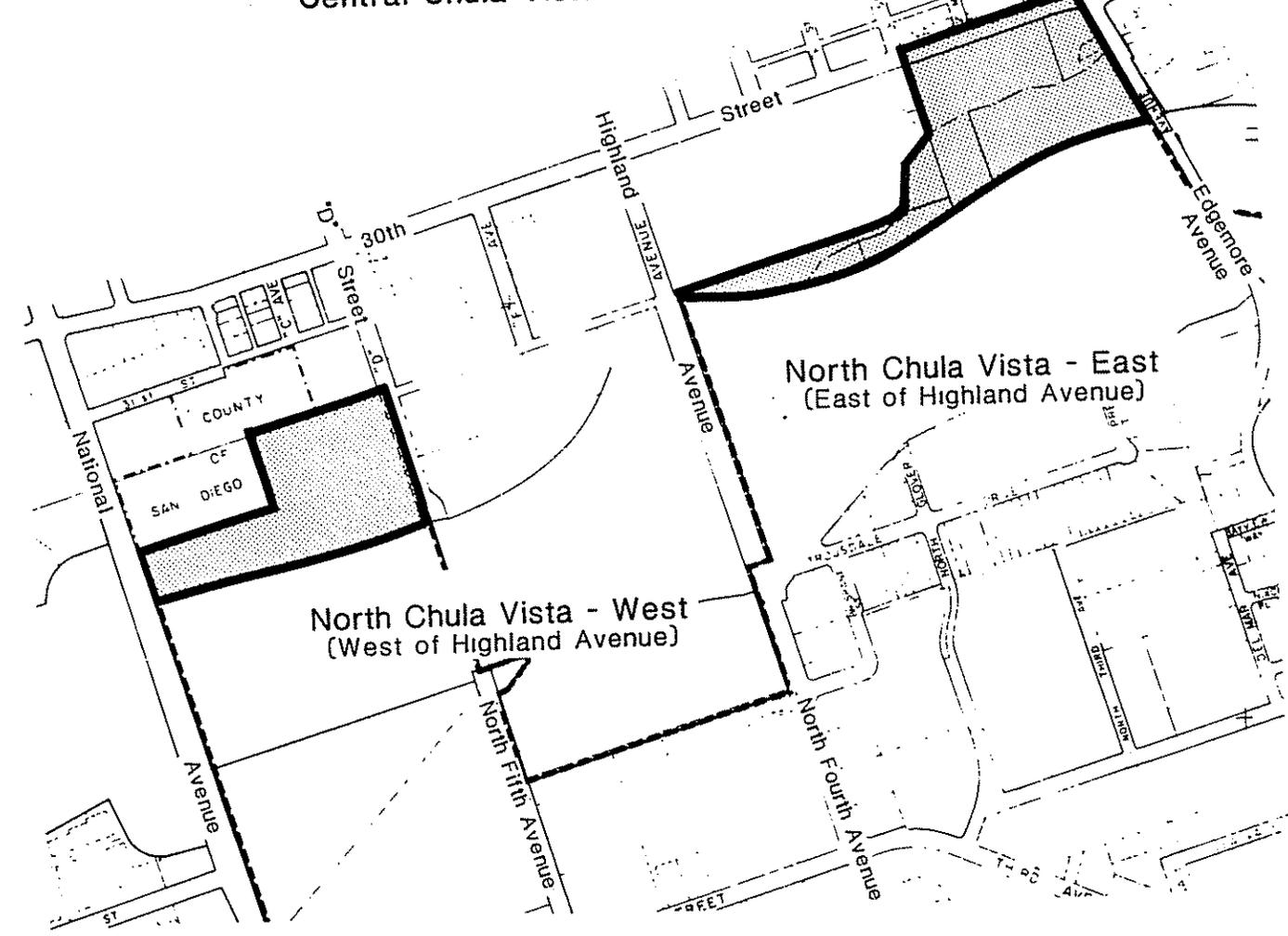

 North
 

Chula Vista Southwest Redevelopment Project

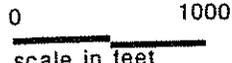
SOURCE: Chula Vista General Plan, 1989

Figure 5-7A
 Plan Areas and Subcommunities
 Within Redevelopment Project Area

Central Chula Vista Plan Area



-  City Boundary
-  Project Area
-  Plan Area Boundary

  North  0 1000
scale in feet

Chula Vista Southwest Redevelopment Project

SOURCE: Chula Vista General Plan, 1989
 Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Figure 5-7B
 Plan Areas and Subcommunities
 Within Redevelopment Project Area

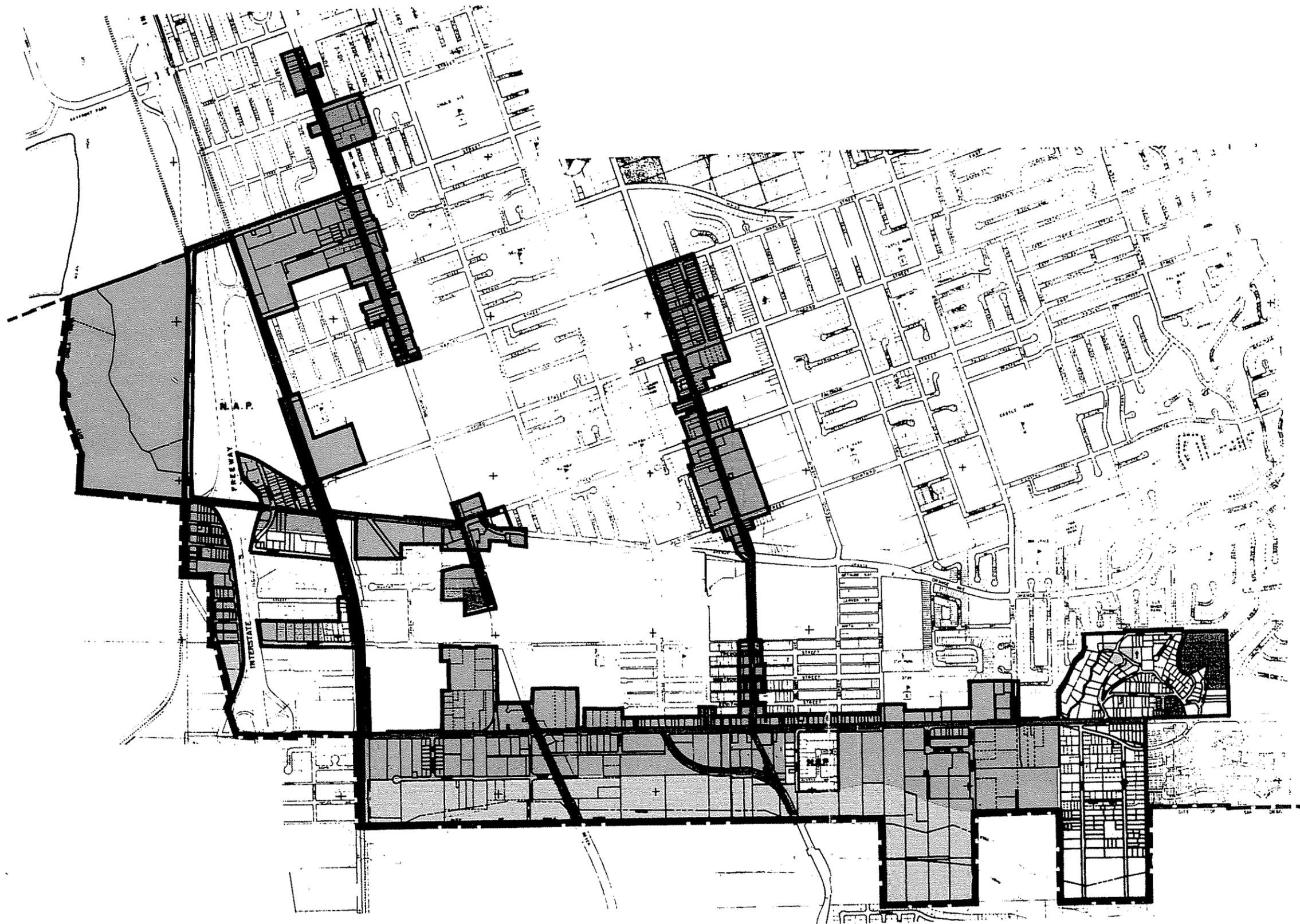
provisions of the General Plan as it now exists and as it may be amended in the future. Any deviation from the General Plan would require a General Plan Amendment.

Figures 5-8A and B illustrate the proposed land uses for the project area as depicted in the City's General Plan and the corresponding land use plans for the Montgomery and Bayfront areas discussed above. As shown in these figures, the proposed land uses are concentrated by land use type. The industrial land uses comprise most of the southern portion of the project area along Main Street, as part of the Montgomery Area. Industrial uses are also located along the Bayfront and mainly along "L" Street. Commercial uses are concentrated along Broadway, Third Street, and at the intersection of Palomar Street, Broadway, and Orange Avenue. Commercial uses are also designated for Main Street at the Beyer Boulevard intersection.

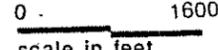
The Montgomery Specific Plan Diagram (1988) designates the Otay River Valley area south of the industrial land and the area west of Interstate 5 and south of Palomar Street as Whitelands or Special Comprehensive Study Areas. Based upon discussions with city staff, industrial is the most probable use that would be recommended by a special study in the Whiteland areas. The City's General Plan map designates the Otay River Valley as Open Space and the area west of Interstate 5 as General Industrial. Single-family residential uses are permitted in the Woodlawn area and Broderick's Otay Acres as well as along a portion of Industrial Boulevard. Multi-family uses are mainly designated within East Woodlawn Park, along a small section of Broadway, and Anita Street.

Table 5-5 compares existing and proposed acreages and total development for land uses within the project area. The Redevelopment Plan proposes increases in development and total square footage within the project area, as compared to existing intensities. The number of dwelling units within the project area show a decrease from existing conditions as those units located on commercially or industrially designated lands are converted to uses consistent with the General Plan. Approximately 16 percent of the project area is made up of commercial areas which are expected to decrease to 13 percent as the project area approaches buildout. Some of the current commercial lands are designated as industrial as illustrated by comparing Figures 5-6A and 5-8A. Industrial uses are projected to increase by 3.75 million square feet and this increase represents a significant impact. Impacts discussed throughout this EIR are the direct and indirect environmental impacts of these changes in land use.

An important aspect of the proposed project is the consolidation of parcels that are irregular in shape or insufficient in size to support high quality, viable development. A second important aspect is the need to provide separation



-  City Boundary
-  Project Area
-  Residential - Single Family
-  Residential - Duplex
-  Residential - Multiple Family
-  Residential - Mobile Home
-  Commercial
-  Industrial
-  Public /Quasi Public
-  Open Space
-  Transport Corridor


 North
 
 scale in feet

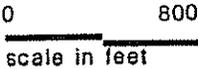
SOURCE: Chula Vista General Plan, 1989

Chula Vista Southwest Redevelopment Project

Figure 5-8A
General Plan Designations



-  City Boundary
-  Project Area
-  Commercial
-  Industrial


 North
 

Chula Vista Southwest Redevelopment Project

SOURCE: Chula Vista General Plan, 1989

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Figure 5-8B
General Plan Designations

and/or buffers between incompatible land uses in the project area, especially where residential uses are located adjacent to industrial uses.

Over the 40-year lifespan of the Redevelopment Plan, removal or upgrading of visually unattractive land uses will occur. In addition, new structures will be constructed using more rigorous construction, energy conservation, fire protection, seismic safety, and design standards to achieve a safer and more aesthetically pleasing urban environment. The level of maintenance in the project area is expected to be improved as investment in the area increases.

The General Plan contains goals and policies intended to reduce or avoid land use impacts for development in accordance with the General Plan and specific plans. In addition, the project area is also governed by specific planning documents which provide a more in-depth analysis of current conditions and guidance for future development. The proposed redevelopment project will be consistent with these plans and will help to improve the adverse land use situation in the project area.

The Redevelopment Plan implementation will encourage redevelopment in the project area through development incentives. This secondary affect will cause development to occur in the project area at a more rapid pace than what would normally be expected without a redevelopment plan. As redevelopment occurs, businesses or residences may be temporarily impacted by noise, dust, traffic congestion, and general disruption of the area. These impacts will be short-term and will generally lead to the overall improvement of the area.

The redevelopment projects that are listed on Table 3-1 will improve the project area by upgrading inadequate infrastructure, community facilities, and schools. The projects list also includes improvements to the City's communication system, construction of adequate City maintenance facilities, and improvement and expansion of the civic center. Library facilities and fire protection infrastructure will also be upgraded and a cultural and community center will be constructed. The implementation of these improvements, based on the City's adopted General Plan and individual community plans, will serve to mitigate the land use impacts currently experienced and those expected in the future in the project area.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts of the proposed project would be significant but can be mitigated to a level of less than significant.

MITIGATION MEASURES

The following mitigation measures will reduce land use impacts to a level of less than significant:

1. Development and redevelopment within the project area will follow the Goals, Policies, and Standards included within the General Plan Land Use Element, the Montgomery Specific Plan, and City Development/Zoning ordinances.
2. Improvement projects described in Table 3-1 of this EIR (Redevelopment Projects List) will be completed, to the extent that they are financially feasible.

5.1.8 NATURAL RESOURCES

ENVIRONMENTAL SETTING

Natural resource issues of concern in this EIR include increased rates of consumption of any natural resource and the substantial depletion of any non-renewable natural resources. Few non-renewable resources exist within the project area, but resources that do exist are valuable to the local economy. Due to the location of a portion of the project area within the Coastal Zone, coastal wetland issues exist. Impacts to the wetland areas of San Diego Bay will be specifically identified as environmental review is conducted for individual specific redevelopment projects.

Sand, gravel, and crushed rock resources are located in the Otay River Valley. These products provide between 80 and 100 percent of the material for road bases, and fill for local home and business construction (C-6). River sand and gravel is desirable because the naturally fragmented and rounded material is less expensive to quarry and has better workability than angular material. Sand and gravel extraction operations occur in the Otay River floodplain, and current construction activity may indicate the desire to further extract this resource. This segment of the Otay River within the project boundaries is not, however, located in the Mineral Resource Zone 2 (MRZ-2) designation for significant mineral deposits.

Agricultural practices are absent in the project area, however prime agricultural land exists immediately to the southwest of the project site. Groundwater in Chula Vista is generally limited and of poor quality due to infrequent rainfall and high salt content.

Redevelopment within the project area will result in heightened demand for use of non-renewable resources such as petroleum, natural gas, and construction materials. Resource depletion will accompany any development efforts within the City.

ENVIRONMENTAL IMPACT

Build-out of the project area and adoption of the proposed Redevelopment Project would result in the use and depletion of natural resources. The growth evidenced by the increase in commercial, industrial and office floor area shown in Table 5-5 (Land Use section) will result in degradation of air quality, ocean water and groundwater quality and quantity, removal of topsoil, loss of vegetation and wildlife, loss of undeveloped land, and increased demand for fuels and water. Refer to the individual sections on landform alteration, water resources, air quality, biological resources, energy, land use, and utilities for a more detailed discussion of impacts to these specific resources.

The Land Use Element of the General Plan contains goals and policies aimed at conserving natural resources. Goal 7 promotes water conservation and reclamation, and objectives 25 and 26 specifically state that this may be accomplished through increased efficiency in use, use of drought-tolerant landscaping, and encouragement of use of reclaimed water for irrigation and other uses.

The Conservation and Open Space Element provides the City with the necessary direction toward the preservation and enhancement of the planning area's natural resources. Goal 1 of the City is "to preserve these natural resources by incorporation into the open space system." Objectives 1 through 4 provide means to accomplish this goal. These include protecting and managing sand and gravel resources for the benefit of the general public, conserving and maintaining the quality of existing water resources by land management, promoting land policies compatible with natural resource conservation, and judiciously managing natural resources.

LEVEL OF SIGNIFICANCE

Impacts of redevelopment on natural resources within the project area are adverse, but less than significant.

MITIGATION MEASURES

Mitigation measures suggested to further reduce impacts to natural resources include:

1. Goals and Objectives contained in the Conservation and Open Space Element of the General Plan shall be implemented as they relate to conservation of natural resources, including water conservation and reclamation.
2. Soil shall be stockpiled and reused wherever possible for revegetation purposes during topsoil removal operations.

5.1.9 RISK OF UPSET

ENVIRONMENTAL SETTING

This section of the EIR focuses on the risks associated with the release of hazardous substances in the event of an accident or disaster, accidental release of hazardous substances during use or transport in the event of upset conditions, and the interference with an emergency response or emergency evacuation plan resulting from the implementation of the Redevelopment Plan.

The majority of potential hazards include those commonly associated with an urban setting such as structural fires, industrial hazards, and traffic-related accidents. Hazardous materials associated with industrial uses located in the project area are used, stored in and transported through the project area. Storage and use of hazardous materials occur mainly in the southern portion of the project area along Main Street, Industrial Boulevard, and Bay Boulevard. Industrial and commercial businesses in these areas that use or store hazardous materials include auto dismantling and reclamation, service stations, auto repair shops, manufacturing, junk yards, truck rentals, power plant, and other industrial uses.

Four specific hazardous waste sites are identified in the project area by the State Office of Planning and Research (OPR) as part of a statewide identification effort of hazardous materials. These four businesses are:

<u>Site</u>	<u>Location</u>	<u>Use</u>	<u>General Plan Designation</u>
Nelson and Sloan	7th St. and Main	Concrete materials distribution	Industrial
Thrifty Gas Station # 414	1725 Broadway	Gas station	Industrial/Open Space
Chula Vista Sanitary Service	3441 Main Street	Solid waste transport service	Industrial
Tank # 1602, South Bay Plant	1990 Bay Blvd.	Public Utility	Industrial

Hazardous materials used or stored on these sites include above and below ground gasoline and oil storage tanks, cleaning fluids, paint, solvents, oils, grease, and sanitation products.

Although these particular businesses were identified by OPR, other industrial and commercial uses in the project area also store, use, or produce hazardous substances in their daily operation. Residential uses are located adjacent to these businesses which could be exposed to unhealthy concentrations of hazardous materials during an accidental spill or leak into the air or public sewage or water system. Older storage tanks also risk leakage over the long-term and may adversely affect local groundwater.

The County of San Diego administers a hazardous waste surveillance program which requires all businesses that produce, store, or dispose of hazardous materials to obtain an operating permit. The County's Hazardous Materials Management Division (HMMD) manages this program as well as emergency response and planning through the Hazardous Waste Management Plan (HWMP). The businesses that use or store hazardous materials within the project area are required to obtain operating permits and comply with the HMMD and the HWMP. In addition, the City of Chula Vista has adopted an Emergency Plan as a constituent part of the San Diego County Emergency Services Organization Emergency Plan.

ENVIRONMENTAL IMPACT

Hazardous Materials

The proposed project will encourage the establishment of more industrial uses within the project area as designated in the City's Land Use Plan which would potentially increase the use, storage and disposal of hazardous materials. General Plan build-out would increase the industrial uses in the project area by 3.75 million square feet or a 92 percent increase in industrial area. As the project area approaches build-out conditions, the potential for accidental explosion or release of hazardous substances may increase.

A beneficial effect of General Plan build-out is that non-conforming uses (i.e., residential uses) will be phased out of the project area, particularly those uses incompatible with surrounding industrial uses. This will occur as the project area redevelops and incentives are provided to convert underutilized parcels to land uses that comply with the City's General Plan. The potential for hazardous wastes or materials to impact adjacent residential uses will decrease as the uses in the project area become more uniform, minimizing incompatibilities. In addition, some of the uses in the project area were developed before more

stringent standards for hazardous materials storage were established. As these older businesses are upgraded or replaced with newer structures, the aesthetic character and level of safety are expected to improve.

The Montgomery Specific Plan encourages the discontinuance of the existing wrecking yards, junk yards, open storage areas, salvage operations, batching plants and other "marginal or heavy industrial" uses (C-12).

Emergency Evacuation Routes

The redevelopment project will include street improvements which may disrupt the flow of traffic during temporary periods. This activity may hinder the use of evacuation routes should they be necessary during an emergency. Streets that could be temporarily affected include sections of Broadway, Main Street, Palomar, Bay Boulevard, Third Avenue, Naples Street, and selected bridges at Palomar and Interstate 5 and at Main Street and I-5. These disruptions are temporary and, because Chula Vista is developed on a grid street pattern and traffic is not limited to these streets, other routes would be accessible.

The City's Safety Element contains goals, objectives, and policies that serve to protect the life, health, and property of the City's residents. These are implemented through fire safety standards and the City's Emergency Plan. Although the City has planned for the protection of its residents during an emergency, the build-out of the City's General Plan would substantially increase the number of industrial uses in the project area, potentially exposing people to a greater risk of upset.

LEVEL OF SIGNIFICANCE

Based on the above analysis, the project would adversely affect risk of upset in the project area, but the impacts are not considered significant.

MITIGATION MEASURES

The following mitigation measures will help to further reduce risk of upset impacts.

1. The City shall review new industrial development within the project area to ensure that existing adjacent residential uses are not adversely impacted.
2. The City shall actively implement their code enforcement program to minimize the number of industrial businesses located in the project area that are in violation of local City codes.

5.1.10 POPULATION

ENVIRONMENTAL SETTING

San Diego's south suburban Major Statistical Area (MSA) has experienced rapid growth within the past ten years and is continuing the trend. According to the San Diego Association of Governments (SANDAG), the south suburban MSA, which includes the City of Chula Vista, and the Sweetwater and South Bay subregional areas, increased in population from 195,563 persons in 1980 to an estimated 249,118 persons in 1989 (C-13). Most of this growth occurred in the Sweetwater area which experienced a 70 percent growth rate between 1980 and 1989. The Sweetwater area encompasses much of Chula Vista's sphere-of-influence. The population growth rate within Chula Vista's city boundaries is projected to be fairly moderate over the next 20 years. According to SANDAG Series 7 statistics, Chula Vista's population is expected to increase by 41,682 persons between 1986 and 2010, a 36 percent increase.

The estimated number of persons residing within the project area is depicted in Table 5-5 (Land Use Section). According to a land use survey performed in July, 1990, by the City's consultant, approximately 1,226 dwelling units are located in the project area. The average household size for Chula Vista is estimated to be 2.685 persons per household in 1990 according to the California Department of Finance. Based on this estimate, 3,293 persons reside within the project area.

ENVIRONMENTAL IMPACT

Build-out of the City's General Plan is expected to result in the phasing out of approximately 183 housing units as a result of changes in land use. As the Chula Vista General Plan is implemented, residential land uses that occur on non-residentially designated lands, will be converted to non-residential uses. Several parcels within the project area contain residential uses intermixed with industrial uses as shown in Figure 5-5. As these parcels are converted to non-residential uses, according to the General Plan and governing specific plans, the population in the project area will decrease. Assuming the current average household size declines to 2.59 persons per household, the proposed project area's residential population, upon General Plan build-out, is estimated to be 2,702, a 18 percent decrease (see Table 5-5). Most of these non-conforming residential parcels will be converted to industrial uses as shown by the increase in industrial uses in Table 5-5.

As industrial uses in the project area increase, the proposed project would have the potential to encourage population growth in the employment market by providing additional jobs in the project area that may otherwise locate elsewhere in the region. Non-residential building space is projected to increase from 5.6 million square feet in 1990 to 9.1 million square feet at General Plan build-out.

Based on an estimate of two employees per 1,000 square feet of building space, the project area is estimated to currently employ 11,300 persons (C-16). Using the same employment assumption, this figure may increase to 18,200 employees at the City's General Plan build-out. The jobs that could be generated within the redevelopment project's life span (40 years) would attract many persons outside of the Chula Vista area and would necessitate the provision of new housing for various income levels. Section 5.1.11 of this EIR addresses the housing impacts related to the proposed project.

The implementation of the proposed Redevelopment Plan will cause the growth in industrial uses to occur sooner than without the Plan. The increase in industrial uses and the job generation rate in the project area will require infrastructure improvements. Table 3-1 lists those infrastructure improvements that are proposed as part of the redevelopment project.

Required relocation programs for those housing units displaced by the proposed project are expected to occur gradually throughout the 40-year Redevelopment Plan. With the projected housing increases outside the project area, particularly in the Eastern Territories, available, affordable replacement housing would be provided.

LEVEL OF SIGNIFICANCE

The population impacts as a result of the proposed project are considered less than significant.

MITIGATION MEASURES

Because impacts are considered less than significant, no mitigation measures are required.

5.1.11 HOUSING

ENVIRONMENTAL SETTING

Housing within the project area consists of single-family, duplexes, multiple-family, and mobile homes as shown in Figure 5-5. Table 5-5 gives the residential distribution within the project area. A majority of these existing housing units are single-family units (748 dwelling units, approximately 61 percent of the total dwelling units in the project area). Several single-family units are concentrated in the eastern portion of the project area in Woodlawn Park and Broderick's Otay Acres. The rest are scattered throughout the project area, many are intermixed within industrial and commercial uses in the southern and western portions of the project area.

The multiple family and duplex residential units are scattered throughout the project area, mostly along the major arterials. A large multi-family neighborhood also exists as East Woodlawn Park.

ENVIRONMENTAL IMPACT

As shown in Table 5-5, the number of dwelling units in the project area is estimated to decrease from 1,226 units to 1,043 units as the area approaches a General Plan build-out condition. This reduction will take place only in areas where existing residential uses do not conform to General and Specific Plan land use designations. No reduction in dwelling units is anticipated to take place in the residentially zoned subareas of Woodlawn Park, Broderick's Otay Acres and Harborside.

The number of single-family dwelling units are estimated to decrease by 53 units as General Plan build-out is completed. Most of these units occur along Main Street and in the West Fairfield area where single-family units are scattered among industrially designated lands. These units are incompatible with current and projected industrial and commercial land uses. Several units are located adjacent to businesses such as auto dismantling and junk yards.

Industrial uses will increase within the project area as it approaches a build-out condition. This increase in industrial uses will attract potential employees to the area, causing a greater demand for housing. According to land use estimates, approximately 3.5 million square feet of industrial building area will be added to the project area by General Plan build-out. Based on a generation rate of two employees per 1,000 square feet of building space, the project area will generate approximately 7,000 new employees. These employees will demand a range of housing types in the vicinity of the project area.

Chula Vista's housing market is expected to grow significantly as new housing units are provided in the City's sphere-of-influence (Sweetwater and Eastern Territories Area Plans). SANDAG Series 7 estimates for the Sweetwater Subregional Area (SRA), which includes the City's Sweetwater and Eastern Territories Areas, show the number of occupied housing units to increase from 10,267 in 1986 to 36,122 units in 2010, a 252 percent increase. By contrast, housing within the Chula Vista City boundaries is only expected to increase by 44 percent over the next 20 years (Series 7). The majority of this new housing is single-family as opposed to multi-family. According to the City's Land Use Plan, 12,420 acres are designated for low and low-medium residential dwelling units in the Sweetwater and Eastern Territories Areas, approximately 91 percent of all residentially designated land in the two areas. Some of the new housing development occurring in the City's sphere-of-influence will meet the demand for housing resulting from the increase in industrial uses in the project area.

A majority of the housing units in the southern and western portions of the project area are low and moderate income households. State Redevelopment law requires mitigation of housing losses in the project area. Under California redevelopment law, redevelopment agencies are required to set aside 20 percent of tax increment revenue for use to benefit low- and moderate-income housing. State law requires that 20 percent of tax increment in the project area shall be for low- and moderate-income residents. State law further requires that 30 percent of all new or rehabilitated dwelling units developed by an agency shall be available at affordable housing cost to persons and families of low or moderate income. Not less than 50 percent of the dwelling units required to be available at affordable housing cost to persons and families of low or moderate income shall be available at affordable housing cost to, and occupied by, very low income households. Those people between 80 percent and 120 percent of the County median income are considered moderate income, and those below 80 percent of the County median income are considered to be low income. Those below 50 percent of the County median income are considered to be very low income.

For those housing units displaced by direct agency action, law requires the Agency to pay fair market price for the units and to pay relocation costs and differential costs of finding an equivalent unit and financing. All low and moderate income units removed by direct Agency acquisition would be replaced on a one-for-one basis as required by State law.

LEVEL OF SIGNIFICANCE

Based on the above analysis, the impact to housing as a result of the Redevelopment Project would not be significant.

MITIGATION MEASURES

No mitigation measures are required.

5.1.12 TRANSPORTATION/ACCESS

ENVIRONMENTAL SETTING

A traffic circulation analysis for the Chula Vista Redevelopment project area was conducted by BSI Consultants, Inc. and is included in Appendix C of this EIR. The following discussion is excerpted from BSI's study.

The project area street system is oriented around a grid network with the major roads separated by one-half to one mile intervals, while the collector streets are located at approximately one-quarter mile intervals (see Figure 5-9). The major streets within the project area are Broadway and Fourth Avenue which traverse the area in a north-south direction; and Palomar Street, Orange Street and Main Street which traverse the project area in the east-west direction. Collector streets complete the grid thoroughfare network.

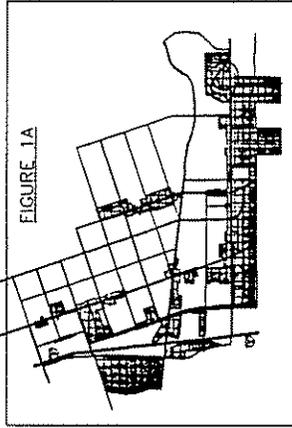
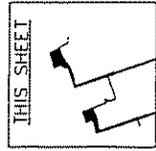
Level of Service

The City's Growth Management Plan contains a transportation goal which states that the City will "provide and maintain a safe and efficient street system within the City of Chula Vista". The City has adopted Level of Service designations to describe the quality of traffic flow on their Circulation Element roadways. The Growth Management Plan states that circulation element streets shall be planned to operate a Service Level C or better at full build-out of the General Plan. Appendix C includes the maximum traffic volumes by roadway classification at LOS C. LOS definitions are also included in Appendix C.

The City has also adopted threshold standards for classified intersecting roadways within the Circulation Element which are listed in Appendix C. These criteria are used in BSI's analysis to ascertain deficient roadway links and to evaluate intersection operation in the project area.

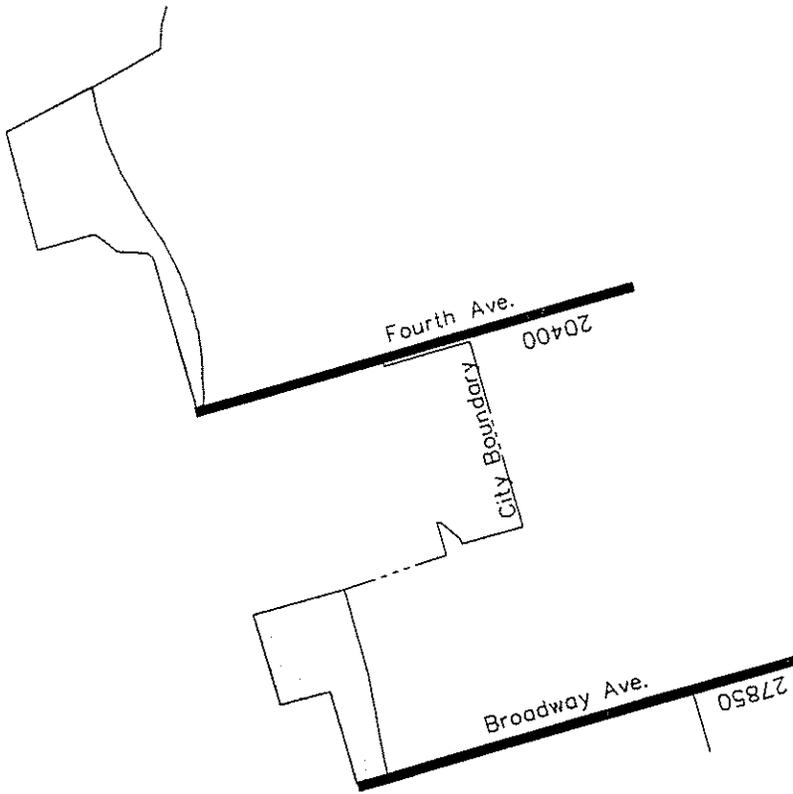
ENVIRONMENTAL IMPACT

Figure 5-9 illustrates the 1990 traffic volumes adjacent to each roadway link in the project area. The 1990 volumes were taken from the 1990 Traffic Flow listing provided by the City of Chula Vista. Figure 5-10 shows 2010 traffic volumes based on build-out of the City's General Plan. Since the redevelopment project is consistent with the General Plan, project traffic volumes will be equal to those generated by build-out of the General Plan land uses.



KEY MAP

-  Southwest Redevelopment Area
-  Class 1 Collector
-  4-Lane Major
-  6-Lane Major



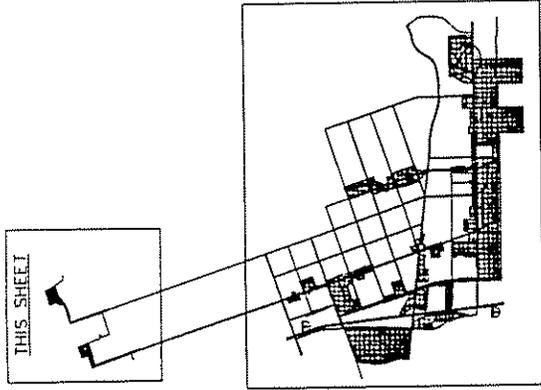
 North Not to Scale

SOURCE: BSI Consultants, Inc.

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Chula Vista Southwest Redevelopment Project

Figure 5-9B Existing Traffic Volumes (1990)



KEY MAP

- Southwest Redevelopment Area
- Class 1 Collector
- 4-Lane Major
- 6-Lane Major



 North Not to Scale

SOURCE: BSI Consultants, Inc.

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Chula Vista Southwest Redevelopment Project

Figure 5-10B Projected Traffic Volumes (2010)

Implementation of the proposed Redevelopment Project will fund circulation improvements in the project area as listed in Table 3-1, including:

- Broadway, J Street to the South City Boundary
- Main Street, Interstate 5 to Interstate 805
- Palomar, Bay Boulevard to Broadway
- Palomar, Broadway, Orange Avenue Intersection
- Bay Boulevard, L Street to the South City Boundary
- Third Avenue, Naples Street to the South City Boundary
- Naples Street, Broadway to Industrial
- Bridges, Palomar and I-5 & Main Street and I-5
- Palomar and Industrial, Trolley crossing
- Woodlawn Park local streets
- Broderick's Otay Acres local streets

The proposed improvements to the circulation system will generally widen the affected roadways, and construct landscaped medians, curbs, gutters, and other amenities for bicycles and pedestrians. These projects will increase safety, reduce congestion and generally bring the roadways into conformance with the City's adopted Circulation Element.

Link Deficiencies

Table 5-6 is a listing of roadway links in the project area by 2010 traffic volumes, roadway capacities, and the resulting LOS for each link. The LOS designations describe the ability of the roadway section to carry traffic. Several factors influence the level of congestion including: peak hour percentage of traffic, green signal time, and capacity of turning lane or lanes at intersection. The link analysis indicates which links need further study to determine their actual operating service level and provides relative comparisons.

The following is a list of roadway sections to exceed the planning criteria for Level of Service C according to their classifications:

- Broadway, between J St. and Moss St.
- 3rd Avenue, between Moss St. and Palomar St.
- 4th Ave., between J St. and Moss St.
- Naples St., between 2nd Ave. and Hilltop Dr.
- Palomar St., between I-5 Interchange and Industrial Way
- Otay Valley Rd., between Melrose Av. and I-805 Interchange

Intersections

The roadway sections which were found to exceed the planning criteria for Level of Service C were further studied by BSI Consultants, Inc. by analyzing the signalized intersections along the links which is where the greatest delay is

Table 5-6
Proposed Project - Traffic Volumes

Street Limits	Forecast Volume	Forecast # of Lanes	Forecast Capacity at LOS C	Level of Service	Street Limits	Forecast Volume	Forecast # of Lanes	Forecast Capacity at LOS C	Level of Service
Third Ave.					Orange Ave.				
Moss St./Naples St.	25100	4	22000	D	Palomar St./Fifth Ave.	15100	4	28000	A
Naples St./Oxford St.	23600	4	22000	D	Fifth Ave./Fourth Ave.	16000	4	28000	A
Oxford St./Palomar St.	22800	4	22000	B	Fourth Ave./Third Ave.	15700	4	28000	A
Palomar St./Quintard St.	21100	4	22000	C	Third Ave./Hilltop Dr.	24000	4	28000	B
Quintard St./Orange Ave.	20500	4	22000	C	Quintard St.				
Orange Ave./Anita St.	17800	4	22000	B	Orange Ave./Third Ave.	1800	2	12000	A
Anita St./Main St.	15300	4	22000	A	Anita St.				
Beyer Way					Frontage Road/Industrial Blvd.	1400	2	12000	A
Main St./Hermosa Ave.	14400	4	30000	A	Industrial Blvd./Broadway Ave.	6100	2	12000	A
Hermosa Ave./City Limits	25900	4	30000	B	Broadway Ave./Fourth Ave.	7000	2	12000	A
Hilltop Dr.					Fourth Ave./Third Ave.	4400	2	12000	A
Orange Ave./Main St.	9300	4	22000	B	Main St.				
Melrose Ave.					I-5/Industrial Blvd.	26300	4	28000	C
Orange Ave./Main St.	5000	4	22000	A	Industrial Ave./Broadway Ave.	26300	4	28000	C
Bay Blvd./I-5	15100	4	28000	A	Broadway Ave./Fourth Ave.	19100	4	28000	A
I-5/Broadway Ave.	26800	4	28000	C	Fourth Ave./Third Ave.	15900	4	28000	A
Broadway Ave./Fifth Ave.	17900	4	22000	B	Third Ave./Albany Ave.	20800	4	28000	A
Fifth Ave./Fourth Ave.	14400	4	22000	A	Albany Ave./Hilltop Dr.	21700	4	30000	B
					Hilltop Dr./Otay Valley Rd.	24500	4	30000	B
					Otay Valley Rd./Melrose Ave.	27800	4	30000	C
					Melrose Ave./I-805	32200	4	30000	D

Table 5-6 (Continued)
Proposed Project - Traffic Volumes

Street Limits	Forecast Volume	Forecast # of Lanes	Forecast Capacity at LOS C	Level of Service	Street Limits	Forecast Volume	Forecast # of Lanes	Forecast Capacity at LOS C	Level of Service
Broadway Ave.					Hermosa Ave.				
North City Limits/C St.	36700	6	40000	C	Main St./Beyer Way	12400	4	30000	A
J St. (North of)	30400	4	28000	D	K St.				
J St./K St.	30100	4	28000	D	Oaklawn Ave./Broadway Ave.	2000	2	12000	A
K St./L St.	29000	4	28000	D	Broadway Ave./Fifth Ave.	4300	2	12000	A
L St./Hoss St.	29400	4	28000	D	L St.				
Hoss St./Maples St.	27500	4	28000	C	Bay Blvd./Industrial Blvd.	26000	4	22000	E
Maples St./Oxford St.	26600	4	28000	C	Industrial Blvd./Broadway Ave.	17800	4	22000	B
Oxford St./Palomar St.	27600	4	28000	C	Broadway Ave./Fifth Ave.	16700	4	22000	B
Palomar St./Anita St.	21900	4	28000	B	Moss St.				
Anita St./Main St.	18900	4	28000	A	Industrial Blvd./Broadway Ave.	2100	2	12000	A
Beyer Blvd.					Broadway Ave./Fifth Ave.	5600	2	12000	A
Main St. (South of)	11000	4	28000	A	Maples St.				
Fifth Ave.					Industrial Blvd./Broadway Ave.	6600	2	12000	A
K St. (North of)	6500	2	12000	A	Broadway Ave./Fifth Ave.	9600	2	12000	B
K St./L St.	7000	2	12000	A	Fifth Ave./Fourth Ave.	9400	2	12000	B
L St./Hoss St.	7000	2	12000	A	Fourth Ave./Third Ave.	8500	2	12000	A
Hoss St./Maples St.	5800	2	12000	A	Third Ave./Second Ave.	9000	2	12000	A
Maples St./Oxford St.	4300	2	12000	A	Second Ave./Hilltop Dr.	16000	2	12000	F
Oxford St./Palomar St.	3800	2	12000	A	Oxford St.				
Palomar St./Orange St.	2400	2	12000	A	Palomar Village/Broadway Ave.	6300	2	12000	A
Fourth Ave.					Fourth Ave./Third Ave.	7100	2	12000	A
North City Limits/C St.	20200	6	40000	A	Third Ave./Second Ave.	6600	2	12000	A
K St. (North of)	22300	4	22000	D	Second Ave./Hilltop Dr.	6600	2	12000	A
K St./L St.	21300	4	22000	C	Palomar St.				
L St./Hoss St.	22700	4	22000	D	Bay Blvd./I-5	5900	6	40000	A
Hoss St./Maples St.	21900	4	22000	C	I-5/Industrial Blvd.	42300	6	40000	D
Maples St./Oxford St.	18200	4	22000	B	Industrial Blvd./Broadway Ave.	35700	6	40000	C
Oxford St./Palomar St.	16200	4	22000	A	Broadway Ave./Orange St.	32500	6	40000	B
Palomar St./Orange St.	16100	4	28000	A	Orange St./Fifth Ave.	16200	4	22000	A
Orange St./Anita St.	15000	4	28000	A	Fifth Ave./Fourth Ave.	16600	4	22000	B
Anita St./Main St.	11900	4	28000	A	Fourth Ave./Third Ave.	16500	4	22000	A
					Third Ave./Hilltop Dr.	20400	4	22000	C

encountered due to the absolute stop condition caused by the red light display. The study was based on full build-out of the City's General Plan and the San Diego Association of Governments (SANDAG) land use model.

The following is a list of intersections that were analyzed. Although the Level of service found by the ICU method is listed, keep in mind that the data used came from the 2010 SANDAG model which is a scenario based on currently planned land uses. Therefore, the level of analysis should be limited to a determination of "better than LOS C or worse than LOS C. The turning movement numbers and the calculations used are contained in the Appendix.

Broadway at J Street	(LOS C)	LOS C or better
Broadway at K Street	(LOS A)	LOS C or better
Broadway at L Street	(LOS B)	LOS C or better
Broadway at Moss Street	(LOS B)	LOS C or better
3rd Avenue at Moss Street	(LOS C)	LOS C or better
3rd Avenue at Naples Street	(LOS B)	LOS C or better
3rd Avenue at Oxford Street	(LOS B)	LOS C or better
3rd Avenue at Palomar Street	(LOS B)	LOS C or better
4th Avenue at J Street	(LOS B)	LOS C or better
4th Avenue at K Street	(LOS B)	LOS C or better
4th Avenue at L Street	(LOS C)	LOS C or better
4th Avenue at Moss Street	(LOS B)	LOS C or better
Naples Street at Hilltop Drive	(LOS F)	Worse than LOS C
Otay Valley Road at Melrose Ave.	(LOS E)	Worse than LOS C
Palomar Street at Industrial Blvd.	(LOS C)	LOS C or better

Two of the intersections studied in the project area will have a Level of Service worse than LOS C at full build-out conditions. The two intersections are Naples Street at Hilltop Drive, which is projected to operate at a LOS of F, and Otay Valley Road at Melrose Avenue, projected to operate at a LOS of E.

The traffic study performed by BSI concludes that the land use proposed for the project area will not impact traffic circulation to an extent greater than that

proposed in the General Plan or the Montgomery Specific Plan. Roadway improvement proposed in the redevelopment project area (Table 3-1) will add sufficient capacity to the system to withstand the traffic volumes forecast at full build-out by the SANDAG transportation model used to support the General Plan.

The intersection of Naples Street and Hilltop Drive is located more than one-half mile from the nearest redevelopment parcel. It is shown as capacity deficient, but the deficiency is not generated by the redevelopment project because this project does not intensify land uses which would increase background traffic at remote sites. Therefore no mitigation is required by the project.

LEVEL OF SIGNIFICANCE

Based on the traffic analysis performed by BSI Consultants, Inc., the project is considered to result in significant circulation impacts. These impacts are considered significant, but can be mitigated to less than significant.

MITIGATION MEASURES

The following mitigation measures will reduce significant circulation impacts resulting from the project:

1. The Agency or City shall implement the circulation improvements contained in Table 3-1 of this EIR, to the extent financially feasible.
2. The City of Chula Vista is maintaining a traffic monitoring program to insure that the threshold standards are not exceeded. The intersection of Otay Valley Road and Melrose Avenue must be improved when those standards are met. Installing parking restrictions on both sides of Otay Valley Road in the vicinity of the intersection, and restriping for the roadway to carry six lanes of traffic will satisfy the need for mitigation. Analysis shows the intersection will generate at LOS C or better after full redevelopment of the Southwest Area, and at full buildout to projected General Plan Land Uses.
3. Improvements to the Circulation System described in the City Circulation Element shall be completed through publicly and privately initiated projects.

5.1.13 PUBLIC SERVICES

FIRE/EMERGENCY MEDICAL SERVICE

ENVIRONMENTAL SETTING

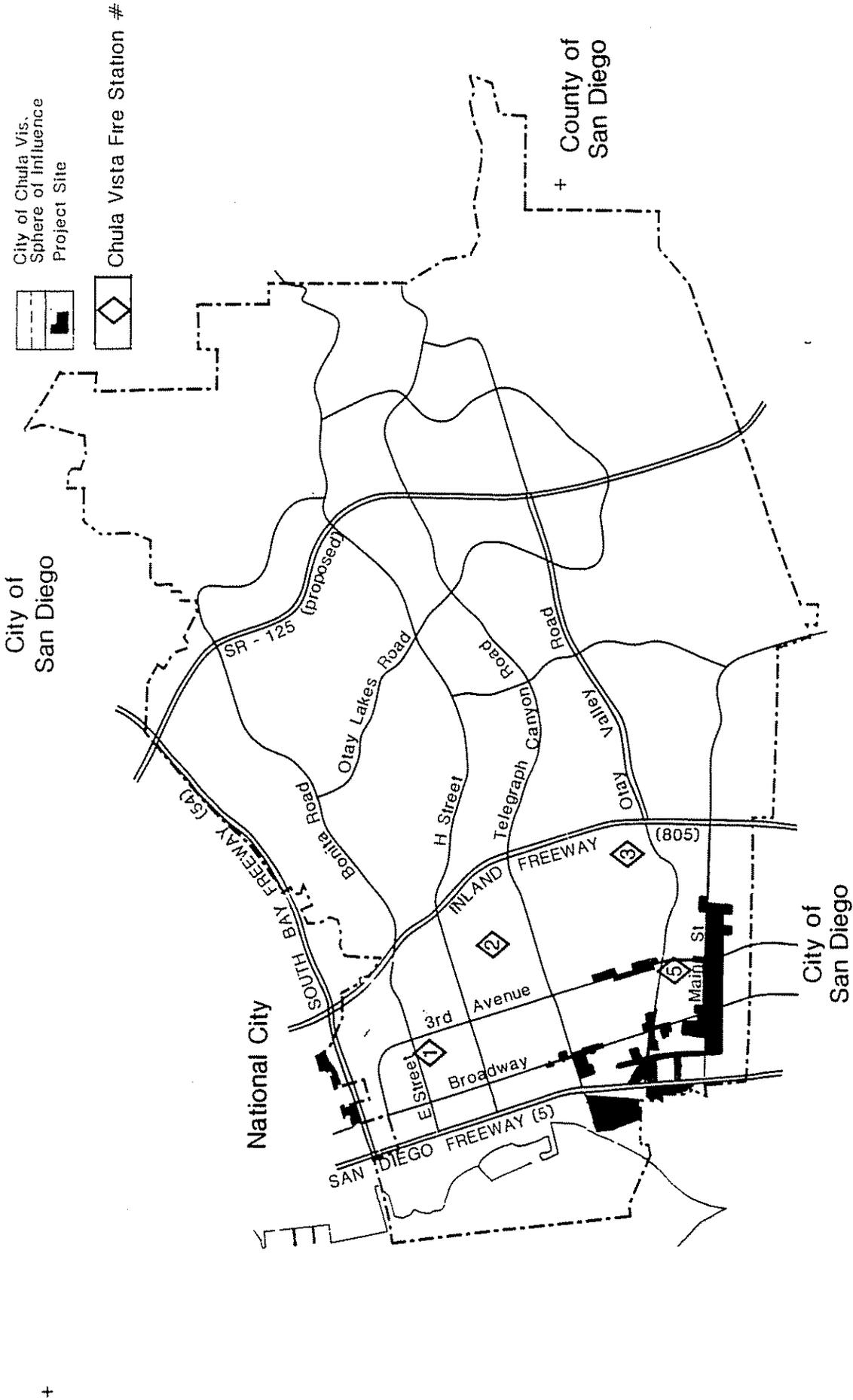
Fire protection for the study area is provided by the City of Chula Vista Fire Department. The City operates five stations, the main station (Station # 1) being located in the Civic Center complex at 447 F Street. The location of all five stations is shown in Figure 5-11. Station # 5 was previously part of the Montgomery Fire Protection District which was dissolved in December of 1985.

Fire/EMS protection for the project area is be provided by Stations # 3 and # 5. Station # 3 currently has three fire fighters and one 1250 gallons per minute (gpm) pumper truck. Station # 5 currently has four fighter fighters and also has one 1250 gpm pumper truck. The City of Chula Vista Fire Department also has an "Automatic Aid" Agreement with the City of San Diego Fire Department in cases of fire emergencies. This agreement provides for a joint response by both agencies to the study area.

According to a recent evaluation of the existing stations in Chula Vista, roughly 92% of all emergency calls are responded to within 7 minutes. The average response time is approximately 4.4 minutes (C-14).

ENVIRONMENTAL IMPACT

Implementation of the proposed project would result in increased demand for fire/EMS services which would require additional fire fighters and equipment. When assessing impacts to Fire/EMS services various issues must be addressed including availability of adequate fire flow, adequacy of water mains, placement of fire hydrants, and access. Because of the non-specific nature of the project, specific requirements cannot be addressed at this time. However, several general assumptions can be made. Regarding fire-flow and water mains, several areas within the project area are inadequate and need to be upgraded. Two examples include an area east of Third Avenue, south of Naples and north of Oxford, and north and south of Main Street between I-5 and Melrose Avenue. When specific development proposals in these areas are presented to the City, an assessment will need to be done to determine what, if any upgrades are needed. The use of interior sprinkler systems within buildings can reduce the amount of required fire flow by up to 50 percent (B-1).



0 2 miles
scale

Chula Vista Southwest Redevelopment Project

SOURCE: City of Chula Vista Fire Station Master Plan, 1989

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Figure 5-11
Existing Fire Station Network

The proper placement of fire hydrants in an area will ensure that fire equipment will be able to get close enough to a fire to be effective in fighting it. Again, specific development proposals will need to be reviewed to determine specific placement of hydrants. However, general guidelines specify that hydrants be no further than 300 feet apart for commercial and industrial developments, and no further apart than 500 feet for residential developments.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts to fire service will be adverse, but below a level of significance.

MITIGATION MEASURES

Although no significant impacts were identified, the following measures will serve to further reduce project related impacts:

1. All new development within the project area will be approved by the City of Chula Vista Fire Marshall.
2. All new development will be consistent with the City's Threshold/Standards policy for fire/emergency service.
3. Adequate access to all structures will always be maintained.
4. Adequate turn around areas for fire/emergency vehicles shall be maintained on all streets in excess of 150 feet in length.

POLICE PROTECTION

ENVIRONMENTAL SETTING

Police protection for the study is provided by the City of Chula Vista Police Department which is headquartered at the Civic Center Complex at the corner of Fourth Avenue and F Street. All police services are based out of this one centralized facility which include a full range of law enforcement and police protection services including animal control. Currently the Department has a staff of 232 employees, including 150 sworn officers which range in rank from police officer to captain, and seven animal control staff.

See Section 9.0
Response E-1

The City's Threshold/Standards Policy outlines standards for police emergency response which has been set at a 5 minute response time for 75% of all emergency calls and a 7 minute response time for 90% of all calls for service.

ENVIRONMENTAL IMPACT

The amount of police protection required for an area is determined by the population of a specific area. The current population of the project area is approximately 3,293. As a result of the proposed redevelopment project the total population of the project area will be reduced to approximately 2,702. Assuming an officer ratio of 1:1,000 population (City of Chula Vista Police Department's standard for police protection), and based on a reduction in population of approximately 591 people, the project area will be .59 above the required ratio for acceptable police protection assuming that the current number of officers serving the area is not reduced.

However, the increases in industrial uses (165.5 acre increase) may serve to increase the population in the surrounding residential areas, thereby increasing the demand for police protection outside the redevelopment area. Without development specific data no quantifiable analysis can be done at this time regarding this issue. At such a time as development takes place the City will review each project and assess possible impacts to police service.

LEVEL OF SIGNIFICANCE

Based on the above analysis, there will be no significant impacts to police protection.

MITIGATION MEASURES

Although no significant impacts were identified, measures such as crime prevention education and neighborhood watch programs can further reduce impacts to police services.

SCHOOLS

ENVIRONMENTAL SETTING

School services are provided to the study area by the Chula Vista School District (CVSD) and the Sweetwater Union High School District (SUHSD).

Chula Vista School District

The CVSD currently has elementary 14 schools near the project area which would provide school facilities for children. Table 5-7 lists the schools and their current attendance statistics. The District uses relocatable classrooms to increase the attendance capacity of its schools. No new schools are currently planned which would provide service to the study area.

TABLE 5-7
SCHOOLS SERVING THE PROJECT AREA

School	Capacity	Projected Enrollment
ELEMENTARY		
Finney	661	692
Harborside	510	817
Lauderbach	587	798
Montgomery	425	471
Mueller	654	655
Rice	679	744
Rosebank	542	639
Castle Park	555	543
Juarez-Lincoln	632	611
Loma Verde	649	553
Los Altos	514	493
Otay	649	619
Rohr	514	491
Valley Lindo	561	516
JUNIOR HIGH AND MIDDLE		
Castle Park Middle	1,456	1,090
Chula Vista Jr.	1,070	1,434
National City Jr.	922	1,017
HIGH SCHOOLS		
Castle Park High	1,566	1,985
Chula Vista High	1,356	1,978
Sweetwater High	1,958	1,871

See Section 9.0
Response D-1

Sweetwater Union High School District

See Section 9.0
Response D-2

The SUHSD currently has three high schools, two junior high schools, and one middle school operating which would provide service to the project area. Table 5-7 lists the schools and their current attendance statistics. The SUHSD has adopted a policy to maximize the use of its existing facilities. As part of this effort, all new high schools are being established as four year institutions (grades 9-12) and all new junior highs as two year institutions (grades 7 and 8). Relocatable facilities will be used to their fullest extent. The use of this policy will increase the capacity of the existing facilities by approximately one-third.

ENVIRONMENTAL IMPACTS

See Section 9.0
Response D-3

Impacts to schools will be realized in two areas. The first is a potential indirect impact to area schools from an influx of workers as a result of the increased industrial uses. The current population of the redevelopment area is approximately 3,293 people, with an estimated number of dwelling units of 1,227. Under the redevelopment plan the approximate number of residents will decrease to 2,703 (-17.9%) and the approximate number of dwelling units will decrease to 1,044 (-15%). This will account for an over-all decrease in students for elementary, Jr. High, and High School children of 17.9 percent. However, the additional industrial uses within the redevelopment area will serve to bring residents to the area in search of jobs, thereby increasing the number of school-aged children and increasing the demands on existing schools. Also, under California Law, children are allowed to attend school in the area where their parents work. This will mean that additional numbers of school children may enter the system even though they do not actually move into the immediate area. By analyzing land use data, it can be estimated that an additional 29 classrooms will be required as a result of the project. The total cost for the 29 classrooms, excluding land cost, is estimated to be approximately \$37 million. The net tax increment need will be approximately \$18,500,000 based on the current student populations for the schools in question any increases can be considered significant (B-3, 4).

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts to schools will be significant, but can be mitigated to levels below significance.

MITIGATION MEASURES

The following mitigation measures will serve to reduce impacts to schools to level below significant:

See Section 9.0
Response D-4

1. The Redevelopment process provides a mechanism to allow the school districts to negotiate for the distribution of tax increment revenues that should address all impacts to school districts.

2. The school districts may reevaluate the need for collecting school impact fees for non-residential development.
3. The Agency shall implement the school improvements contained in Table 3-1 of this EIR, to the extent financially feasible.
4. As described by the City's Thresholds/Standards Policy, development forecasts will be provided annually to both districts.

PUBLIC LIBRARIES

ENVIRONMENTAL SETTING

The City of Chula Vista provides library services to residents through three library branches located throughout the city. These include the main branch at 365 F Street (35,000 square feet), the Castle Park branch at 1593 3rd Avenue (1,720 square feet), and the Woodlawn branch at 115 Spruce (609 square feet). Both the Castle Park branch and the Woodlawn branch are located within the study area. These two facilities were acquired when the Montgomery area was annexed to Chula Vista, and the City took over actual ownership on July 1, 1989.

The City Library Department has a Library Master Plan which was adopted in 1987. The plan establishes a standard of between .5 and .7 square feet of library space per person.

ENVIRONMENTAL IMPACT

The City has a new 35,000 square foot facility planned at Fourth and Orange. The facility would be financed through bonds issued under Proposition 85, the California Library Construction and Renovation Bond Act. Proposition 85 would provide 65% of the money necessary to build the facility, the remaining funds coming from the City. The construction of this facility would put the City far above the standard for required square footage of library space outlined in the Library Master Plan.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts to library services will be adverse, but less than significant.

MITIGATION MEASURES

The following mitigation measure will further reduce adverse impacts:

1. Approve and construct the planned library at Fourth and Orange.

HOSPITALS

ENVIRONMENTAL SETTING

Medical services are provided to the project area by Community Hospital, located at 751 Medical Center Drive in Chula Vista. Community Hospital offers a full-service facility with 138 acute care beds and 98 "skilled nurse" beds, full medical and surgical facilities, complete cardiac care, outpatient care, and the Birch-Patrick Convalescent Center which offers specialized convalescent care. Community Hospital is currently operating at 75 percent capacity.

ENVIRONMENTAL IMPACT

The need for medical services would be increased as a result of increased numbers of people working within the Redevelopment area. Available hospital services are sufficient to meet this demand.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts to hospital services will not be significant.

MITIGATION MEASURES

No mitigation measures are offered due to the fact that no significant impacts have been identified.

COUNTY SERVICES

ENVIRONMENTAL SETTING

San Diego County provides regional services for the project area, the City of Chula Vista, and the entire county as well. The County jurisdiction provides the following services:

- Criminal Justice, Courts and Jails;
- Public Health Services;
- Disaster Preparedness/Emergency Service;
- Agriculture/Weights and Measures Commissioner;
- Public Administrator; and
- Registrar of Voters;
- Air Pollution Control;
- Assessor;
- Auditor and Controller;
- Coroner;
- Farm and Home Advisor;
- Recorder;
- Regional Parks and Treasurer;
- Tax Collector;

Section 9.0
Response F-1

The City of Chula Vista receives these services either through contract or direct service.

ENVIRONMENTAL IMPACTS

Demand for public services will slightly increase as a result of the redevelopment project. The intensities and types of land uses projected to occur within the project area are outlined in Section 5.1.7, Land Use, General Plan, and Zoning of this document as well as the Land Use Element of the General Plan. According to the General Plan, residential population within the Redevelopment Project area will decrease slightly (from 3,293 to 2,703) as a result of land use conversions from residential to industrial. However, population within the City as a whole will increase from 131,455 in 1990 to an estimated 209,400 by the year 2010, as projected in the General Plan. This population rise will cause an increase in demand for regional public services provided by San Diego County. The project area is 1,068 acres, which represents a relatively small portion of the service responsibility to the County, and is responsible for a similarly small amount of earnings produced within the County boundaries.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts on demands for County services will not be significant.

MITIGATION MEASURES

Although no significant impacts were identified, the following measures will serve to further reduce impacts:

1. The Redevelopment process provides the opportunity for the County to negotiate for the distribution of tax increment revenues.

5.1.14 ENERGY

ENVIRONMENTAL SETTING

Energy is used within the redevelopment project for many purposes. Electricity supplies energy for lighting, use of appliances, air conditioning, and electric motors. Natural gas provides the energy necessary for use of open flames, and heating of structures and water. Petroleum products, such as gasoline, are widely used for gasoline-powered engines.

Electricity and gas service is provided to the project area by San Diego Gas and Electric (SDG&E). A generating plant owned and operated by SDG&E is located in the bayfront area and has a generating capacity of 706 megawatts. Several transmission line right-of-ways run through the city including a line that runs through the project area in a southwest/northeast direction which is one of SDG&E's largest. Gas lines run throughout the project area underground within existing roadways and streets.

ENVIRONMENTAL IMPACT

Energy consumption in industrial uses would increase as a result of the proposed Redevelopment Project at a more rapid rate than would normally occur under average growth conditions. Projected energy usage under the redevelopment is shown in Tables 5-8 and 5-9. The tables show the percentage change of energy consumption from changes between existing and proposed land uses. As shown, gas and electric demand for residential uses would decrease 14.9 percent, commercial uses decrease 20.3 percent, and public facilities demand would decrease 86 percent. However, energy demands for industrial uses would increase 95.4 percent because of the increases in industrial uses within the redevelopment area.

Increased energy consumption causes several adverse side-effects, such as depletion of non-renewable energy resources and higher pollution levels. In 1978 the City of Chula Vista adopted a "Policy for the Conservation of Energy and Water Within the City of Chula Vista." This policy contains guidelines for the conservation of water and natural non-renewable resources and requires new development to incorporate energy conservation measures.

Energy sources would remain available for users as redevelopment occurs, as redevelopment will be consistent with the General Plan.

**TABLE 5-8
PROJECTED DAILY ELECTRICAL DEMAND**

Land Use	Factor kwh/day per unit	Dwelling Units, Floor Area		Electrical Demand (mwh/day)		Change From Existing		
		Existing Use	Redev. Plan	Existing Use	Redev. Plan	Amount (kwh/day)	Percent	
RESIDENTIAL								
Single Family	15.4	748 du	695 du	11.5	10.7	-0.8	-7.1%	
Multiple Family	15.4	479 du	349 du	7.4	5.4	-2.0	-27.1	
TOTAL RESIDENTIAL		1,227 du	1,044 du	18.9	16.1	-2.8	-14.9	
COMMERCIAL	46.8	1,592 ksf	1,269 ksf	74.5	59.4	-15.1	-20.3	
INDUSTRIAL	123.3	4,007 ksf	7,831 ksf	494.1	965.6	471.5	95.4%	
PUBLIC FACILITIES	30.1	558 ksf	78 ksf	16.8	2.3	-14.4	-86.0	
OPEN SPACE	3.5	0 ac	7,004 ac	0.0	24.5	24.5	ERR	
TOTAL ALL USES				529.8	1008.5	478.7	90.4%	

Abbreviations: du:dwelling unit; ksf: thousand square feet; mwh: megawatt hours; ac: ac

Source of generation factors: City of Chula Vista, Factors for Environmental Review

See Section 9.0
Response A-3
Response J-1

**TABLE 5-9
PROJECTED DAILY NATURAL GAS DEMAND**

Land Use	Factor cf/day per unit	Dwelling Units, Floor Area		Natural Gas Demand (mcf/day)		Change From Existing	
		Existing Use	Redev. Plan	Existing Use	Redev. Plan	Amount (mcf/day)	Percent
RESIDENTIAL							
Single Family	219.1	748 du	695 du	0.16	0.15	-0.01	-7.1%
Multiple Family	135.0	479 du	349 du	0.06	0.05	-0.02	-27.1
TOTAL RESIDENTIAL		1,227 du	1,044 du	0.23	0.20	-0.03	-12.8
COMMERCIAL	95.3	1,592 ksf	1,269 ksf	0.15	0.12	-0.03	-20.3
INDUSTRIAL	110.0	4,077 ksf	7,831 ksf	0.45	0.86	0.41	92.1%
PUBLIC FACILITIES	95.3	558 ksf	78 ksf	0.05	0.01	-0.05	-86.0
OPEN SPACE	16.4	0 ac	7,004 ac	0.00	0.11	0.11	ERR
TOTAL ALL USES				0.73	1.18	0.45	62.0%

Abbreviations: du:dwelling unit; ksf: thousand square feet; mcf: million cubic feet; ac

Source of generation factors: City of Chula Vista, Factors for Environmental Review

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts to energy from the proposed project will not be significant.

MITIGATION MEASURES

Although no significant impacts were identified, the following measures will serve to further reduce impacts from the project:

1. All development will be consistent with the City's "Policy for the Conservation of Energy and Water Within the City of Chula Vista".
2. All new development will adhere to Objectives 1, 2, and 3 of Goal 1 in the City's Conservation and Open Space Element.

5.1.15 UTILITIES

WATER

ENVIRONMENTAL SETTING

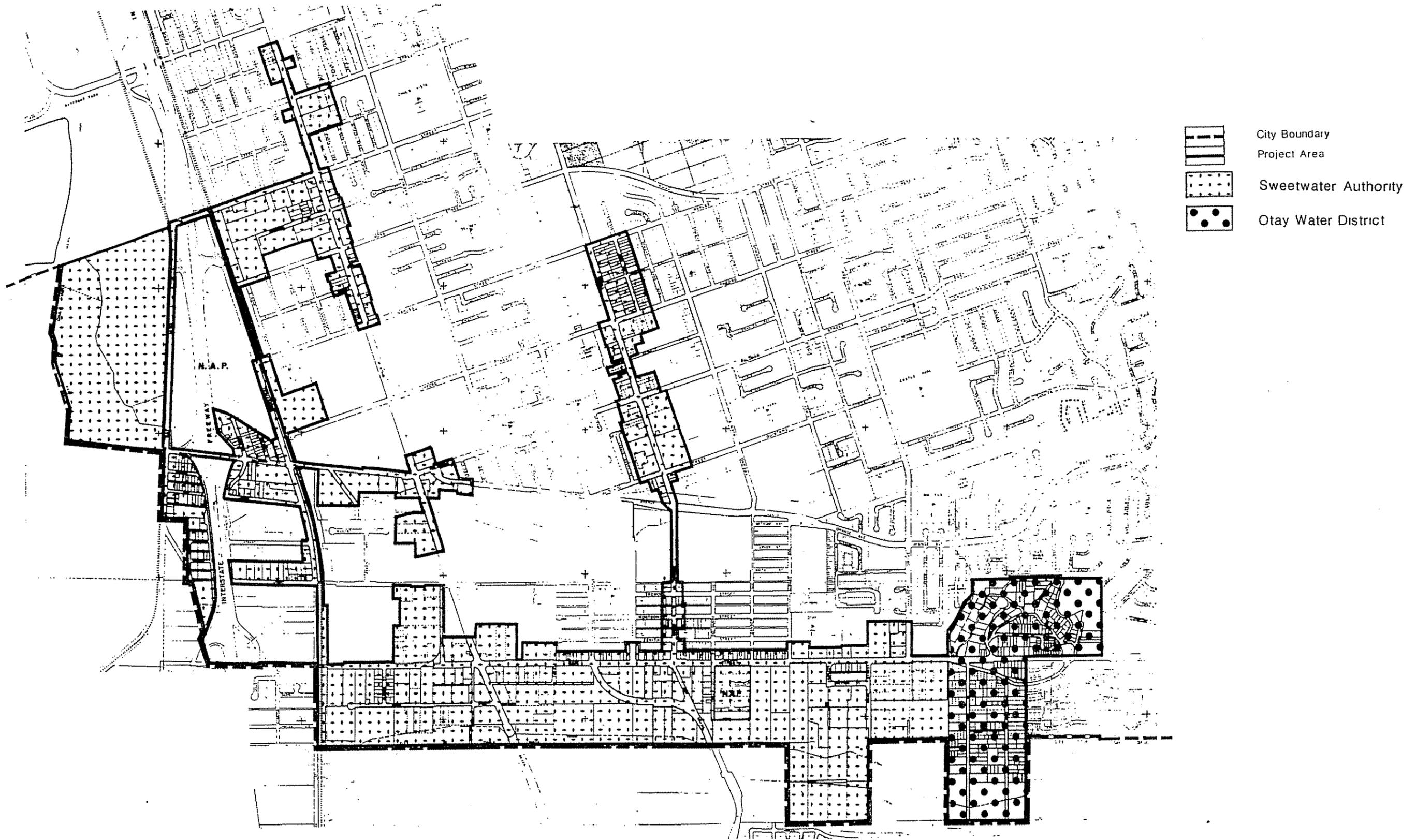
San Diego County is located within a semi-arid region with limited supplies of surface and ground water. Approximately 90 percent of the region's water supply is imported, with approximately 10 percent of the water being supplied locally. The Metropolitan Water District (MWD) provides imported water from the Colorado River and the California Water Project (Feather River). This water is in turn made available to various water agencies for distribution including the San Diego County Water Authority (CWA). The CWA consists of several local agencies throughout the County which provide water service to specific areas.

The South Bay Irrigation District encompasses portions of the City of Chula Vista, National City and other unincorporated areas. Water to the District is supplied by a connection to the Second San Diego Aqueduct, Sweetwater and Loveland Reservoirs, and two deep wells in National City. Of the 53,100 acre-feet combined capacity of the two reservoirs approximately 2,000 to 3,000 acre-feet must remain in each reservoir as a minimum pool. An additional approximately 10,000 acre-feet is stored at the Loveland Reservoir for emergency situations.

Within the project area water is supplied by the Sweetwater Authority and the Otay Water District (OWD). Figures 5-12A and 5-12B show the jurisdictional boundaries of each water district. The Sweetwater Authority supplies the majority of the project area with water. The Sweetwater Authority purchases imported water from the aqueduct, stores it in reservoirs and then treats the water for consumption. The Otay Water District serves the eastern portion of the project area. Water is provided to the area by the Second San Diego Aqueduct. The OWD does not own any reservoirs. The OWD, during peak demands, is sometimes unable to provide full service to all commitments. To remedy this, the OWD is currently negotiating with other agencies to increase storage ability to ensure adequate water service during peak periods.

ENVIRONMENTAL IMPACT

Development within the project area will increase water demand within the project area by 41 percent. As shown in Table 5-10, water consumption for residential (-19%), commercial (-20%), and public facilities (-85%) will decrease due to the decreases in total acreage of the respective uses; however, industrial

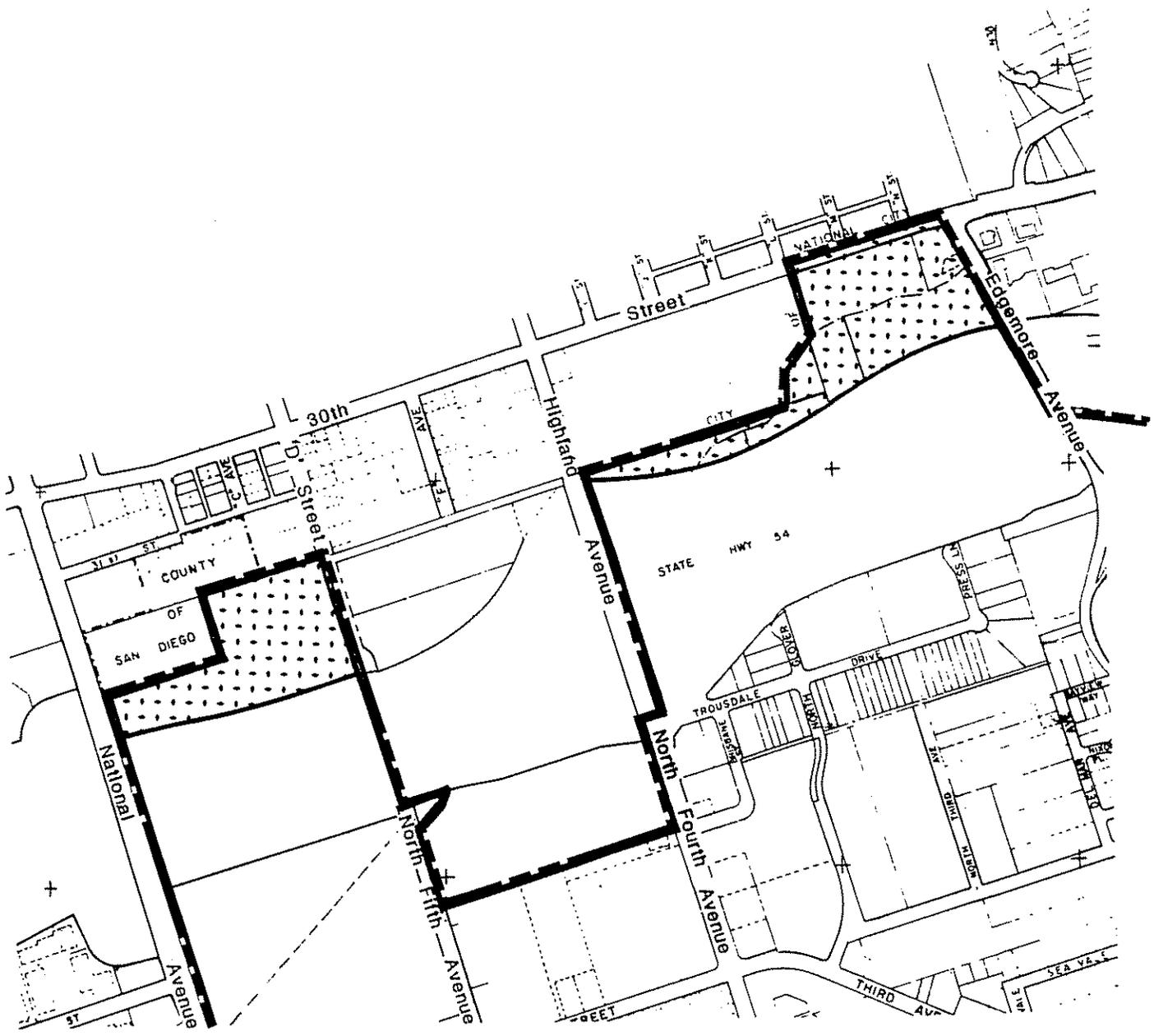



 ↑ North 0 — 1600
 scale in feet

Chula Vista Southwest Redevelopment Project

SOURCE: Chula Vista General Plan EIR, 1989

Figure 5-12A
Project Area Water District Boundaries



-  City Boundary
-  Project Area
-  Sweetwater Authority



Chula Vista Southwest Redevelopment Project

SOURCE: Chula Vista General Plan EIR, 1989

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

Figure 5-12B
Project Area Water
District Boundaries

**TABLE 5-10
PROJECTED DAILY WATER USE**

Land Use	Factor gal/day per unit	Dwelling Units, Floor Area		Water Use (kgd/day)		Change From Existing	
		Existing Use	Redev. Plan	Existing Use	Redev. Plan	Amount (kgd/day)	Percent
RESIDENTIAL							
Single Family	1,725	136 ac	126 ac	235	217	(17)	-7%
Multi-family	6,465	37 ac	26 ac	239	168	(71)	-30%
TOTAL RESIDENTIAL		173 ac	152 ac	474	385	(88)	-19%
COMMERCIAL	3,585	146 ac	117 ac	523	419	(104)	-20%
INDUSTRIAL	4,310	234 ac	399 ac	1,009	1,720	711	71%
PUBLIC FACILITIES	3,585	13 ac	2 ac	47	7	(39)	-85%
OPEN SPACE	225	0 ac	161 ac	0	36	36	0%
TOTAL ALL USES		420 *	714 *	1,529	2,149	620	41%

* Total does not include acreage for resource areas, vacant land, or transportation.
Abbreviations: kgd: thousand gallons per day; ac: acre

Source of generation factors: City of Chula Vista, Factors for Environmental Review

acreage will increase to a total of 165 acres which will account for a 71 percent increase in water demand for industrial use.

The Sweetwater Authority prepared a Water Master Plan Update in 1985 which addressed future water demands at buildout, consistent with General Plan designations, on a city-wide basis. The study found that water supply facilities would require expansion including a 15.4 mgd expansion of the treatment plant and an 18 million gallon increase in storage facilities. A similar study was prepared by the Otay Water District in 1987. This study also identified several improvements to water transportation and storage facilities that would be required including an additional 163 million gallons of emergency storage and expansion of two pump stations.

The Metropolitan Water District (MWD) receives its water from the Colorado River aqueduct. MWD's current allotment is approximately 1.2 million acre-feet. The Central Arizona Project could, however, decrease this amount by 750,000 acre-feet. Thus, the water availability in southern California is in a state of flux. However, as long as development taking place within the redevelopment area is consistent with the two Master Water Plans prepared by the Sweetwater Authority and the Otay Water District no significant impacts should occur.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts to water service will be adverse ,but below a level of significant.

MITIGATION MEASURES

Although impacts to water service are below a level of significance, the following measures will serve to further reduce impacts:

1. All future development will be in compliance with the City's Threshold/Standards Policy to ensure that no significant impacts to water service occur.
2. All future development will conform to the following State laws:
 - a. Title 20, California Administrative Code Section 1604 (f) Appliance Efficiency Standards: established efficiency standards that five the maximum flow rate of all new showerhead, lavatory faucets, and sink faucets.
 - b. Title 20, California Administrative Code Section 1606 (b) Appliance Efficiency Standards: prohibits the sale of fixtures that do not comply with regulations.

3. The following recommendations should be implemented where applicable:
 - a. Water pressure be maintained at no more than 50 pounds per square inch.
 - b. Drinking fountains be equipped with self-closing valves.
 - c. Conservation reminders be shall posted in hotel rooms and restrooms.
 - d. Water-conserving models of washers be used in laundry facilities.
 - e. 1-1/2-gallon per flush toilets be installed in all new construction.
 - f. Drought resistant landscaping should be used for all new developments.
 - g. Installation of efficient irrigation systems.

WASTEWATER

The City of Chula Vista operates and maintains its own sanitary sewer system which connects to the City of San Diego Metropolitan Sewer System (METRO). This system consists of approximately 270 miles of sewers ranging in size from 6 to 36 inches, 10 raw sewage pump stations, and 4 independent metered connections to METRO.

Chula Vista has contracted with METRO for capacity rights of 17.1 million gallons per day (mgd) average daily flow. The addition of the Montgomery Sanitation District added an additional 2.0 mgd METRO capacity rights for a total of 19.1 mgd.

See Section 9.0
Response J-6

The southern portion of Chula Vista, which includes the study area, is served by the Main Street/Date-Faivre truck sewers which begin east of I-805 and at Main Street.

ENVIRONMENTAL IMPACTS

Development within the project area will cause an overall increase in sewer demand for the project area of 54 percent from the current level of 1.2 million gallons per day. Specifically, as shown in Table 5-11, sewer demand for residential (-7%), commercial (-20%), and public facilities (-85%) will decrease under the proposed project, while industrial (+71%) sewer demand will increase.

**TABLE 5-11
PROJECTED DAILY SEWER FLOW**

Land Use	Factor gal/day per unit	Dwelling Units, Floor Area		Sewer Flow (kgd)		Change From Existing	
		Existing Use	Redev. Plan	Existing Use	Redev. Plan	Amount (kgd)	Percent
RESIDENTIAL							
Single Family	1,550	136 ac	126 ac	211	195	(16)	-7%
Multi-family	5,820	37 ac	26 ac	215	151	(64)	-30%
TOTAL RESIDENTIAL		173 ac	152 ac	211	195	(16)	-7%
COMMERCIAL	3,230	146 ac	117 ac	472	376	(95)	-20%
INDUSTRIAL	3,880	234 ac	399 ac	908	1,548	640	71%
PUBLIC FACILITIES	3,230	13 ac	2 ac	42	6	(36)	-85%
OPEN SPACE	200	0 ac	161 ac	0	32	32	0%
TOTAL ALL USES		420 *	714 *	1,161	1,782	621	

* Total does not include acreage for resource areas, vacant land, or transportation.
Abbreviations: kgd: thousand gallons per day; ac: acre

Source of generation factors: City of Chula Vista

The current system, although old, would be able to accommodate the anticipated projected sewer flows. However, in 1987 the City evaluated the adequacy of the existing wastewater system for the projected flows in the year 2005. The study found that new development in the Eastern Territories would require almost complete replacement or paralleling of sewer lines in the Montgomery area. All flows generated in the Eastern Territories would need to be carried to the connections with the METRO system. These connectors are located in the Montgomery area. Any new development within the project area which is consistent with the City's evaluation would have adequate sewer service.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts from the proposed project will be adverse but below a level of significance.

MITIGATION MEASURES

Although no significant impacts were identified, the following measures will serve to further reduce impacts to wastewater service:

1. The City should actively participate in the METRO expansion planning process and evaluate reasonable alternatives to dependence on METRO wherever possible.
2. A phased reclamation program should be designed to promote drinking water conservation.
3. Wastewater reclamation facilities, such as the one operated by the Otay Water District (OWD), should be maximized.
4. All policies regarding Wastewater Service Policies contained in the Public Facilities Element should be implemented.
5. The City should also prepare a 12 to 15 month development forecast for the METRO Authority, as required by the Thresholds/Standards Policy.

SOLID WASTE

Solid waste service is provided to the study area by Laidlaw Waste Systems. Currently 13 trucks are operating city-wide. Each truck can service 313 residential units and 211 commercial businesses per trip. The project area is serviced by one truck which makes two rounds each week. All solid waste is

**TABLE 5-12
PROJECTED DAILY SOLID WASTE GENERATION**

Land Use	Factor lbs/day per unit	Dwelling Units, Floor Area		Waste Generation (tons/day)		Change From Existing	
		Existing Use	Redev. Plan	Existing Use	Redev. Plan	Amount (tons/day)	Percent
RESIDENTIAL							
Single Family	25.0	748 du	695 du	9.3	8.7	-0.7	-7.1%
Multi-family	13.0	479 du	349 du	3.1	2.3	-0.8	-25.8%
TOTAL RESIDENTIAL		1,227 du	1,044 du	12.5	11.0	-1.5	-12.0%
COMMERCIAL	20.0	1,592 ksf	1,269 ksf	15.9	12.7	-3.2	-20.0%
INDUSTRIAL	20.0	4,007 ksf	7,831 ksf	40.1	78.3	38.2	95.4%
PUBLIC FACILITIES	6.0	558 ksf	78 ksf	1.7	0.2	-1.4	-82.0%
OPEN SPACE	3.0	0 ac	7,004 ac	0.0	10.5	10.5	0%
TOTAL ALL USES				70.2	100.0	45.8	84.5%

See Section 9.0
Response A-3

Abbreviations: du:dwelling unit; ksf: thousand square feet; ac: acre

Source of generation factors: City of Chula Vista, Factors for Environmental Review

transported to the Otay Landfill located approximately one mile east of the study area. The Otay Landfill receives both solid and liquid waste from all areas south of Interstate 8 (B-4). The current estimated lifespan of the landfill is approximately eight years provided that no northern landfills are shutdown sooner than expected (B-4).

The City of Chula Vista, in conjunction with a selected contractor will begin a recycling program which will be available citywide beginning in 1991 (B-4). This program provides residents with plastic recycling bins for all recyclable items (glass, paper, plastic) which are picked up once a week.

ENVIRONMENTAL IMPACTS

Development within the project area will result in decreased demand for solid waste service for residential (-27%), commercial (-20%), and public facility uses (-86%), while industrial demand will increase (+95%). Overall demand will increase by 84.5 percent. As development occurs, additional solid waste will be generated by industrial uses located along Main Street. As additional pick-ups for solid waste are required, additional revenues will be generated which in turn will pay for more trucks and personnel to service the area. Laidlaw Waste Systems has stated that the company has the capacity to meet additional demands and will be able to serve the project area (B-4).

Additional waste generation will also impact the Otay Landfill where solid waste will be delivered for disposal. The Otay Landfill serves a large portion of southern San Diego County and impacts from development have regional implications. The additional waste generated by the project area will incrementally impact the Otay Landfill which will have cumulative impacts in conjunction with development taking place in other areas. As stated above, the estimated life of the Otay Landfill is currently eight years, assuming that no other landfills to the north close ahead of schedule.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts from the implementation of the redevelopment will be adverse, but less than significant.

MITIGATION MEASURES

Although no significant impacts were cited, the following measures will serve to further reduce impacts:

1. All businesses and residences should be encouraged to utilize the recycling program, provided by the City and a selected contractor beginning in 1991, for all recyclable items through the use of literature and educational programs.

2. All new residential developments should be equipped with trash compactors which would reduce the amount of space taken up at the landfill thereby extending the life of the landfill.

5.1.16 HUMAN HEALTH

ENVIRONMENTAL SETTING

Potential human health impacts include the creation of any hazard, and the exposure of people to potential health hazards. Section 5.1.9 of this EIR addresses the existence of hazardous materials in the project area. No other health hazards are known to exist in the project area. The southern boundary of the project area borders on the Otay River Valley where potentially harmful mosquitos may breed during periods when standing water is present.

ENVIRONMENTAL IMPACT

The proposed project would increase the overall number of persons that could be potentially exposed to hazardous materials. Non-conforming residential uses located adjacent to industrial properties will gradually be converted to non-residential (primarily industrial) land uses consistent with the City's General Plan. Redevelopment projects will also improve the industrial uses in the project area by providing funding for upgraded fire protection, an emergency operations center, and funding for demolition of dilapidated structures (see Projects List).

The proposed project is not expected to expose people to additional health hazards such as disease although the increased level of industrial uses allowed in the project area, according to the General Plan, would increase the occurrence of hazardous materials. This is discussed in Section 5.1.9 of this EIR. Fewer residences would also be located in the area adjacent to the Otay River Valley exposing fewer people to mosquitos. The female anopheles mosquito can carry the malaria virus and outbreaks have occurred in San Diego County where standing water is combined with unsanitary conditions. The County Department of Health Services monitors known mosquito breeding areas in river valleys during the malaria season.

LEVEL OF SIGNIFICANCE

Human health impacts as a result of the proposed project are considered to be less than significant.

MITIGATION MEASURES

Because human health impacts are considered less than significant, no mitigation measures are recommended.

5.1.17 AESTHETICS

ENVIRONMENTAL SETTING

The 1,068 acre project area contains 273.4 acres of undeveloped land. The variables affecting aesthetic quality can be categorized as: visual surveillance, comfort, amenity, and the relationship of the built environment to its environmental context. Aesthetic value is a combination of various physical elements, such as change in topography, building mass, and vegetation, whether indigenous or introduced.

The project area is located on the low coastal plain which forms the eastern shore of the San Diego Bay. Its terrain is gently undulating, with low hills to the north and east, which slope downward to the south and west. The southern portion of the project is bounded by the Otay River. The City's most significant view corridors from the study area are towards the west - San Diego Bay. Open space within the project area consists of both permanent, (Otay River) and temporary types (vacant properties).

Since aesthetic value is qualitatively categorized by personal perceptions, overall project area aesthetic character will vary according to preference. The project area is typically characterized by its mixed land use pattern, strip commercial, incomplete infrastructure, a scarcity of park and recreational sites, and generally unkept appearance. Over time resubdivision activity has affected the visual character of the project area. This practice, which was allowed while under County jurisdiction, has created a number of panhandle lots and substandard street systems. As building use has changed over the years, physical design inadequacies, such as lack of parking, increased pedestrian and vehicular conflict areas, and improper uses have become readily apparent. The combination of these and other physical elements, such as sidewalks, street curbs, and gutters have resulted in a perceived lack of qualitative aesthetic value.

ENVIRONMENTAL IMPACT

The proposed redevelopment projects include circulation, drainage, public facilities, and recreation improvements that will increase the visual quality of the project area. Area aesthetic value will increase as pedestrians, motorists, and residents experience increased comfort and a more pleasing visual surveillance through use of newly constructed sidewalks, bike lanes, landscaping, curb and gutters.

Vacant properties will change in character from an undeveloped state to the developed status with or without the implementation of the redevelopment project. The area may experience growth at a faster rate due to the project.

Project area parcels experiencing various degrees of deterioration will benefit from the reduction and elimination of blight conditions.

The City's General Plan and the Montgomery Specific Plan identify goals and policies specific to visual quality. Policy Area 4(g) states that the City will "Prepare an urban design element for central Chula Vista and Montgomery to address implementation issues such as density, height, bulk, and scale of new development.

The Montgomery Specific Plan, Part Two, Goal 1 promotes "Coordination of the development, expansion, and conservation of the urban form of Montgomery with land use, circulation, public facility, and growth management plans and programs of the City of Chula Vista. The General Objectives section, 2 (c) states that the City should try and achieve within three to seven years "Substantial improvement of the community's land use patterns and spatial relationships; economic picture; and, townscape planning, urban design, and aesthetic quality.

Portions of the project area that are currently vacant will be developed with commercial and industrial uses. The implementation of the redevelopment plan also substantially increases the amount of open space within the project area while consolidating industrial and commercial uses in more consistent patterns. This will serve to increase the visual quality of the area in general and create more aesthetically pleasing views.

LEVEL OF SIGNIFICANCE

Based on the above analysis, impacts to aesthetics will not be significant.

MITIGATION MEASURES

Although no significant impacts were identified, the following measures will serve to further reduce impacts:

1. The Redevelopment Plan shall be in compliance with aesthetic quality goals and policies of the General Plan and the Montgomery Specific Plan.
2. Area development shall be reviewed by a design review committee for the purpose of assessing the aesthetic value and quality of each site on a project-by-project basis.
3. Project area circulation improvements shall conform to safety measures outlined in the Circulation element of the General Plan.

5.1.18 RECREATION

ENVIRONMENTAL SETTING

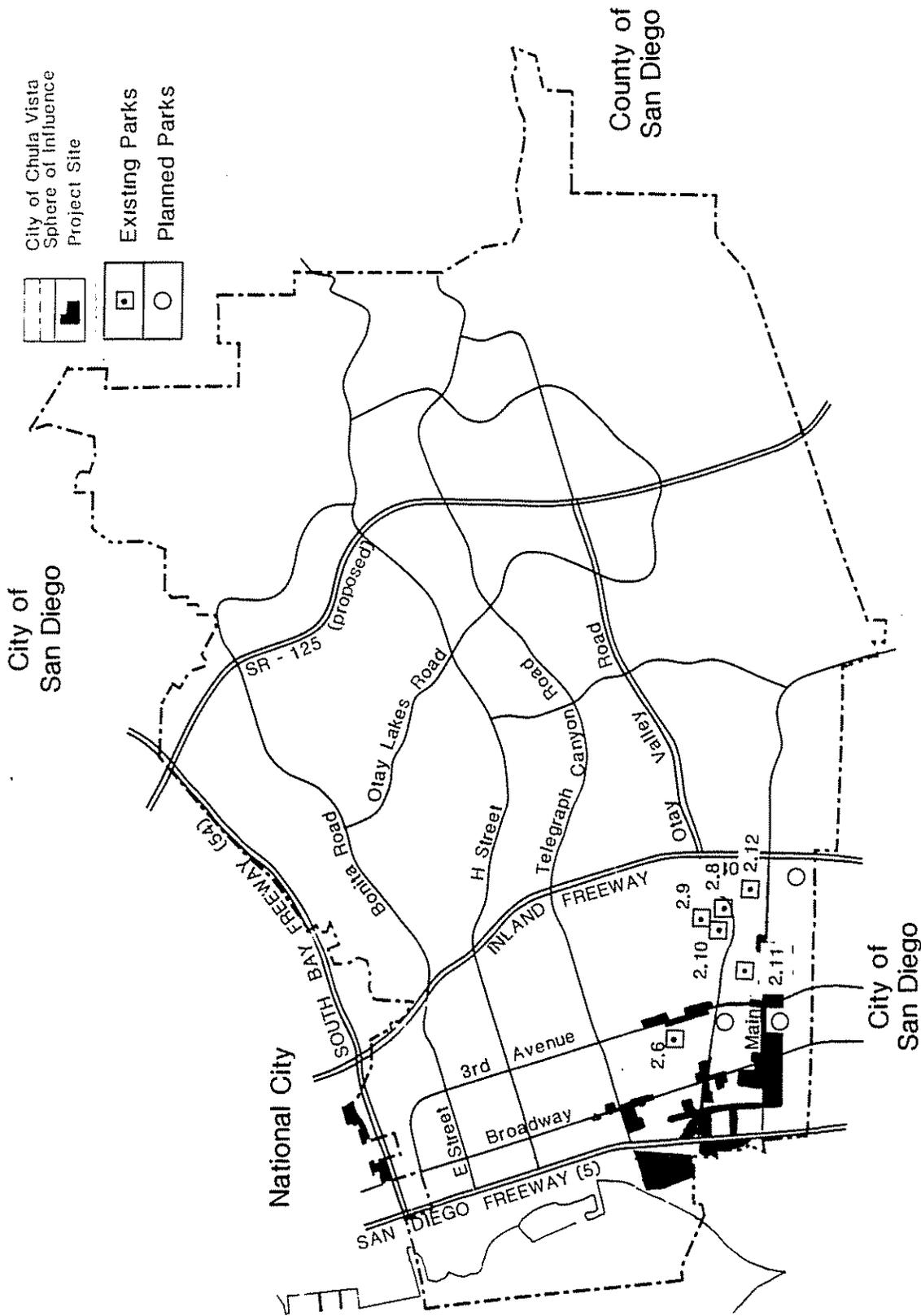
The City of Chula Vista currently has more than 256 acres in use as public parkland. These park and recreation areas vary in size and types of uses provided and are located throughout the City.

With the exception of Woodlawn Community Center, which is a .6 acre community center located in the eastern portion of the project area, no park and recreation opportunities currently exist within the project area. However, several parks do exist directly adjacent to or within close proximity to the study area that would provide park and recreational opportunities to residents. Table 5-13 lists all parks adjacent to the study area by size and classification. Figure 5-13 shows these parks and their relationship to the study area.

TABLE 5-13

PARKS ADJACENT TO THE STUDY AREA

Name	Acreage	Classification
Lauderbach Park (2.6)	4.0	Neighborhood
Orange Avenue & Reinstra Field (2.8)	14.0	Neighborhood
Loma Verde Park (2.9)	13.4	Neighborhood
SDG&E Park (2.10)	8.0	Neighborhood
Otay Park (2.11)	5.3	Neighborhood
Los Ninos Park (2.12)	5.8	Neighborhood



Chula Vista Southwest Redevelopment Project

Figure 5-13
Existing and Planned Park Facilities

SOURCE: Chula Vista General Plan, 1989

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

The Montgomery area currently lacks adequate park and recreational space. The standard for park and recreational space is 3 acres per 1,000 residents, but this only applies to developments east of I-805. Because of the intensity of development in the study area, land which is available for public purchase and development as park land is scarce. As a result, the City has primarily spent funds to up-grade existing facilities instead of building new park facilities.

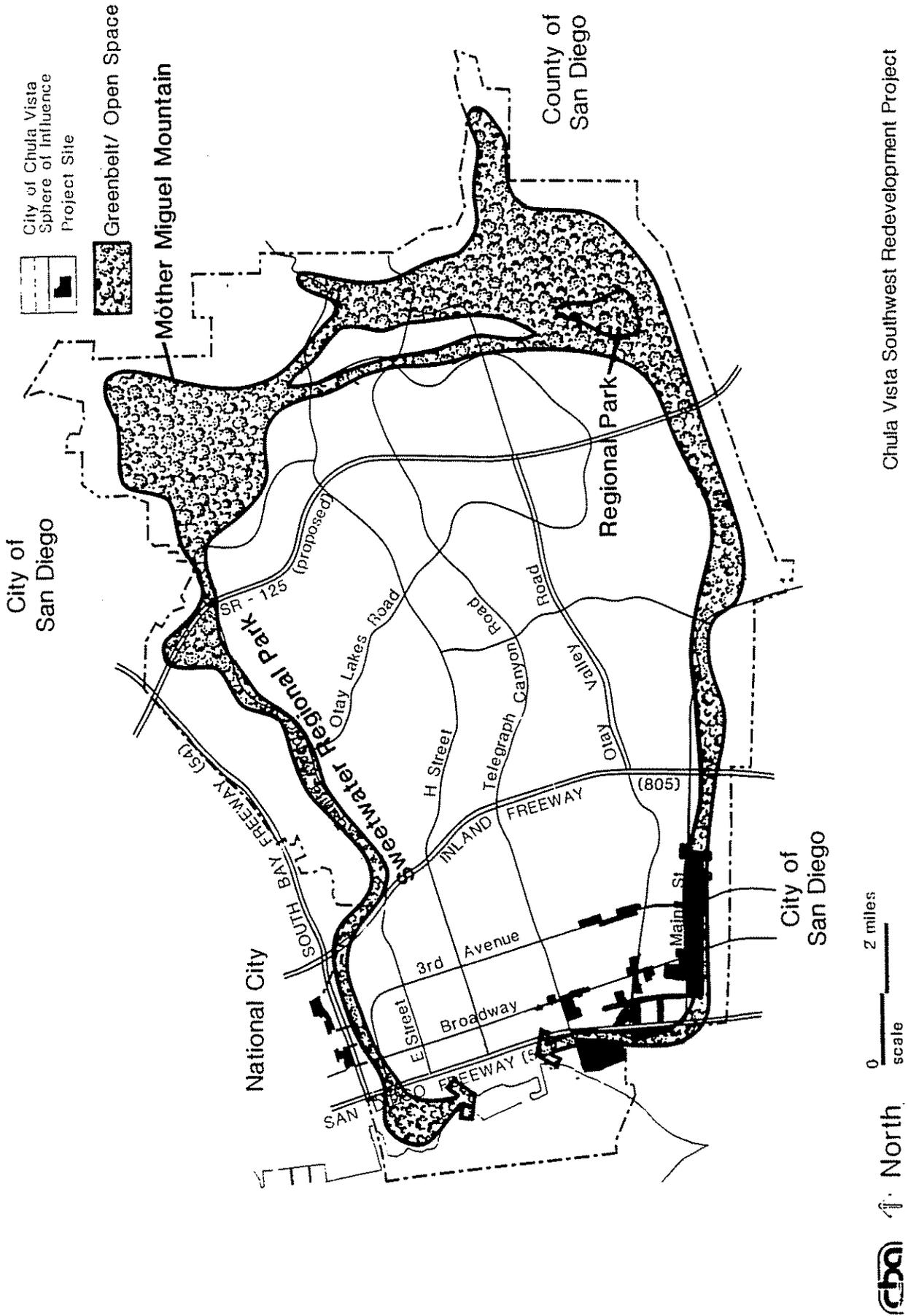
ENVIRONMENTAL IMPACT

The proposed redevelopment project would not significantly increase demands on public parks in close proximity to the project area. The redevelopment plan will cause a reduction in residential population for the project area of approximately 590 people, which would serve to decrease demand.

However, the Montgomery area is currently lacking approximately 71 acres of park land necessary to serve the area (B-5). Parks planned for future development include the Montgomery Community Park and the Rancho Drive Neighborhood Park. Both facilities would provide additional park land that would serve the project area. The City is presently planning a City-wide greenbelt and open space system as shown in Figure 5-14. This will include a system of parks, open space, and trails that would serve the City of Chula Vista. This would designate the Otay and Sweetwater River area as open space, as well as other areas throughout the City. The greenbelt would act as the backbone of an open space area and park system that would extend throughout the city. The southern portion of the greenbelt along the Otay River valley would provide additional recreational opportunities for the project area, although the exact time frame for development of the greenbelt is not yet known. It can, however, be assumed that the greenbelt would not provide the additional park land for some time. The City's Park and Recreation Department has expressed a desire to have Lauderbach Park located at Third and Oxford Street and the proposed park at Fourth and Orange Avenue included in the redevelopment area so that redevelopment funds can be used to develop and improve these parks. The recreation department is also considering the implementation of a park development impact fee which would be applied citywide to all types of development to help fund park improvements and park acquisition and development. The possibility of additional park space being provided within the redevelopment area exists through the use of this fee if applied to all development within the project area.

ANALYSIS OF SIGNIFICANCE

Based on the above analysis, impacts to recreation from development in the project area will be significant, but can be mitigated to levels below significant.



Chula Vista Southwest Redevelopment Project

Figure 5-14
City-wide Greenbelt/Open Space Network

SOURCE: Chula Vista General Plan Update EIR, 1989

Note: On September 20, 1990, the Chula Vista Redevelopment Agency excluded the northern parcels as shown on Figure 5-7B from the Redevelopment Project Area.

MITIGATION MEASURES

The following mitigation measures will serve to reduce impacts to recreation to levels below significant:

1. The inclusion of Lauderbach Park and the proposed park at Fourth and Orange Avenue in the Redevelopment Projects List will allow redevelopment funds to be used for the development and improvement of these two parks.
2. The implementation of park development impact fees for all new development within the project area will serve to provide additional funding for the acquisition and improvement of parks.

5.1.19 ARCHAEOLOGICAL/HISTORICAL RESOURCES

ENVIRONMENTAL SETTING

The project site occupies the coastal plain portion of the City of Chula Vista. This location provided a habitable environment for prehistoric and historic cultures over the last 7,000 years. The prehistoric cultural sequence generally accepted for San Diego ranges from the Paleo-Indian State (12-15,000 years ago) to the Contact Period and the Historic Period (post 1769). The San Dieguito Tradition is dated from approximately 10,000 BP to 5,000-6,000 BP. The Transitional Phase is believed to have existed around 6,000 to 7,000 years ago. The La Jolla Phase (5,000-3,000 BP) and the Late Archaic people followed the Transitional Phase. Beginning at the time of Spanish contact (ca. 1540), the Contact Period began, followed by the Historic Period (1769).

Prehistoric sites have been recorded in the undeveloped eastern territory of the City. Radiocarbon dating has substantiated the interpretation of the widespread occupation of the La Jolla Indian Complex in Chula Vista. Numerous large sites are situated on knolls and flood plains, especially the Otay River Valley, which represent food collection and living areas. Undiscovered sites are expected to occur along ridge tops and terraces above river valleys. The types of sites that have been identified in the plan area range from isolated artifacts such as ceramic sherds and stone tools to multi-component camp sites.

Information is lacking for cultural resources within the Montgomery planning area, due to the existence of an older, developed area which greatly reduces the potential for cultural resources discovery. The Montgomery area is considered an area of moderate potential in the General Plan EIR.

Several historic site patterns are evident in the City of Chula Vista. Mexican land grants were established and used for grazing cattle, which constituted the main economic resource for the occupants prior to 1850. After 1850, American settlers moved into the region and established small farms and cattle ranches. The majority of these small farms were located in the Otay River Valley and Sweetwater River Valley. Many of these are documented on the United States plat maps drawn in the 1870s and 1880s, and should be reviewed as individual development programs are proposed. The flood of 1916 destroyed homes within the Otay River Valley when the Otay Dam burst and water swept through the valley.

The 120-acre former Otay Townsite occupies land south of Orange Avenue to the Otay River. Rancho de la Nacion occupied a 5,000-acre tract north of Orange Avenue.

Areas with exploitable resources, including water and lithic sources, would be most likely to have archaeological remains present. Locations within the project

site which hold the greatest potential for cultural resource discovery are the Poggi Canyon area, and the lower Otay River Valley (C-15).

ENVIRONMENTAL IMPACT

The mostly developed surface of the project area is moderate-to-low in historical resource potential. Vacant land within the project area is potentially resource-bearing. Rehabilitation or demolition of existing structures and proposed roadway improvements have the potential to impact historic resources within the project area. New construction or disturbance on previously undeveloped sites also have the potential to affect archaeological resources. A general lack of information exists for this area, and further study of individual project sites needs to be performed before conclusions as to cultural sensitivity can be drawn.

The Conservation and Open Space Element of the Chula Vista General Plan contains goals and objectives aimed at preserving natural resources in the City. Goal 1 is to preserve the natural resources by incorporation into the open space system. Objectives 1 and 2 are to provide for the judicious management of Chula Vista's natural resources, and promote land use policies and practices which will minimize the impact of development upon natural resources, respectively.

LEVEL OF SIGNIFICANCE

Impacts of redevelopment of archaeological/historical resources within the project area are significant, but mitigable to a level of less than significant.

MITIGATION MEASURES

Mitigation measures needed to reduce impacts of redevelopment of archaeological/historical resources include:

1. Site-specific surveys shall be conducted before implementation of individual projects to identify cultural resources.
2. Historic preservation shall occur with implementation of goals and objectives of the Conservation and Open Space Element of the General Plan as they pertain to archaeological/historical resources.
3. The City shall provide funds for the rehabilitation of architecturally significant and historically significant structures as described under Community Development programs listed in Table 3-1 of this EIR (Redevelopment Projects List).

5.1.20 THRESHOLD/STANDARDS POLICY

The City of Chula Vista, in an effort to preserve the "quality of life" for residents, has implemented a Threshold/Standards Policy which addresses eleven issues in a policy document. Each issue is discussed in terms of a goal, objective, a "threshold" or standard, and a set of implementation measures. Each goal describes a desired condition which the City wishes to achieve, or "end state", while objectives represent steps which can be taken to advance the City towards that goal. Thresholds are levels of service which the City intends to maintain, the maintenance of which will achieve the desired goal. Implementation measures are techniques which will be used to encourage, or enforce, the maintenance of the current threshold.

The City can address development issues in two ways: those which can be applied on a project-by-project basis, and those which can be applied city-wide on a periodic basis to evaluate general conditions and review policy.

The threshold issues which will be addressed in this EIR include: Fire/EMS, Police, Traffic, Parks/Recreation, Drainage, Schools, Sewer, and Water.

Fire/Emergency Medical Services (EMS)

The goal of the City is to maintain and improve the current level of fire protection and emergency medical service (EMS). The identified threshold standard is the maintenance of a properly equipped and staffed fire and medical unit that responds to calls throughout the City within seven minutes in 95 percent of the cases and within 5 minutes or less in 75 percent of the cases (averaged annually).

The project area would be served by fire stations # 3 and # 5. The estimated response time for the project area is between 3 and 5 minutes which is within the City's response standard. The Chula Vista Fire Department believes that the project will not significantly impact their level of service, and that adequate fire/EMS will be provided for the area (B-1). The project will therefore, satisfy the City's Threshold/Standard Policy for fire/EMS service.

Police

The goal of the City is to maintain or improve the current level of police service. The identified threshold is to maintain a properly equipped and staffed police force which will respond to 84% of Priority I calls within seven minutes while maintaining an average response time of seven minutes and responding to 62% of Priority II calls within seven minutes while maintaining an average response time of seven minutes or less.

See Section 9.0
Response E-2

Traffic

The goal of the City is to maintain a safe and efficient street system. The identified threshold is as follows:

1. City-wide: Maintain LOS "C" or better at all intersections, with the exception that LOS "D" may occur at signalized intersections during peak periods not to exceed a total of two hours per day.
2. West of I-805: Those signalized intersections which do not meet Standard # 1 above, may continue to operate at their current (1987) LOS, but shall not worsen.
3. City-wide: No intersection shall operate at LOS "F" as measured for the average weekday peak hour.

The proposed project will increase traffic within the project area. Since the redevelopment project must be consistent with the current General Plan, buildout conditions have been addressed and improvements identified necessary to keep traffic at acceptable levels. However, the redevelopment project will cause buildout conditions to occur at a faster rate than normal which will require improvements to be implemented earlier than expected. If the measures stated in the Thresholds policy are adhered to, impacts to traffic will be properly mitigated and the project will, therefore, satisfy the City's Threshold/Standards Policy.

Parks and Recreation

The goal of the City is to provide a diverse and flexible park system which meets both the active and passive needs of citizens. The identified threshold standard is to maintain three acres of neighborhood and community parkland with appropriate facilities for every 1000 residents east of I-805.

The proposed project area contains .6 of an acre of park and recreation land which is contained within the Woodland Community Center. Parks close to the project area which provide recreational opportunities include Lauderback Park (4.0 acres), Otay Park (5.3 acres), and Los Ninos Park (5.8 acres). The Montgomery area in general is seriously lacking in available park and recreational land. As stated above, the Threshold standard only applies to land east of I-805. As such, no set standard is used by the City to maintain acceptable levels of service for recreational uses within the project area. Land available for public acquisition and development for park use is virtually unavailable in the Montgomery area because of the intensity of land uses.

The City Parks and Recreation Department is currently conducting a study to evaluate the use of Park Development Impact Fees (DIF). This new ordinance would require developers of commercial, industrial, and residential projects to either dedicate land for park use or pay a specific impact fee to the City. The

impact fees could then be used to purchase land for park use or improve existing parks in the area.

Also, there is the possibility that a portion of the money from the tax increment financing which is made available in redevelopment projects could be used to upgrade existing parks that are adjacent to the project area.

Drainage

The goal of the City is to provide a safe and efficient storm water drainage system to protect residents and property. The identified threshold standard is the maintenance of drainage systems in which storm water flows and volumes will not exceed City Engineering Standards.

Much of the project area currently has inadequate drainage facilities. As individual project specific developments are presented to the City for review the existing drainage systems will need to be evaluated and upgraded where ever needed. This will ensure that all future development within the project area will be in compliance with the Threshold/Standards Policy.

See Section 9.0
Response A-1

Development of the subject Redevelopment Area must comply with all applicable regulations established by the Environmental Protection Agency (EPA) as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for stormwater discharge.

Schools

The goal of the City is to ensure that the Chula Vista City School District and Sweetwater Union High School District have the necessary school sites and funds to meet the needs of the students. The identified threshold standard is as follows:

The City shall annually provide the two local school districts with a 12 to 15 month development forecast and request an evaluation of their ability to accommodate the forecast and continuing growth. The District's replies should address the following:

1. Amount of current capacity now used or committed.
2. Ability to absorb forecasted growth in affected facilities.
3. Evaluation of funding and site availability for projected new facilities.
4. Other relevant information the District(s) desire to communicate to the City and Growth Management Oversight Committee.

The proposed project will impact schools within the Chula Vista School District and the Sweetwater Union High School Districts. Most of the schools in these districts which would be responsible for providing service are at or above

designed capacity. Additional students generated by residential development within the redevelopment area will worsen the problem. The school districts have available the use of school developer fees and Mello-Roos Districts, both of which provide mitigation for impacts to schools.

As specific residential developments are presented to the City for review, the school districts will have the opportunity to comment and suggest required mitigation in the form of one of the above mentioned scenarios. These measures will provide developers with a means of mitigating impacts to schools and thereby keep future development within the project area in compliance with the Threshold/Standard Policy.

Sewer

The goal of the City is to provide a healthful and sanitary sewer collection and disposal system for residents. The identified threshold standard is as follows:

1. Sewage flows and volumes shall not exceed City Engineering Standards.
2. The City shall annually provide the San Diego Metropolitan Sewer Authority with a 12 to 15 month development forecast and request confirmation that the projection is within the City's purchased capacity rights and an evaluation of their ability to accommodate the forecast and continuing growth, or the City Engineering Department staff shall gather the necessary data. The information provided to the GMOC shall include the following:
 - a. Amount of current capacity now used or committed.
 - b. Ability of affected facilities to absorb forecast growth.
 - c. Evaluation of funding and site availability for projected new facilities.
 - d. Other relevant information.

The Policy's objective states that "individual projects will provide necessary improvements consistent with Sewer Master Plans and City Engineering Standards". This would be accomplished by ensuring sewage flows and volumes do not exceed City Engineering Standards. Adherence to these standards in the redevelopment area would result in compliance with the Threshold/Standard Policy.

Water

The goal of the City is to ensure that adequate supplies of quality (appropriate for intended use) water are available. The identified threshold standards are as follows:

1. Developer will request and deliver to the City a service availability letter from the Water District for each project.
2. The City shall annually provide the San Diego County Authority, the Sweetwater Authority, and the Otay Municipal Water District with a 12 to 15 month development forecast and request an evaluation of their ability to accommodate the forecast and continuing growth. The District's replies should address the following:
 - a. Water availability to the City and Planning Area, considering both short and long term perspectives.
 - b. Amount of current capacity, including storage capacity, now used or committed.
 - c. Ability of affected facilities to absorb forecast growth.
 - d. Evaluation of funding and site availability for projected new facilities.
 - e. Other relevant information the District(s) desire to communicate to the City and GMOC.

The Threshold Standard for water involves two actions: the developer must request and deliver to the City a service availability letter from the water district responsible for providing water service and the City must annually provide development forecasts to the various water districts. Service availability for the project area can only be assured if sufficient water supplies and storage facilities are available. If all development is planned so as to be concurrent with water availability then compliance with the Threshold/Standards Policy will take place.

5.2 IMPACT AREAS CONSIDERED BUT NOT FOUND TO BE POTENTIALLY SIGNIFICANT

The following impact areas were analyzed as part of this Redevelopment EIR and were found to be less than significant:

- Biological Resources
- Population
- Housing
- Public Services (except schools and libraries)
- Energy
- Human Health
- Aesthetics

The analysis for each of the impact areas listed above is included in the respective sections of this document.

5.3 SHORT AND LONG TERM ENVIRONMENTAL CHANGES

CEQA requires an analysis of the relationship between local short-term uses of the environment and the maintenance and enhancement of long-term productivity. The proposed project does not compromise long-term productivity for short-term gain. The proposed project has the potential to improve the long-term productivity of the project area through the elimination of blighting influences and provision of improvements to encourage development. The project area is urbanized and the proposed project would actually mitigate adverse conditions by providing improved transportation, drainage, and other facilities.

Long-term effects that may result from the project include deterioration of air quality, biological, archaeological and historical resources, and increased levels of noise and traffic. For more detailed descriptions of these effects, refer to the individual impact areas in Section 5.1 of this EIR.

Other long-term environmental impacts may result from the collection of tax increment finance monies to go toward public improvements within the project area. Improvements will reduce blighting influences and improve public services, transportation, recreation, and other facilities for residents within the Project Area.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Establishment of the Redevelopment Project has the potential to result in more rapid development of that portion of the City which lies with the project area. This will potentially cause a more immediate significant, irreversible impact on air quality in a portion of the region which has not been able to meet governmental standards for ozone, carbon monoxide, and particulates. While the traffic improvements proposed in the General Plan would reduce fuel consumption and vehicle emissions, these improvements would not offset the increased emissions generated from build-out of the project area. The proposed project will also result in the commitment of some amount of undeveloped land to urban uses. All potentially significant environmental impacts other than those to air quality can be avoided or mitigated to a level of less than significant.

Alternatives



6.0 ALTERNATIVES

The following discussion considers alternative development scenarios for the project area, including the impacts associated with each development alternative. Through comparison of these alternatives to the proposed project, the advantages of each can be weighed and analyzed. State CEQA Guidelines require a range of alternatives "governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice" (Section 15126(d)).

CEQA Guidelines require that the discussion alternatives must focus on alternatives capable of either eliminating any significant adverse environmental effects or reducing them to a level of less than significant.

The alternatives evaluated during the analysis of the proposed project and considered in this section include 1) the no additional development alternative, 2) the no redevelopment plan alternative, 3) an increased allowable development intensity alternative, 4) the alternative project area, (5) alternative sites for project area. The impacts of each alternative are further discussed in the following sections.

6.1 No Additional Development Alternative

The no additional development or no project alternative assumes that development in the project area would remain as it currently exists and no new development would occur. The Redevelopment Plan would not be adopted under this scenario. This alternative is used in order to establish a baseline upon which all other alternatives, including the proposed project, can be comparably evaluated. This entire EIR evaluates the comparative impacts associated with implementation of the General Plan and Redevelopment Plan and the physical development as it currently exists within the project area.

The no additional development alternative would result in no additional impacts associated with an increase in development intensity over existing conditions. These impacts include further demands on the circulation system, public services, utilities, and the reduction of air quality.

Because impacts would be eliminated due to no further development, this alternative is considered environmentally superior to the proposed project in the short-term. However, the intention of the redevelopment project is to eradicate blighting conditions which is a declared public purpose. Because redevelopment tax increment financing would be available to assist in construction and installation of necessary public improvements in the project area, under the

alternataive, this alternative would eventually place a burden on the City for support of the land uses proposed outside of the project area.

6.2 No Redevelopment Plan Alternative

The Redevelopment Plan alternative assumes no approval of the proposed Redevelopment Plan. Development that may occur under this alternative would be expected to take place at a slower rate in the project area than would occur with the adoption of the Redevelopment Plan due to the lack of direct Redevelopment Agency action. Direct Agency action could include property acquisition, site preparation, and installation of public infrastructure improvements where necessary and where they may not otherwise occur, in order to eliminate existing blight and blight-influenced areas and to make the area attractive to new development.

Because land use types, densities, and intensities analyzed under the proposed project throughout this EIR would be the same as those uses under this no redevelopment plan alternative, i.e. the General Plan, impacts associated with this alternative are considered to be less than those of the proposed project. However, because redevelopment tax increment financing would not be available to pay for necessary public improvements in the project area, this alternative would place a heavier burden on the City for support of the land use in the project area. Additionally, benefits to the residents and the City of Chula Vista in terms of increased tax revenue, increased employment, and secondary benefits would not be realized. Under this alternative, abandoned, obsolete, and unattractive commercial and residential facilities would be expected to continue to exist in the project area for a longer period of time, maintaining an undesirable environment for the development of new business and delaying the improvement of the area.

The environmental impacts associated with this alternative that are considered to be significant are discussed below.

Traffic/Circulation

Under the no Redevelopment Plan alternative the performance of the circulation improvements listed in the Redevelopment Plan Projects List would not occur as soon as they would if the Redevelopment Plan was adopted. One of the Redevelopment Plan Goals is to alleviate substandard vehicular and pedestrian circulation systems and insufficient off-street parking. No tax increment monies would be available to the City for the improvement of the circulation deficiencies in the City.

Public Services

The rate of development in the project area would not occur as fast under the no redevelopment plan alternative as it would with the implementation of the Redevelopment Plan. The demand for public services would also not increase as fast. Library facilities are operating over capacity in the project area even under current conditions. Although the implementation of the Redevelopment Plan may increase the demand for library facilities at a faster rate, redevelopment funds would be available for the needed facility improvements. Under the no redevelopment plan alternative, funding may not be as accessible and the City could not take advantage of the funding opportunities.

Utilities

The demand for utilities in the project area would not increase at the same rate as under the proposed project; however, the demand would still increase and tax increment monies would not be available to the City for utility improvements identified as necessary. Undergrounding of utilities and utility upgrades would not occur as soon as they would under the proposed project.

Aesthetics

One of the objectives of a redevelopment project is to remove blighted structures and blighting conditions from an area and to improve an area's overall aesthetic appearance. Under the no redevelopment plan alternative, the improvements to the project area would either not occur or would take longer to accomplish. The City would have less control over improving the area and encouraging property owners to invest in the project area.

Because this alternative would allow development to take place at a slower rate, project related impacts would be reduced in the short-term. As a result, this alternative is considered environmentally superior to the proposed project.

However, similar impacts would eventually take place so buildout conditions were achieved.

6.3 Greater Development Intensity Alternative

The greater development intensity alternative assumes that the City's General Plan would be amended to allow more intensive development. This alternative would also include the implementation of the proposed Redevelopment Plan. Development that would occur under this alternative would be significantly more intense than what currently exists in the project area and impacts identified under the proposed project would be expected to be magnified under this alternative.

Land Use

Because this alternative would allow a more intensive development than what currently exists, impacts associated with land use compatibility would be more pronounced than under the proposed project. As construction occurs and land uses change, the potential for conflicts between existing and new development would occur. Project design and a project specific environmental review could evaluate and reduce impacts associated with the transition to a more intensive land use pattern.

Traffic/Circulation

An increase in development intensity under this alternative would create additional impacts to traffic circulation within the vicinity of the project area. Increased building intensity would attract more persons to the area and would generate more automobile trips. Tax increment monies generated from the Redevelopment Project would be used to correct transportation and circulation deficiencies. A more intensive land use pattern would also encourage the use of alternate forms of transportation.

Population

An increase in intensity of development in the project area would create more jobs and attract more people to the area. Resident population would not increase significantly because most of the area is designated for commercial and industrial development. Employment population would increase over existing conditions as more persons are attracted to jobs created in the project area. Employment population would put additional strain on the public services and infrastructure in the area.

Housing

An increase in employment population in the project area would create an additional demand for housing in the area. Additional jobs created in the area would require that a variety of housing types be available to accommodate a range of income levels. The increase in commercial and industrial intensity in the project area would increase the demand for housing within the City of Chula Vista and in the vicinity. The demand for this housing would not be significant from a regional perspective and available vacant land could possibly accommodate the need.

Public Services

The increased development intensity alternative would create additional demand for public services and strain on existing public services. The public schools and libraries in the City are already operating at or beyond capacity and the additional population coming into the area would further impact these services.

Energy

As more development occurs in the project area, the need for energy supplies will increase. More intensive commercial and industrial development will require upgrades to existing utilities in order to provide adequate supplies on natural resources and electricity.

Utilities

Utilities within the project area would have to be upgraded and expanded in order to accommodate a significant increase in development intensity. The production of solid waste would significantly increase in the project area contributing to the regional constraints to solid waste disposal. The demand for other utilities, such as water distribution, wastewater collection, and gas and electricity, would significantly increase in the project area over existing conditions as a result of increased development intensity.

Air Resources

Air quality impacts would be expected to increase under this alternative as development occurs in the project area. A greater intensity of development allowed within the project area would increase air pollutant sources and encourage more vehicular traffic contributing to air quality deterioration. The fact that the project area is located relatively close to the coastline would minimize the level of pollution in the area as pollutants are transported away from the coast; however, impacts to air quality are considered significant under this alternative.

Noise

A more intense development scenario would create more noise impacts associated mainly with building activity and vehicular traffic. More automobiles would be expected to travel into and within the project area creating the noise level along the major streets to increase over what is projected to occur in the City's current General Plan. Construction activity would also be expected to occur more often and for a longer period of time.

Overall impacts of more intensive development are greater than the proposed project, therefore this alternative is not considered environmentally superior.

6.4 Alternative Project Area

The alternative project area examines the impacts associated with a reduced project area. This alternative includes the removal of all residentially designated lands from the project area as depicted in Figure 6-1. This alternative project

area would contain mainly commercially and industrially designated lands and some open space and public facility lands. The significant impacts associated with this alternative are discussed below.

Land Use

Impacts associated with land use under this alternative would be similar to those discussed in this EIR. Because the residentially designated land would be removed, additional land use impacts may result because residences would not directly benefit from redevelopment actions. Properties removed from the project area would not benefit from design review which promotes the development of quality residential housing. The properties removed from the redevelopment area would still be developed according to the General Plan and future residences would not be directly involved in the redevelopment plan.

Traffic/Circulation

Under this alternative, fewer residences would be located within the project area under build-out conditions. Because the residentially-designated properties would not be included in the project area, they may not benefit from some of the traffic and circulation improvements proposed under the project.

Most of the impacts associated with this alternative project are similar to the proposed project. The removal of the residentially-designated lands from the project area would not reduce or mitigate any of the identified significant impacts resulting from the redevelopment project and would not meet the objectives of the City's Redevelopment Plan.

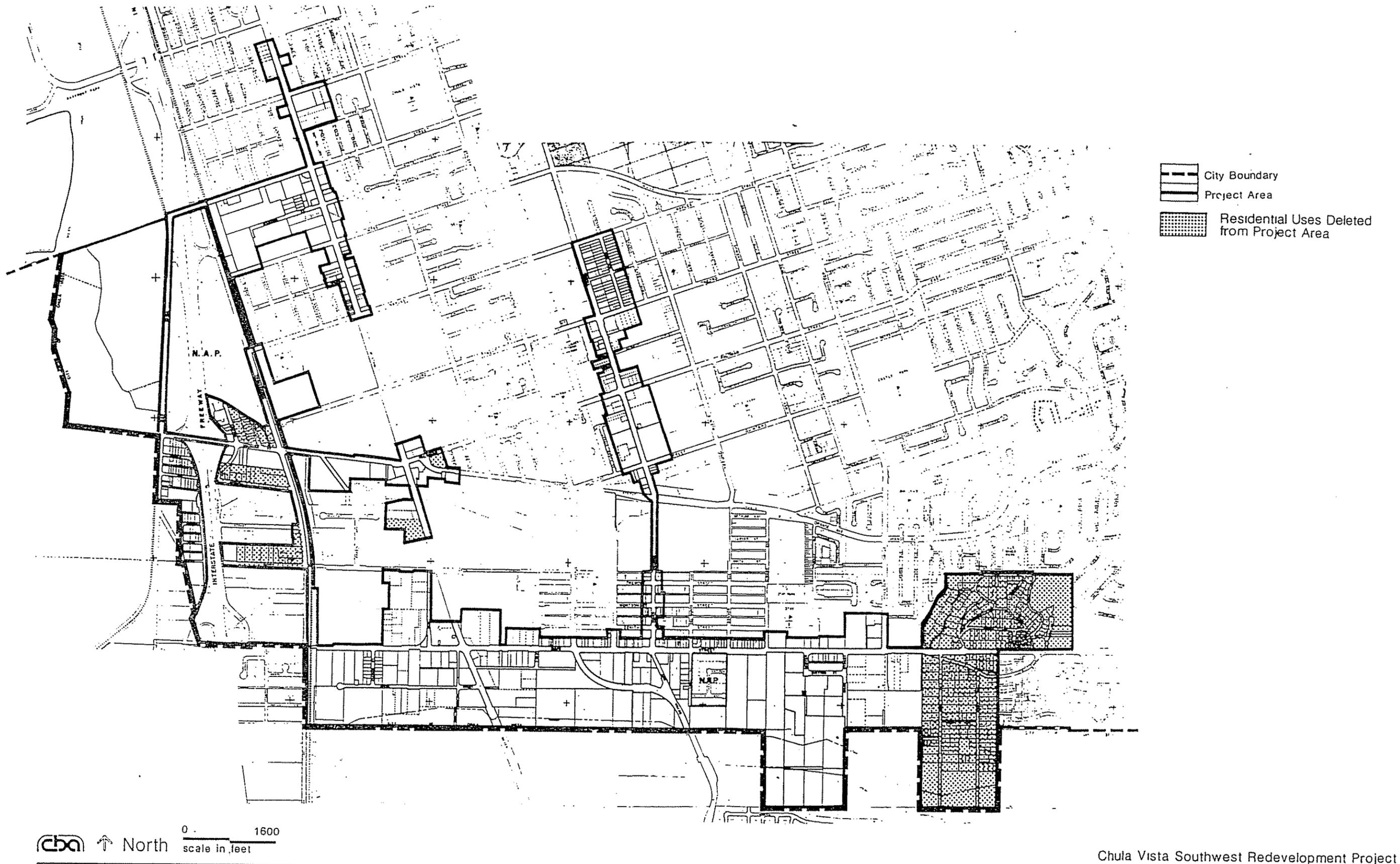


Figure 6-1
Residential Uses Deleted from Redevelopment Area

6.5 Alternative Sites for Project Area

The methodology used for the alternative site for the project area involves several steps including: (1) identification of an alternative site based on project purpose and need and siting criteria; (2) sorting of identified alternative sites into classification of feasible and infeasible sites and (3) selection of final alternative sites.

The redevelopment consultants, RSG Consultants, evaluated the conditions in the city survey which included all the areas of the city west of Interstate 805 (approximately 8,960 acres). Based on this analysis, the redevelopment project area was determined to have a higher degree of deficiencies and blight conditions.

The magnitude of changes in the selected project area is expected to be greater than the change that would occur in alternative sites within the survey area. The change would consist of substantial investment in the area by public and private interests, resulting in physical development that creates impacts to the environmental factors described in this EIR. The absence of properly planned development in the proposed project area will result in a greater degree of physical change within that area than in any of the alternative sites within the overall survey area. This greater level of physical change to occur within the proposed project area can be expected to result in greater levels of environmental change and effect; therefore, the alternative sites may be considered environmentally superior as alternatives. However, the alternative sites do not meet the basic objectives used in establishing the redevelopment project area.

Using the above criteria alternative sites analysis were found to be infeasible because of the nature of a redevelopment project. The purpose of the redevelopment project is to eliminate conditions of blight within the City. The project area was chosen based on a survey by RSG Consultants, who identified areas of blight consisting of such things as inadequate street and drainage facilities, poor vehicular access, under-utilized uses with dilapidated or obsolete structures, and parcels irregular shape which make development problematic. Based on the results of this survey, areas most in need of redevelopment were chosen and included in the project area. The selection of an alternative site, while possibly addressing an area where conditions of blight exist, would not be analyzing the area most in need of redevelopment, and therefore be inconsistent with the City's goals for redevelopment and would not serve to attain the basic objectives of the proposed project.

Other Environmental Issues



7.0 OTHER ENVIRONMENTAL ISSUES

The California Environmental Quality Act (CEQA) requires the discussion of the significant cumulative and growth-inducing impacts of the proposed project. The following discussion addresses these issues as they relate to the development of the proposed project.

7.1 CUMULATIVE IMPACTS

CEQA Guidelines define cumulative effects as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." The Guidelines further state that the individual effects can be the various changes related to a single project or the change involved in a number of other closely related past, present, and reasonably foreseeable future projects (Section 15355).

Cumulative effects associated with the development of the proposed project and surrounding projects have been evaluated based on information contained Table 7-1. The Table includes descriptions and statuses of projects occurring within the Cities of Chula Vista, National City, and San Diego, and unincorporated County lands to the east. These projects are residential projects with twelve dwelling units or more, and commercial, office or industrial projects over 30,000 square feet in floor area. Project status varies from being under review to under construction. Projects currently under review may eventually be denied.

The region used to evaluate the cumulative effects consists of roughly a 25 square mile area including Chula Vista, National City, and San Diego north of San Ysidro. Proposed projects total approximately 16,118 dwelling units and 438 million square feet of non-residential floor space.

Landform Alteration

The project area consists of developed, underdeveloped, and vacant land. Impacts to earth resources from the construction activities will occur. Grading may cause uncovering, removal or replacement of soils in the area. Also, topography will be changed as leveling of terrain occurs and cut and fill slopes are created from grading. As development occurs throughout the region, more persons will be exposed to hazards from the effects of geotechnical constraints (steep slopes and soils unsuitable or supporting structural loads) and

TABLE 7-1
CUMULATIVE PROJECTS LIST

Project/Developer Name	Location	Description	Status
National City			
Commercial Development	Northwest corner of Plaza Blvd. and I-805	20,000 square feet of retail development	Planned Development Permit -- on hold
Specific Plan	Corner of Fairlomas Road and Sweetwater Road east of Plaza Bonita	117 townhomes	Approved
Mixed-Use Project	Northeast corner of Division Street and Highland Avenue	43 apartments and 21,725 square feet of retail	Approved
Residential Development	Southwest corner of 16th Street and Lanoitan Avenue	16 single-family residential units	Building permits issued
Residential Development	3000 block of Sweetwater Road	47 single-family residential units	Approved
Chula Vista			
Sunbow II	East of I-805, south of Telegraph Canyon Road	1,946 multiple and single-family units, on 600 acres, 12-acre commercial center, and a 10-acre park	Approved
Fairway Villas	Lot 5, Eastlake Greens	161 condominiums on 9.3 acres	Approved
Tiara at Rancho del Rey	Ridgeback Road/Del Rey Parkway/Otay Lakes Road	138 condominiums on 9.8 acres	Approved
Las Brisas Del Mar Unit 2	3rd Avenue off "C" Street and North Del Mar Avenue	33 single-family units on 6.67 acres	Approved
Rancho Del Rey Phase 5	Rancho Del Rey Parkway at Paseo Ranchero	105 single-family units on 41.5 acres	Approved
Evergreen Gardens	Northeast corner Third Avenue and Anita Street	45 townhomes on 4.8 acres	Under review
Woodcrest Southwestern	Telegraph Canyon Road, Buena Vista, Apache	54 single-family detached units on 19.17 acres	Approved
Salt Creek I	East "H" Street and San Miguel	169 single-family detached units and 381 multifamily units on 130.17 acres	Approved

TABLE 7-1
CUMULATIVE PROJECTS LIST
(Continued)

Project/Developer Name	Location	Description	Status
Residential	575 "E" Street	20 condominiums	Approved
Park Bonita	Southwest corner of "E" Street and Bonita Road	21 single-family detached units on 4.99 acres	Approved
Serena Rancho Del Rey	Northeast corner east "H" and Buena Vista Way	147 multi-family units on 9.53 acres	Approved
Terra Nova	East "H" between Hidden Vista and Ridgeback	214 single-family attached units	Approved
Rancho del Rey SPA III	South of East "H" Street	589 single-family detached units on 110 acres	Under review
Rancho del Rey SPA II	North of Rice Canyon and Southwest Otay Lakes Road	567 dwelling units of varying densities on 374.8 acres	Approved
Woodcrest Terra Nova	Hidden Vista Drive/Ridgeback Beacon Place/Woodhouse Avenue	86 single-family detached units on 26.3 acres	Approved
Ladera Villas	Paseo Entrada and Paseo Ranchero	29 single-family units on 10 acres	Approved
T&N Developers	N.E. corner of Madison	16 apartments	Under Construction
Flower and Broadway	S.W. corner of Flower and Broadway	Mixed-use developer of 90 residential units and 10,000 square feet of retail commercial	Approved
Genesis Plaza	N.E.C. of Broadway and Paloma	27,000 square feet of commercial	Approved
El Gar Construction	338 Fifth Avenue	21 apartments	Approved
Salvation Army	628 Third Avenue	75 apartments (senior citizen)	Refiled by a new applicant
Arizona Apartments	564 Arizona Street	26 apartments	Approved
El Rancho Del Rey, Phase III	El Rancho Del Rey	75 single-family residences	Approved
Henry Bell	134 and 138 4th Avenue	12 apartments	Approved

TABLE 7-1
CUMULATIVE PROJECTS LIST
(Continued)

Project/Developer Name	Location	Description	Status
Marbrisas	El Rancho Del Rey	500 unit apartment complex	Under Construction
Beggins Apartments	362 Moss Street	42 apartments	Under Construction
El Rancho Del Rey Serena	North side of east "H" Street	147 condominiums	Under Construction
Doug Williams	South side of Davidson between Ash and Beech	40 apartments	Approved
Salt Creek	East Lake, San Miguel Road	237 condominiums	Approved
Eastlake Development	Southwest corner of Telegraph Canyon Road and "H."	214 duplex units	Approved
El Rancho Del Rey Neighborhood	1335 Zamora	98 single-family residences	No plan check submitted
Lazer, Inc.	2400 Fenton	20,000 square feet of office/institutional	Undetermined
Sunrise Jewelry	865 Amena Court	11,200 square feet of industrial	undetermined
Olympic Training Center	Eastlake III	Olympic training facility	In grading
Raymond Lucero	553 Flowr Street	13,392 square feet of warehouse	Approved
Smart & Final Iris	3141 Main Street	13,392 square feet of warehouse	Approved
Tiara El Rancho	Ridgeback Road	143 apartments	Approved
The Office Park at Eastlake	860 Kuhn Avenue	30 apartments	Approved
American Water Works	880 Kuhn Avenue	16,364 square feet of office	Approved
Park Village	1250 Third Avenue	30 apartments	Approved
The Vintage	Southwest corner of Golf Course Vista	142 single-family residences	Approved

TABLE 7-1
 CUMULATIVE PROJECTS LIST
 (Continued)

Project/Developer Name	Location	Description	Status
Industrial Environment	870 Canario Court	12,000 square feet of industrial	No plan check submitted
Zuniga Apartments	82 4th Avenue	12 apartments	On hold for design review
Fieldstone Co.	Otay Ranch Road and Lane Avenue	147 single-family residences	Approved
City of San Diego Otay Mesa			
Five Precise Plans named: Dennery Ranch Robinhood Ridge Hidden Trails California Terrace South Palm	North of I-905, east of I-805	Estate, Low-Density, and Medium-Density residential totalling approximately 9,000 units	Under review
Otay/Nestor			
Residential Subdivision	South side of Grove, east of 27th Street	46 single-family residences	On appeal

groundshaking associated with earthquakes. Mitigation measures set forth by earth engineers will reduce impacts associated with these projects to less than significant.

Air Quality

Ambient air quality in the region is relatively good because seabreezes transport existing air pollutants inland from the coast. Air quality deteriorates during "Santa Ana" weather conditions when air pollutants are transported southeasterly from the Los Angeles/Orange County area. As residents and visitors are attracted to the Redevelopment Area, traffic-generated air pollution levels will increase. Improvements in transportation and circulation routes will decrease idling time and trip vehicle miles, however rapid build-out of the area will add more vehicles to the roads. Additional dwelling units and population from projects proposed in the surrounding region will also result in additional vehicle trips, and increased pollutant levels from mobile sources. Air quality impacts associated with regional cumulative projects will be significant and unmitigable.

Water Resources

Surface cover changes associated with development and redevelopment will increase impervious surface cover over the area. This condition will cause urban runoff to increase in volume and velocity. Less infiltration of water applied to the surface will increase runoff, and improved drainage systems will convey this runoff to basins at a more rapid flow rate. Overall slope of the watershed will decrease with grading and leveling of the surface which will counteract the increase in flow velocities generated by drainage improvements. Surface and subsurface water quality will also be adversely affected by development as pollutants such as oils, detergents, and grease are added by urban runoff. Greater short-term erosion and sedimentation will result from clearing of the surface, and less long-term sedimentation will occur as surfaces are paved and landscaping is established. Mitigation measures forwarded by hydrologic engineers will reduce impacts from most individual projects to less than significant, but cumulative impacts may remain.

Biological Resources

The biological resources existing in the region consist of riparian, wetland, coastal sage scrub and chaparral habitats located south, west, and east of the project area, respectively. Development within the region is expected to affect a wide range of biota. Native species will be removed and replaced by landscaping, and endangered species will be more vulnerable to adverse affects of encroachment by the urban environment. The ability of native species to reproduce will be diminished due to the reduction of undeveloped landscape. Careful documentation of existing species throughout the region, and implementation of mitigation measures provided by certified biologists will reduce impacts. However, significant impacts may remain.

Noise

As the region is developed and more people are attracted to the area, noise levels from vehicular traffic will result. Increased noise levels will adversely affect persons and biota existing within the region. Construction activity will generate short-term noise intrusions to localized receptors. New developments will be required to install noise attenuation devices or insulation which reduces such impacts. Implementing noise ordinance standards to reduce noise levels will reduce much of these cumulative impacts to less than significant. Certain areas may retain significant impacts, however.

Light and Glare

Light and glare will be increased substantially as build-out occurs throughout the region. Light emittance will be produced by any new development, and this will affect the quality of astronomical observations made at Observatories on Palomar and Laguna Mountains. Light reflection from automobile traffic will contribute to nuisance glare to people within the region. Implementation of design standards aimed at reducing the intensity of light reflectance and emittance, and directing light away from sensitive receptors will provide mitigation for impacts from individual projects. Cumulative significant impacts to astronomical observations will remain.

Land Use/General Plan/Zoning

Existing land uses will change throughout the region as build-out and redevelopment occurs. Vacant and underutilized land will be transformed into urbanized landscape. Development consistent with County and municipal plans will accomplish objectives pertaining to achieving orderly growth in the area. Mitigation and adherence to regional plans will reduce cumulative impacts to significant, but mitigable levels.

Natural Resources

Natural resources in the region consist of sand and gravel deposits in the Otay and Sweetwater Valleys, and boulders suitable for crushed rock at Rock Mountain north of the Otay River. Agricultural land presently exists in the Eastern Territories. Otay Mesa, Otay Ranch, Rancho Janal and the eastern portion of Otay Valley contain agricultural lands that are not yet urbanized. This area is used primarily for dry farming of crops such as barley. Development will occur on lands currently used for agriculture throughout much of the area. Approximately 90 percent of land used for agriculture is leased to growers as an interim use prior to development (C-6). Development will not occur in sand, gravel and boulder extraction areas. Implementation of conservation elements in regional and local plans will serve to reduce impacts, however significant impacts may remain.

Risk of Upset

The development of commercial and light industrial projects in the subregion will increase the risk of explosion or effects of other hazards in the area. Several major transportation corridors traverse the area, and industrial land use currently exists and or is planned for the area. Impacts associated with a risk of upset are significant.

Population

Population will increase throughout the region as development occurs. Redevelopment will attract people from outside the project area, and lead to employment-related population increases in Chula Vista. The addition of approximately 16,118 dwelling units as shown in Table 7-1 will contribute 39,811 persons to the region, based on 2.59 persons per dwelling from the SANDAG Series 7 estimate for Chula Vista. Cumulative impacts to population characteristics of the region will be significant.

Housing

Existing housing conditions will improve from redevelopment of the project area and further development throughout the region. Residential structures will be replaced with improved quarters in the project area, and new housing will be created in the surrounding region. New housing in the region will have to satisfy HUD requirements for provision of adequate housing to low and moderate income groups. Cumulative impacts of development on the supply of housing to the area is less than significant.

Transportation/Access

Traffic levels will increase commensurate with the level of development occurring in the region. Redevelopment will attract more people to the area causing greater traffic volumes, and create circulation improvements alleviating circulation and access problems. Population growth associated with regional growth will contribute greatly to higher traffic quantities leading to significant impacts. Mitigation may be implemented in certain areas, but significant region-wide impacts may remain.

Public Services

The level of development occurring in the region is considered significant. As redevelopment, infill, and new development occurs the demand for public services will exceed existing supplies. Adequate provision of services will have to be maintained during build-out of the various communities comprising the region. Regional and local plans provide conditions for service availability during build-out. Impacts will be significant, but mitigable to levels of less than significant.

Energy

Energy demands of the region can be met for future build-out, however non-renewable resources will become more scarce. San Diego Gas and Electric is capable of providing energy to the area with expansion of existing infrastructure. Natural gas supplies are non-renewable and will become less available in the near future. Without implementation of alternative forms of energy (ie., solar) development may have significant impacts on existing energy supplies. Energy conservation techniques must also be applied with each project to ensure the greatest energy savings possible.

Utilities

Public utilities will be in greater demand with regional development, and redevelopment within the City of Chula Vista. Generation of solid and liquid wastes, and consumption of water and energy will require upgrading existing distribution systems and creation of new facilities. Efficient solid waste disposal will become more difficult as disposal locations become less available, and waste quantities increase. Water is less available due to the continuing drought conditions, and development will place greater demand on water supplies. Significant impacts will be incurred, however mitigation measures such as stringent water conservation techniques and recycling programs may reduce impacts in most areas to less than significant.

Human Health

Large increases in population will result from development within the region. Larger populations living in close proximity will expose more people to conditions leading to detrimental health, and place greater demand on emergency and conventional medical facilities. Maintenance of adequate medical care is necessary to ensure the existence of high quality human health during build-out. Impacts are significant, but mitigable to a level of less than significant with provision of adequate medical care according to regional and local plans.

Aesthetics

Development projects would cumulatively impact the aesthetics of the region as new development occurs in undeveloped areas. Grading and placement of cut and fill slopes will alter the natural terrain and produce man-made contours. Regionally, hillsides and summits will be built upon, reducing visual resources significantly. Locally, redevelopment will improve the aesthetics of the immediate area by replacement of blighted structures and the addition of landscaping. Adherence to the mitigation measures identified by local and regional plans for individual projects will reduce impacts, but cumulative impacts may remain significant.

Recreation

Recreational opportunities in the region will be in greater demand from added population due to development. New recreational facilities may be created to meet this demand and lessen impacts. Impacts from build-out depend on individual project design and implementation of mitigation measures. Significant impacts exist which can be mitigated to levels of less than significant.

Archaeological/Historical Resources

Archaeological resources existing within the region are located mainly in undeveloped areas. These sensitive resources will be vulnerable to destruction during development of projects throughout the region. Historic structures existing within the redevelopment area are subject to disturbance, and must be carefully documented to allow for their preservation. Documentation of Cultural history may suffer irreparable losses if undiscovered resources are not sufficiently protected. Regional plans may adequately protect currently undiscovered resources, however on-site studies and monitoring of site grading will help ensure protection of important artifacts. Mitigation measures prescribed for individual projects will reduce impacts to adverse, but less than significant.

LEVEL OF SIGNIFICANCE

Cumulative environmental impacts resulting from regional development shown in Table 7-1 will be significant. Impacts to most areas, except air quality, biological resources, and transportation will be mitigable to levels of less than significant. Development of vacant land on a region-wide scale will produce impacts to all areas. Mitigation must be implemented in order to reduce impacts as much as possible. Certain locations may possess significant impacts even after mitigation.

7.2 GROWTH-INDUCING IMPACTS

This section of the EIR considers the ways development in accordance with the proposed project could directly or indirectly encourage economic or population growth in the region.

The proposed redevelopment project is specifically intended to provide for the orderly growth of a section of the City of Chula Vista in accordance with its General Plan. Specific redevelopment project capital improvements are intended to ensure that adequate facilities are available to serve the growth associated with the project area. By providing the necessary public improvements through tax increment financing, the project reduces the impacts of the development which is expected to occur within the project area. The number of residential units in the project area will decrease as a result of implementation of the redevelopment plan. Areas that currently contain land uses not in conformance with those of the General Plan will be replaced. An overall increase in commercial and industrial land uses will occur within the redevelopment area promoting economic growth to the City.

No development will occur that is of greater intensity than that documented in the General Plan. City-wide growth resulting from effects of redevelopment will not be greater than that envisioned by the long-term development plans for the City. The ability of the Redevelopment Agency to assist development within the project area through parcel assembly, condemnation, and construction of public improvements will increase the overall intensity of development consistent with the upper limits of development established by the General Plan.

References



**8.0 REFERENCES AND PERSONS RESPONSIBLE FOR PREPARATION
OF THE ENVIRONMENTAL IMPACT REPORT**

A. Persons Responsible for Preparation of the EIR

1. Lead Agency

Chula Vista Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010
(619) 691-5104

Contact: Maryann C. Miller

2. Primary Preparers of the EIR

Cotton/Beland/Associates, Inc.

John Bridges, Principal; Manager

P. Patrick Mann, Principal Advisor
James A. Ragsdale, Assistant Project Manager
Shawna Anderson, Environmental Planner
Chris Webb, Environmental Planner
Michael J. Mezey, Environmental Planner

1028 North Lake Avenue, Suite 107
Pasadena, CA 91104
(818) 791-7682

619 South Vulcan Avenue, Suite 205
Encinitas, CA 92024
(619) 944-4194

B. Persons and Organizations Contacted

1. Carol Gove, Fire Marshal, City of Chula Vista Fire Department, personal phone conversation July, 25, 1990.
2. Kate Shurson, Director of Planning, City of Chula Vista School District personal phone conversation August 23, 1990.
3. Thomas Silva, Director of Planning, Sweetwater Union High School District, personal phone conversation August 23, 1990.

4. Ed Kalari, Division Manager, Laidlaw Waste Systems, personal phone conversation August 7, 1990.
5. Shawna Stokes, Principal Management Assistant, meeting July 27, 1990.
6. Police Chief Bill Winters, Chula Vista Police Department, personal phone conversation, July 25, 1990.

C. Documents

1. Land Use Element, Chula Vista General Plan.
2. Circulation Element, Chula Vista General Plan.
3. Public Facilities Element, Chula Vista General Plan.
4. Housing Element, Chula Vista General Plan.
5. Growth Management Element, Chula Vista General Plan.
6. Conversation and Open Space, Chula Vista General Plan.
7. Parks and Recreation Element, Chula Vista General Plan.
8. Safety Element, Chula Vista General Plan.
9. Noise Element, Chula Vista General Plan.
10. U.S.D.A., Soil Conservation Service, Soil Survey, Diego County.
11. Environmental Impact Report, General Plan Update, City of Chula Vista, May 1989.
12. Montgomery Specific Plan, 1988, City of Chula Vista.
13. SANDAG Series 7 Population Forecasts.
14. Fire Station Master Plan, February 1989.
15. Appendix Draft, Environmental Impact Report, City of Chula Vista General Plan Update, March 1989.
16. Urban Land Institute, Industrial Park Development Handbook

DEIR Comments and Responses



9.0 DRAFT EIR COMMENTS AND RESPONSES TO COMMENTS

The Draft EIR was made available for public review and comment pursuant to State CEQA Guidelines (Section 15087(c)) for a period of 45 days starting on September 25 and ending on November 12. During this review period comments have been received in response to the Draft EIR. These responses include written comments from the public and responsible agencies. In accordance with State CEQA Guidelines, the Final EIR shall respond to comments received during the noticed period and, "the Lead Agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response" (Section 15087(a)).

Comments on the Draft EIR were received from interested agencies and individuals. Each interested party's comments are summarized and followed by a written response. Copies of each comment received are attached at the end of this section. The comments have been given a reference number in the left margin. Any additional information or changes that may be incorporated into the text of the Draft EIR in response to a comment are identified with this reference number adjacent to it in the margin of the text.

The following is a list of agencies and other interested parties that submitted comments on the Draft EIR during the notices review period:

- A. Chula Vista Department of Public Works (9-18-90)
- B. California Department of Water Resources
- C. San Diego County Office of Education
- D. Sweetwater Union High School District
- E. Chula Vista Police Department
- F. County of San Diego, Chief Administrative Office
- G. Montgomery Planning Committee
- H. Resource Conservation Committee
- I. Pacific Scene, Inc.
- J. Chula Vista Department of Public Works (10-30-90)

MEMORANDUM

September 18, 1990
File No. YE-047

TO: Doug Reid, Environmental Review Coordinator
FROM: Kenneth Goldkamp, Acting Deputy Public Works Director/City Engineer
SUBJECT: Engineering Review of EIR 90-08, Chula Vista Southwest Redevelopment Plan

The Engineering Division has reviewed the subject Environmental Impact Report and hereby submits the following comments:

- 1. Add the following paragraph under the Drainage section on page 5.1.20-3:

"Development of the subject Redevelopment Area must comply with all applicable regulations established by the Environmental Protection Agency (EPA) as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for stormwater discharge."

A-1

- 2. Please add a figure to Section 5.1.3 which shows the existing hydrologic conditions described in said section. The fogg report must be used as a reference in determining drainage discharges.

A-2

- 3. Some of the numbers shown in Table 5-9 on page 5.1.15-9 are inaccurate. Waste generation numbers from commercial uses were not included in the overall total for all uses.

A-3

- 4. Traffic Engineering comments:

Traffic Engineering has reviewed the subject EIR and hereby submits the following comments pertaining to the Transportation and Access chapter, 5.1.12.

The Transportation and Access chapter of the EIR is based on a traffic study performed by BSI and is included in the Appendix of the EIR. Generally, Hal Rosenberg is in agreement with the methodology used to evaluate traffic impacts for the Southwest Redevelopment Plan. The traffic study utilized information from the General Plan "Circulation Element" and referred to as Scenario for Circulation System Plan. The proposed project is in concert with the General Plan and therefore the conclusions reported for the traffic impact report of the General Plan should be similar to what is submitted in the Southwest Redevelopment Plan report. The conclusions noted in the Transportation and Access chapter of the EIR are not totally supported by the Traffic Engineering study. Specifically, on page 5.1.12-6, the

A-4

A-1 Response:

The paragraph has been added to the Final EIR on page 5.1.20-3. The addition of this paragraph does not alter the conclusions of this section.

A-2 Response:

This addition of Figure 5-1 on page 5.1.3-2 has been made to the Final EIR. The addition of the figure and the reference to the Fogg report does not change the conclusions of this section.

A-3 Response:

The proper changes have been made to Table 5-9 on page 5.2.15-9. The change to the numbers in Table 5-9 does not change the conclusions in this section.

A-4 Response:

These comments were received by the consultant prior to release of the Draft EIR. As a result, the traffic engineering consultant had time to address comments and make changes to the traffic report prior to the submittal of the Draft EIR. Therefore, comment number 4 beginning on page 1 of the City of Chula Vista Public Work's memorandum has been addressed and changes made within the EIR traffic section.

Doug Reid
Environmental Review Coordinator

listing of road links shown to be deficient is misleading. Actually, the first "bullet" item--Broadway between "K" Street and Moss Street--is not sufficient in the future volumes projected for this section of Broadway nor meets the City's standard for a four-lane major street. Thus, Broadway between "K" Street and Moss Street should be eliminated from the list. The remaining items, while they do not totally meet the City's standard for "C" Level of Service (LOS), are not necessarily critical. The table heading should be modified to note that the following is a list of roadway links where the volumes are in excess of the "C" LOS volumes standards identified in the City's *General Plan*. These standards are planning guides and do not necessarily reflect actual LOS conditions of the roadway. They are noted only to indicate roadways' sections that require more in-depth traffic analysis where they cross high-volume streets.

The statement under Level of Significance, on page 5.1.12-7, which states "based on the traffic analysis performed by HSI Consultants, Inc., the project is considered to result in adverse circulation impacts" is not supported by the data in the Traffic Engineering study. Further, it is not clear what the basis for the conclusion that the impacts are considered adverse, but less than significant. Clarification of this statement is needed. Item 2 under Mitigation Measures, of the same page, highlights traffic conditions at Otay Valley Road and Melrose Avenue. The reference to monitoring this intersection when it approaches LOS "C" is contrary to the City's traffic threshold ordinance which allows intersections to operate at LOS "D" for no more than two hours. This reference needs to be modified.

The following comments are in regard to the Traffic Engineering study found in Appendix C.

A description of the existing conditions for various roadway sections shown on pages 1, 2, and 3 need to be reviewed for accuracy. It appears that the author has confused the ultimate lane requirements for the various facilities with the actual number of lanes that exist today. For example, Broadway is reported to have six lanes between "F" Street and the City limits, when in fact it only has four lanes. The same error occurs in the description of Fourth Avenue. The same similar problem occurs with regard to the actual volumes and future volumes of these streets. They too need to be checked for accuracy. On page 2, under Palomar Street, the word "striped" is misspelled. Table 1, on page 12 and 13, show projected capacity at LOS volumes for four-lane major streets as 28,000 vehicles per day. This is incorrect and should be 30,000, as noted on the table shown on page 4. The LOS value, therefore, shown for various links of different roadways should be changed to reflect the correct 30,000 ADT value. The listing of streets, shown to be deficient, on page 14, should be modified as noted in the environmental traffic section.

Doug Reid
Environmental Review Coordinator

-3-

September 18, 1990

Under Conclusions, page 16, the reference to the threshold standards, paragraph 3, is not correct. The City's threshold standards allows intersections to operate at LOS "D" for no more than 2 hours. Also, reference should be made to the exception of signalized intersections west of I-805 where the LOS at intersections can exceed the "D" threshold level but cannot worsen.

It is not clear on why Naples Street and Hilltop Drive was singled out as having an impact when the report indicates that the project does not affect this intersection.

Olney Valley Road and Meirase Avenue is shown to also be impacted. The mitigation suggested, striping and/or re-timing the signal, should be expanded to indicate how this can be accomplished and what effect it would have on operating conditions.

In general, the conclusions should include answers to the following questions:

- A. Does the project generate more traffic than is identified in the City's Scenario for Circulation Element of the *General Plan*?
- B. What are the traffic impacts directly associated with the project?
- C. Are the public improvements noted in Table 3-1 of the EIR sufficient to mitigate traffic impacts, if not, what additional mitigation are necessary? If mitigation are required, then it should be listed under a separate heading.

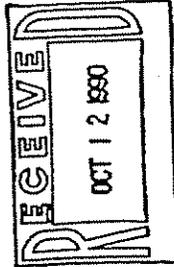
This concludes Traffic Engineering's overview of the traffic impact section of the Southwest Redevelopment Plan EIR. The information presented in this summary was discussed by Hal Rosenberg with Frank Tecon, Traffic Engineer, for BSI Consultants on September 17, 1990. He indicated that he would revise his traffic section and provide the environmental firm with a better definition of his traffic conclusions.

SMN/bb

cc: Lance Abbott, Community Development Specialist
Maryann Miller, Environmental Review Coordinator

[SMN/REID.MEM]

The Resources Agency



State of California

Memorandum

Date: OCT 2 1990
to: 1. Gordon F. Snow, Ph.D. Assistant Secretary for Resources
2. City of Chula Vista 276 Fourth Avenue Chula Vista, CA 92010
Attention: Maryann Miller

From: Department of Water Resources LOS Angeles, CA 90055
Subject: DEIR for Chula Vista Southwestern Redevelopment Plan, SCH 90010620

Your subject document has been reviewed by our Department of Water Resources staff. Recommendations, as they relate to water conservation and flood damage prevention, are attached.

After reviewing your report, we also would like to recommend that you further consider implementing a comprehensive program to use reclaimed water for irrigation purposes in order to free fresh water supplies for beneficial uses requiring high quality water supplies.

For further information, you may wish to contact John Pariewski at (213) 620-3951. Thank you for the opportunity to review and comment on this report.

Sincerely, John A. [Signature]

Charles R. White, Chief Planning Branch Southern District

Attachments

B-1 Response:

The City of Chula Vista is provided with water service by the Otay Water District, the Sweetwater Authority, and Cal-America. The Public Facilities Element of the General Plan indicates that "Reclamation should be reviewed in significant detail during the upcoming study already authorized by the City". The Element includes under "Wastewater Service Policies" that:

"The City shall authorize a feasibility study with respect to implementing a phased reclamation program to promote drinking water conservation...."

Department of Water Resources Recommendations
for Water Conservation and Water Reclamation

To reduce water demand, implement the water conservation measures described here.

Required

The following State laws require water-efficient plumbing fixtures in structures:

- o Health and Safety Code Section 17921.1 requires low-flush toilets and urinals in virtually all buildings as follows:

"After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section."

- o Title 20, California Administrative Code Section 16041(f) (Appliance Efficiency Standards) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979.

B-2

- o Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.

- o Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.

- o Title 24, California Administrative Code Sections 2-5352(f) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam-condensate return piping and recirculating hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.

B-2 Response:

The first attachment to the letter describes existing State laws requiring water-efficient plumbing fixtures, or suggest specific interior and exterior water conservation methods which the City and the districts providing water service may choose to implement those through local construction-level development requirements.

o Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.

o Government Code Section 7000 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water.

Recommendations to be implemented where applicable

Interior:

1. Supply line pressure: Water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.
2. Drinking fountains: Drinking fountains be equipped with self-closing valves.
3. Hotel rooms: Conservation reminders be posted in rooms and restrooms. Thermostatically controlled mixing valve be installed for bath/shower.
4. Laundry facilities: Water-conserving models of washers be used.
5. Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.*
6. Ultra-low-flush toilets: 1-1/2-gallon per flush toilets be installed in all new construction.

Exterior:*

1. Landscape with low water-using plants wherever feasible.
2. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
3. Group plants of similar water use to reduce overirrigation of low-water-using plants.
4. Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.

*The Department of Water Resources or local water district may aid in developing these materials or providing other information.

5. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
6. Preserve and protect existing trees and shrubs. Established plants are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.
7. Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
8. Use pervious paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge.
9. Grade slopes so that runoff of surface water is minimized.
10. Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.
11. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.
12. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This aids ground water recharge.
13. To aid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.

Department of Water Resources
Recommendations for
Flood Damage Prevention

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

1. It is the State's policy to conserve water; any potential loss to ground water should be mitigated.
2. All building structures should be protected against a 100-year flood.
3. In those areas not covered by a Flood Insurance Rate Map or Flood Boundary and Floodway Map, issued by the Federal Emergency Management Agency, the 100-year flood elevation and boundary should be shown in the Environmental Impact Report.
4. At least one route of ingress and egress to the development should be available during a 100-year flood.
5. The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for hillside developments.
6. Revegetation of disturbed or newly constructed slopes should be done as soon as possible (utilizing native or low-water-using plant material).
7. The potential damage to the proposed development by mudflow should be assessed and mitigated as required.
8. Grading should be limited to dry months to minimize problems associated with sediment transport during construction.

B-3

B-3 Response:

The second attachment to the letter describes general guidelines for flood damage prevention, and is not specifically referred to in the letter. Nevertheless, the City and its service districts typically follow these guidelines.



SAN DIEGO COUNTY OFFICE OF EDUCATION
 6401 LINDA VISTA ROAD □ SAN DIEGO, CALIFORNIA 92111-7399 □ (619) 292-3600

November 9, 1990

RECEIVED

NOV 09 '90

Mr. Chris Salomone
 Community Development Director
 Community Development Department
 City of Chula Vista
 276 Fourth Avenue
 Chula Vista, CA 92010

Community Development Dept

Dear Chris:

Thank you for the recent letter announcing the agency's approval of our preliminary agreement relating to the Southwest Redevelopment Project. I, too, look forward to formalizing our agreement.

As noted in our signed Preliminary Memorandum of Understanding (MOU) between our office and your agency, we agreed that a final MOU would be executed prior to adoption of the project for acceptance by both the Redevelopment Agency of the City of Chula Vista and the governing board of the San Diego County Office of Education.

To facilitate that next process, I have enclosed a draft of a final MOU for your review and comment. This MOU reflects an approved agreement successfully negotiated between our office and other redevelopment agencies and is essentially the same document I shared with you several weeks ago.

Also enclosed is information in response to the draft EIR on this project. Our preliminary agreement provides an acceptable level of mitigation of the impacts on our agency. However, it seems prudent to share this information with you so that the final EIR can be more complete in addressing impact while pointing our means of mitigation.

Please call me if you have questions on either of these items.

Sincerely,

Thomas E. Robinson
 Director of Facilities Planning

TER:pm

BOARD OF EDUCATION: Marlin Block □ Ann Navarra □ Jack Port □ Joe Rindone □ Amy Villalobos
 Thomas C. Boyan, County Superintendent of Schools

STUDENTS □ SERVICE □ SUCCESS

BOWIE, ARNESON, KADI & DIXON
A PARTNERSHIP INCLUDING A PROFESSIONAL CORPORATION

ALEXANDER BOWIE*
JOAN C. ARNESON
TERRY E. DIXON
WILLIAM J. KADI
WENDY M. WILES
PATRICIA B. GIANHONE
ROBERT E. ANSLOW
CAROL J. GRANAM
ERIC R. DOERING
KENNETH S. LEVY
ARTO J. ROUTINEN

*A PROFESSIONAL CORPORATION

4980 CAMPUS DRIVE, SUITE A
NEWPORT BEACH, CALIFORNIA 92660
AREA CODE 714
TELEPHONE 881-2030
FAX (714) 881-2014

REF. OUR FILE

November 8, 1990

San Diego County Office of Education
6401 Linda Vista Road
San Diego, CA 92111-7399

Attention: Mr. Tom Robinson

Re: Draft Environmental Impact Report, Chula
Vista Southwest Redevelopment Project

Dear Mr. Robinson:

You have asked us to provide comments on the Draft
Environmental Impact Report ("DEIR") prepared for the Chula
Vista Southwest Redevelopment Project (the "Project").

ANALYSIS

A. THERE IS INSUFFICIENT EVIDENCE OF BLIGHT TO JUSTIFY THE
REDEVELOPMENT PROJECT.

At the onset, it must be emphasized that the
Preliminary Plan and DEIR do not provide an adequate
showing of blight to support approval of the Project.
Community redevelopment, such as the type contemplated
by the Project, cannot be justified absent evidence of
blight. Regus v. City of Baldwin Park (1977) 70
Cal.App.3d 971, 982, 139 Cal.Rptr. 196, 204. The
necessary characteristics of blight may include 1)
economic dislocation, deterioration, or disuse
resulting from faulty planning, 2) a growing or total
lack of proper utilization of areas, resulting in a
stagnant and unproductive condition of land potentially
useful and valuable for contributing to the public

C-1 Response:

A survey of the project area was conducted by the redevelopment consultant RSG in
accordance with California law regarding the redevelopment process. As result of the
survey, the redevelopment consultant found conditions within the project area to be
consistent with the conditions necessary to make a finding of blight.

BOWIE, ARNESON, KADI & DIXON
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

Mr. Tom Robinson
San Diego County Office of Education
November 8, 1990
Page 2

health, safety, and welfare, 3) a loss of population and reduction of proper utilization of the area, 4) a prevalence of depreciated values, impaired investments, and 5) social and economic maladjustment to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered. (See Sweetwater Valley Civic Association v. City of National City (1976) 18 Cal.3d 270, pp. 274-275; Regus, 70 Cal.App.3d 971 at 978.

The DEIR suggests that the Project area is blighted due to "inadequate street and drainage facilities, poor vehicular access, underutilized uses with dilapidated or obsolete structures, and parcels of irregular shape which would make development problematic".

The description of blight for the Project, is not sufficient and is substantially similar to the disapproved plan in Regus, supra. In Regus, the redevelopment report in question contained the following justifications for redevelopment: 1) improper utilization of area, 2) irregular parcelization, 3) low tax revenues, 4) difficulty in assembling land, and 5) difficulty in promoting desirable development. The Regus court found that these factors were insubstantial and insufficient to show that the project area was blighted and therefore the area was deemed ineligible for redevelopment. The court went on to reason that "the project cannot stand unless there is a showing that ... conditions predominate and injuriously affect the entire area." Regus, 70 Cal.App.3d at 981.

Although it is not necessary for the project area to consist of contiguous parcels or be blighted in all of its portions, it is required to be blighted when considered as a whole. The Regus court offered examples of "true" blight, noting such factors as disproportionate percentages of extremely substandard housing, dangerous building conditions, and social and

BOWIE, ARNISON, KADI & DIXON
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

Mr. Tom Robinson
San Diego County Office of Education
November 8, 1990
Page 3

economic maladjustment as evidenced by a disproportionately high crime rate. Mere improper area utilization, irregular parcelization, low tax revenues, difficulty in assembling land and promoting desirable developments are generally insufficient criteria to justify the extraordinary powers of community redevelopment.

It is apparent from a review of the DEIR that evidence of blight in the Project area must be more sufficiently and adequately characterized before the Project may be justified.

B. THE DRAFT EIR OMITTS SDCOE AS A SERVICE PROVIDER

The DEIR specifically describes the environmental setting for schools as follows: "(s)chool services are provided to the study area by the Chula Vista School District (CVSD) and the Sweetwater Union High School District (SUHSD) (DEIR pages 5.1.13-4). The DEIR also provides in Table 5.7 a breakdown of the constituent schools within the project area noting present capacity and projected enrollment statistics. Nowhere in the DEIR, however, is SDCOE referenced or accounted for. Omitting a major service provider to the Project area prevents the Redevelopment Agency from accurately assessing the environmental impacts and the effects of proposed mitigation measures. Any final environmental impact report must account for all service providers to the area, including SDCOE.

C. THE DRAFT EIR DOES NOT SPECIFICALLY IDENTIFY THE EXTENT TO WHICH SCHOOLS LOCATED WITHIN THE PROJECT AREA WILL BE IMPACTED.

The DEIR identifies and concedes that Project area schools will be significantly impacted by the Project. (See, e.g., DEIR Pages 2-2, Table 2-1 Page 2-4, Page 5.1.13-6).

C-2 Response:

The comment has been noted and text added to Section 5.1.13 on page 5.1.13-6 of the Final EIR which discusses the County Office of Education as being one of the agencies that provides school services to the project area.

C-3 Response:

The comment has been noted and additional text added to the Final EIR in Section 5.1.13 on page 5.1.13-6 which indicates that an additional 29 classrooms will be required at an estimated cost of approximately \$22,000,000.

BOWIE, ARNESON, KADI & DIXON
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

Mr. Tom Robinson
San Diego County Office of Education
November 8, 1990
Page 4

However, the degree of "significant impact" is not clearly indicated in the DEIR. The DEIR notes that "additional numbers of children may enter the system" but states that "exact numbers of children and the extent to which area schools will be impacted must be calculated on a project specific basis based on factors such as exact type of industrial use and square footage." (DEIR Page 5.1.13-6).

This lack of specificity in the degree of significant impact makes any determination of a mitigation measure's adequacy problematic. In order to address the qualitative and quantitative efficacy of the mitigation measures identified in the DEIR, the level of impacts must be more precisely adduced.

The CEQA Guidelines define "mitigation" as avoiding the impact, minimizing the impact by limiting the degree or magnitude of the project itself, rectifying the impact by repair, rehabilitation or restoration; reduction or elimination of the impact by preservation and maintenance operations, and compensatory actions by replacing or providing substitute resources or environments. (14 Cal. Code of Regs. Section 15370).

The Project's "mitigation measures" are identified as including the mechanism to allow school districts to negotiate for tax increment revenues, reevaluation of the need for collecting school impact fees for nonresidential development, implementation of a series of school improvements contained in the body of the DEIR, and the provision of periodic development forecasts to affected school districts.

As the Project's effects on schools are identified as being the result of employment related population increases to the area, which will increase enrollment in schools over capacity, these mitigation measures are evidently intended as compensatory mechanisms for impacts resulting from increased population densities which are attendant to the

Mr. Tom Robinson
San Diego County Office of Education
November 8, 1990
Page 5

Project. Whether or not such measures can adequately compensate for anticipated impacts requires identifying the degree that compensation will mitigate a significant impact at an ascertained level.

1. GIVEN THE RELATIONSHIP BETWEEN POPULATION DENSITY INCREASES AND IMPACTS OF SCHOOLS, POPULATION PROJECTIONS MUST BE ACCOUNTED FOR CONSISTENTLY.

Section 5.1.10 of the Areas of Potential Environmental Impact attempts to address population impacts and offer mitigation measures. The Project recites that population growth within Chula Vista city boundaries is projected to be fairly moderate over the next 20 years and cites to a SANDAG statistic which notes that a population increase is expected to occur at a level of 36%. The DEIR, which only pertains to a portion of the Project area, makes an unsupported assumption that population will decline within the Project area. The projections on the Project area's population, which are estimated to decrease by 18%, also demand closer scrutiny. The assumption that the current average household size will decline to 2.59 persons per household is without foundation or supporting findings (see Page 5.1.10-1). The need for an explanation of the assumptions made is more pronounced when considering that the DEIR also references an earlier statistic that average household size in Chula Vista is presently estimated to be 2.685 persons per household according to 1990 statistics provided by the California Department of Finance. Since the Project already recognizes that Chula Vista schools are presently operating at or above capacity, population projections must be based on consistent statistical data, rather than unfounded assumptions.

2. ALTHOUGH THE DEIR IDENTIFIES AND PROPOSES EXPENDITURES FOR SITE INCREASES AND OTHER COMMUNITY FACILITIES/SCHOOL IMPROVEMENTS, A DIRECT RELATIONSHIP BETWEEN SUCH ACTIVITIES AND THE MITIGATION OF IMPACTS RESULTING FROM ENROLLMENT PROJECTIONS BEYOND CURRENT SCHOOL CAPACITIES IS NOT STATED.

C-4 Response:

The assumption that the current household will decline to 2.59 persons is not without foundation or support. The text on page 5.1.10-1 clearly refers the reader to Table 5-5 on page 5.1.7-4 which notes that the 2.59 figure is taken from the SANDAG Series 7 estimates, which provides the basis for the above mention assumption.

BOWIS, ARNEMSON, KADI & DIXON
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

Mr. Tom Robinson
San Diego County Office of Education
November 8, 1990
Page 6

The simple recitation of projected cost expenditures which generally state that additional classrooms and other facilities will be either constructed or current facilities will be modernized does not permit an adequate or accurate determination of the adequacy of mitigation measures arising from population density-related impacts.

The DEIR must more precisely demonstrate the direct relationship that proposed expenditures for community facilities and school districts will have towards mitigating what are recognized as being significant impacts.

3. THE PROJECT FAILS TO FOCUS ON OR ADDRESS ALTERNATIVES CAPABLE OF ELIMINATING ANY SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS OR REDUCING THEM TO A LEVEL OF INSIGNIFICANCE.

The preamble to the DEIR's section on Alternatives (DEIR page 6-1) restates the requirements of State CEQA Guidelines Section 15126(d). These provide that the Project identify and discuss alternatives which would eliminate or reduce significant adverse impacts, even if these alternatives would impede the attainment of the Project objectives or would be more costly. Of the four discussed alternatives none identifies an environmentally superior alternative to the proposed Project. SDCOE should go on record as indicating that the absence of any discussion of such an alternative fails to permit a reasoned choice as required by the Guidelines.

CONCLUSION

SDCOE should request that the Chula Vista Redevelopment Agency evaluate the above comments in order to facilitate SDCOE's analysis on the impacts on the Project. If the

C-5 Response:

The comment has been noted and text added to the Final EIR. The addition of the text does not alter any conclusions within this section of the document.

C-6 Response:

The comment has been noted and changed have been made to the Alternatives Section of the Final EIR.

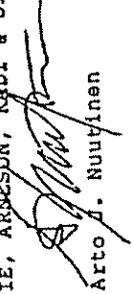
BOWIE, ARNESON, KADI & DIXON
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

Mr. Tom Robinson
San Diego County Office of Education
November 8, 1990
Page 7

Redevelopment Agency has any further questions or comments
on this matter, they should be directed to either myself or
Wendy Wiles of this firm.

Yours very truly,

BOWIE, ARNESON, KADI & DIXON

BY 
Arto J. Nuutinen

WHW/lr
cc: Wendy H. Wiles

CITY OF CHULA VISTA SOUTHWEST REDEVELOPMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

EVALUATION BY DAVID TAUBSIG AND ASSOCIATES, INC.

Growth Orientation of the Redevelopment Plan

According to the draft EIR, a primary objective of the Chula Vista Southwest Redevelopment Project is elimination of "existing blight and blight-influenced areas" in order "to make the area attractive to new development" (page 6-2). In particular, "the Redevelopment Plan [RDA Plan] proposes increases in development and total square footage within the project area, as compared to existing intensities," especially for industrial uses, which "are projected to increase by 3.75 million square feet" (page 5.1.7-8).

The draft EIR expressly recognizes as "undesirable" alternatives to the RDA Plan involving "No Additional Development" and "No Redevelopment Project," because these alternatives:

- o "(do) not meet the City's objectives set forth in its General Plan . . . of more intense development of the project area than currently exists" (page 6-2)
- o Result in "an undesirable environment for development of new business" (page 6-2)
- o Fail to provide "increased employment" and other benefits that would otherwise occur with redevelopment (page 6-2)

Phasing of Redevelopment Plan

Without redevelopment, the draft EIR notes that "development that may occur . . . would be expected to take place at a slower rate" (page 6-2). The draft EIR further states that the "Redevelopment Plan will cause the growth in industrial uses to occur sooner than without the plan" (page 5.1.10-2). However, the draft EIR does not identify any particular phasing schedule or scenario.

Projected New Development

According to the draft EIR, with buildout of the RDA Plan "non-residential building space is projected to increase from 5.6 million square feet in 1990 to 9.1 million square feet . . . Based on an estimate of two employees per 1,000 square feet of building space, . . . [employment] in the project area is estimated to . . . increase to 18,200 persons," compared to 11,300 in 1990 (page 5.1.10-2). The draft EIR further notes that jobs generated within the project area "would attract many persons outside of the Chula Vista area and would necessitate the

C-7 Response:

The timing of the mitigation measures will be consistent with the implementation of the redevelopment plan which contains mitigation measures. As the redevelopment plan is implemented, the mitigation measures will also be implemented.

provision of new housing for various income levels" (page 5.1.1.10-2).

Adequacy of Draft EIR

As noted below, proposed new development within the project area will have significant impacts on the San Diego County Office of Education ("COE" or "the County Office") which are not included in the draft EIR.

New commercial/industrial development creates new jobs, which in turn lead to new residential development, higher population, and increased student generation. Increases in adult and student-aged populations create a need for both more educational facilities and larger operating budgets for COE. The draft EIR fails to recognize either the facilities or potential operating impacts of the proposed RDA Plan on the County Office. As a result, the draft EIR is inadequate since it neither identifies these impacts nor proposes appropriate mitigation measures.

Projected County Office Impacts

The RDA Plan is projected to have major facilities impacts on the County Office. Since the County Office does not currently have "basic aid" status, potential impacts of the Project on COE's operating budget have not been included in preliminary impact projections. However, should the County Office attain basic aid status during the lifetime of the Project, operating impacts of redevelopment on COE could be significant.

A brief numerical analysis of the facilities impacts of the Project on the County Office is attached. As shown in Table 3 of the analysis, these impacts are projected to total about \$9.9 million over the 40 year life of the Project.

In projecting that employment growth within the project will total 6,900 jobs, the draft EIR implicitly assumes that off-site multiplier and local feedback impacts are zero. In doing this, the draft EIR is at odds with the San Diego Association of Governments (SANDAG)--see "Causes of Growth and Possible Control Measures in the San Diego Region" (Agenda Report No. R-83, September 11, 1987).

In contrast, the attached analysis accounts for the off-site multiplier effects of the RDA Plan, all of which will affect COE since its boundaries are contiguous with those of the County of San Diego. The employment multipliers and household migration factors used in the attached analysis are consistent with various analyses performed by SANDAG (e.g., Agenda Report No. R-83).

C-9 Response:

See Response C-2

C-8 Response:

The Draft EIR on page 5.1.13-8, under the heading of County Services, lists and addresses impacts to services supplied by the County. The Draft EIR is not, therefore, inadequate.

Mitigation Measures

Given the magnitude of projected RDA impacts on the County Office, appropriate mitigation is justified and required. The form and timing of such mitigation should be addressed in mitigation agreements between the City of Chula Vista, Redevelopment Agency and the County Office.

TABLE 1
 SOUTHWEST REDEVELOPMENT PROJECT (CHULA VISTA)
 PROJECTED DEMOGRAPHIC IMPACTS
 COUNTY OFFICE OF EDUCATION

	<u>PROJECTED IMPACTS</u>
Commercial/Industrial Impacts:	
Industrial SF	3,753,700
Commercial SF	(323,050)
Total New SF	3,430,650
Industrial SF/Employee	500
Commercial SF/Employee	500
On Site Employment, Industrial	7,507
On Site Employment, Commercial	(848)
Total New On Site Employment	6,661
Industrial Employment Multiplier	2.50
Commercial Employment Multiplier	1.93
Total Employment, Industrial	19,519
Total Employment, Commercial	(1,247)
Total Employment	18,272
Employees per Household	1.40
Total New Households	13,052
Household Migration Factor	0.67
Net New Households	8,701
Population/Household	2.02
Net Population Increase	22,797
Public School Student Yield Ratio	0.42
Net New Public School Students	3,691
Residential Impacts:	
New Onsite Households	650
Population/Household	2.82
Net Population Increase	1,703
Public School Student Yield Ratio	0.42
Net New Public School Students	276
Total Demographic Impacts:	
Net New Households	9,361
Net Population Increase	24,500
Net New Public School Students	3,967

TABLE 3-A
SOUTHWEST REDEVELOPMENT PROJECT (CHULA VISTA)
PROJECTED FACILITIES AND FINANCIAL IMPACTS
DIRECT SERVICE PROGRAMS
COUNTY OFFICE OF EDUCATION

08-01-00

	Basis	PROJECTED IMPACTS
Total Demographic Impact		22,797
Net Population Increase		3,881
Net New Public School Students		
COE Facility Impacts		
Traditional Computational Program (NOC)		
Student Yield Rates	Per 1,000 Total Population	8.06
Adults	Per 1,000 Student Population	30.13
High School Students		
New Students		184
Adults		111
High School Students		289
Total		632
FTE Adjustment Factor		88
New FTE Students		80
Required Building SF/FTE Student		8,748
Required New Building SF		31,284
Building Site Coverage		0.64
Required New Land (Acres)		\$137.80
Cost/Building SF		\$1,202,830
New Building Cost		\$268.75
Special Equipment Cost/Student		\$78,957
New Equipment Cost		\$137,600
New Land Cost per Acre		\$88,343
New Land Cost		\$1,360,839
Total Facilities Impact HOPE		
HOPE Infant Handicapped Program		1.13
Child Yield Ratio	Per 1,000 Total Population	28
New Children		9.4
FTE Adjustment Factor		10
New FTE Children		80
Required Building SF/FTE Child		910
Required New Building SF		31,204
Building Site Coverage		0.04
Required New Land (Acres)		\$137.60
Cost/Building SF		\$43,000
New Building Cost		\$288.75
Special Equipment Cost/Child		30,887
New Equipment Cost		\$137,600
New Land Cost per Acre		\$88,162
New Land Cost		\$108,050
Total Facilities Impact HOPE		
SF—square feet		
FTE—Full-time equivalent		

Development Assumptions

Net Cont'd SF	3,430,000
Project Buildout	40
Net Cont'd SF/Year	85,700

Inflation Assumptions

Facilities (per year)	5.00%
Operations (per year)	2.00%

Static Impacts (1990 Dollars)

Total Impacts:

SOCOE \$2,258,463

Impacts/SF:

SOCOE \$0.65

Dynamic Impacts (Inflated Dollars)

\$2,802,990

\$2.87

Southwest FDA SDCOE Impact Projections

No. of Years	1	2	3	4	5	6	7	8	9	10
Net Caseload SF/Year										
Incremental	85,700	85,700	85,700	85,700	85,700	85,700	85,700	85,700	85,700	85,700
Cumulative	85,700	171,533	257,290	343,005	428,831	514,580	600,384	686,130	771,896	857,603
Capital Impacts/Year (Inflated Dollars)										
SDCOE	\$85,581	\$89,828	\$94,331	\$99,847	\$104,000	\$109,290	\$114,000	\$120,003	\$126,412	\$132,733

Southern RDA: SDCOE Impact Projections

No. of Years	11	12	13	14	15	16	17	18	19	20
Net Committed SF/Year										
Incremental	85,788	85,788	85,788	85,788	85,788	85,788	85,788	85,788	85,788	85,788
Cumulative	943,429	1,029,195	1,114,981	1,200,728	1,286,464	1,372,240	1,458,020	1,543,783	1,629,559	1,715,325
Capital Impacts/Year (Inflated Dollars)										
SDCOE	\$139,370	\$146,334	\$153,263	\$161,233	\$169,405	\$177,875	\$186,700	\$196,107	\$205,813	\$216,208

Southeast RDA: SDCOE Inspect Projections

	21	22	23	24	25	26	27	28	29	30
No. of Years										
Net Capacity SF/Year										
Incremental	85,700	85,700	85,700	85,700	85,700	85,700	85,700	85,700	85,700	85,700
Cumulative	1,801,001	1,886,701	1,972,401	2,058,101	2,143,801	2,229,501	2,315,201	2,400,901	2,486,601	2,572,301
Capital Impact/Year (inflation Dollars)										
SDCOE	\$227,019	\$234,300	\$250,289	\$262,802	\$275,042	\$289,740	\$304,227	\$319,438	\$335,416	\$352,196

11/10/2010 09:59:51 AM
 #10 P18

Southwest RDA: SOCOE Impact Projections

No. of Years	31	32	33	34	35	36	37	38	39
Net Costs/Infl SF/Year									
Incremental	85,708	85,708	85,708	85,708	85,708	85,708	85,708	85,708	85,708
Cumulative	2,658,754	2,744,520	2,830,288	2,916,053	3,001,819	3,087,585	3,173,351	3,259,118	3,344,884
Capital Expenditures/Year (Inflated Dollars)									
SOCOE	\$359,789	\$381,279	\$402,883	\$424,577	\$446,481	\$471,855	\$495,563	\$520,331	\$546,347

11/11/11

Southwest FDA: SDCOE Impact Projections

No. of Years	40	Total
Net Committed SF/Year		
Incremental	85,785	3,430,850
Cumulative	3,430,850	NA
Capital Expenditures/Year (Inflated Dollars)		
SDCOE	\$573,605	\$9,802,909

Sweetwater Union High School District

ADMINISTRATION CENTER
1130 FIFTH AVENUE
CHULA VISTA, CALIFORNIA 92011
(619) 491-3533

PLANNING DEPARTMENT

October 12, 1990

Mr. Chris Salomone
Community Development Director
City of Chula Vista
276 Fourth Avenue
Chula Vista, Ca 92010

Re: Southwest Redevelopment Project

I appreciate the opportunity to review and comment on the Draft Environment Impact Report prepared for the Southwest Redevelopment Project area. In my review of the material, I have noted several concerns and/or revisions which should be incorporated into the document.

Table 5-7 provides a good overview of the schools servicing the project area. However, the enrollment projections indicated are in actuality last year's CBEDS enrollments. The following revision provides the latest enrollments for each school.

School Site	Enrollment
**Castle Park Middle School	1202
Chula Vista Junior High School	1397
*National City Junior High School	1050
Castle Park High School	1944
Chula Vista High School	1898
*Sweetwater High School	1459

* Year-round school
** Two-year middle school

The second area of concern relates to the introductory paragraph prepared for the Sweetwater Union High School District. This paragraph is erroneous. It is the district's position that all new high schools will be operating as four-year facilities, and all new junior high schools shall operate as two-year facilities. At the present time, not all high schools are on the four-year schedule nor are all junior high schools operating as middle schools.

The Environmental Impact section of the report is correct in its assumption that "additional industrial uses within the redevelopment area will serve to bring residents to the area in search of jobs, thereby increasing the number of school age children . . ." By analyzing the land use data contained in Table 5-5, I have been able to illustrate the project's impact to secondary schools. (See table on following page.) Although there is a decrease in the overall number of residential units, the increase of commercial/industrial development is significant enough to warrant a total of 29 additional classrooms.

D-1 Response:

The figures in Table 5-7 have been updated based upon the latest enrollment numbers provided by the School District. The revised enrollment figures do not alter the conclusions reached in the EIR.

D-2 Response:

These comments have been noted and corrections made within the Final EIR where appropriate to reflect that only new high schools and new junior high schools will operate as four-year and two-year schools respectively. The error in wording does not effect the conclusions reached in the EIR.

D-3 Response:

These comments have been noted and added to the document where appropriate to reflect the need for the additional 29 classrooms.

Mr. Chris Salomone
 October 12, 1990
 Page 2

<u>Land Use</u>	<u>Net Change</u>	<u>Additional Classrooms Required</u>
Residential	-183 dwelling units	-1.77 classrooms
Commercial	-323,050 square feet	-3.40 classrooms
Industrial	+3,753,780 square feet	+33.69 classrooms
		Total
		+28.52 classrooms

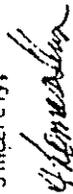
The cost to provide 29 additional classrooms is approximately \$3.7 million excluding land costs. (Architects, engineering, construction, and testing and inspection costs are included.) This cost to the district should be indicated in the report's Impact Analysis section. It should also include the tax increment impact the project will have on the district, (these needs have already been identified in Table 3-1). Excluding the two schools which serve the northern Chula Vista and National City area (Sweetwater High School and National City Junior High School), the net tax increment need is \$18,517,747.

The mitigation measure identified on pages 5.1.13-6 and 7 is acceptable, however, it should be understood that all impact to the Sweetwater Union High School District needs to be addressed in the negotiations between our two agencies. As identified above, that impact could be quantified to just under \$22 million.

Please direct the consultant preparing the Draft Environment Impact Report to revise it accordingly. I have also noted that the district's response to the Notice of Preparation was not included in the appendix. Please include these documents in the final Environment Impact Report. Mr. Lance Abbott has been provided copies of the missing documents.

If you have any questions or concerns, please feel free to contact either myself or Mr. Andrew Campbell at 691-5553.

Sincerely,



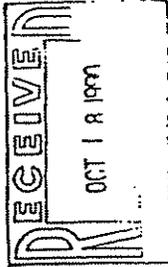
Thomas Silva
 Director of Planning

TS/sf

D-4

D-4 Response:

Comment has been noted and changes made to reflect that the negotiations process should address all impacts to school districts. It should be noted that both school districts have already reached agreements with the Redevelopment Agency for distribution of tax increment funds.



DEPARTMENTAL CORRESPONDENCE

DATE: October 18, 1990
TO: Maryann Miller, Planning
FROM: Capt. Hawkins, Police Department
SUBJECT: COMMENTS TO EIR
SOUTHWEST REDEVELOPMENT PLAN (EIR-90-08)

Please make following corrections to page 5.1.13-3:

1. "Staff of 232 employees"
2. "Including 150 sworn officers"
3. The City's Threshold/Standards Policy for police services to Priority I and II calls for service are:
Priority I: Respond to 84% of Priority I calls within seven minutes and maintain an average response time to all Priority I emergency calls of 4.5 minutes or less.
Priority II: Respond to 62% of Priority II calls within seven minutes and maintain an average response time to all Priority II calls of 7 minutes or less.

The above Thresholds should be added to page 5.1.20-1.

KH/ymk

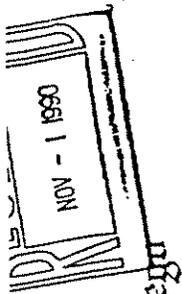
EIR9008

E-1 Response:

The errors on page 5.1.13-3 have been corrected and all figures provided in the Final EIR are correct. The errors do not alter the conclusions in the EIR.

E-2 Response:

The additional wording as related to the City's threshold/standards policy has been incorporated into the Final EIR.



County of San Diego

NORMAN W. HICKEY
CHIEF ADMINISTRATIVE OFFICER
(619) 831-8232
(Business Cases 730)

CHIEF ADMINISTRATIVE OFFICE

1800 PACIFIC HIGHWAY, SAN DIEGO, CALIFORNIA 92101-2472

October 30, 1990

Maryann C. Miller
Environmental Review Section
Planning Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 92010

RE: Comments Regarding Southwest Redevelopment Plan Environmental Impact Report (EIR-90-08)

Dear Ms. Miller:

Thank you for the opportunity to review the draft Environmental Impact Report (EIR) for the Southwest Redevelopment Plan. The Office of Special Projects has reviewed the draft EIR with respect to its discussion of blight and potential fiscal impacts, and has the following comments:

1. In addition to the list of services on page 5.1.13-8, the County provides the following direct regional services: Air Pollution Control, Assessor, Auditor and Controller, Coroner, Farm and Home Advisor, Recorder, Regional Parks and Treasurer-Tax Collector. Also, a number of County departments, including County Counsel, General Services, Human Resources, Information Services and Purchasing and Contracting, support departments that provide direct regional services.

2. The draft EIR states on page 5.1.13-9 that population growth "will cause an increase in demand for regional public services provided by San Diego County" but that since the Redevelopment Project Area "represents a relatively small portion of the service responsibility to the County and is responsible for a similarly small amount of earnings produced within the County boundaries... impacts on demands for County services will not be significant."

The County is facing severe fiscal constraints and presently lacks adequate funds to provide necessary regional and unincorporated area services. A major conclusion of the June 1987 study entitled Regional Environmental Responsibilities and Revenues, prepared by the San Diego Association of Governments, was that "the County's revenue base is less adequate than that of cities, making it relatively more difficult for the County to pay for local services in the unincorporated area while maintaining its regional services responsibilities."

F-1 Response:

The above additions have been incorporated into the Final EIR. The additions do not alter the conclusion in the EIR.

F-2 Response:

The EIR states on page 5.1.13-9, under Mitigation Measures, that "The Redevelopment process provides the opportunity for the County to negotiate the distribution of tax increment revenues". As such, losses due to the Redevelopment Project can be supplemented by the above mentioned negotiation process.

October 30, 1990
Maryann C. Miller
Page Two

In a report issued on January 10, 1990, the State Legislative Analyst found that "relative to other counties, San Diego County has less revenue remaining to address local needs after paying the costs of state-required programs....[San Diego County] has less fiscal capacity to deal with local service demands and changing state requirements than most other counties."

Regional services account for approximately 90 percent of the County's budget. The County's ability to provide these services, as well as local services in the unincorporated area, will be undermined unless the County is compensated for the loss of property tax revenues which will result from use of tax increment financing for redevelopment activities in the Project Area.

The draft EIR states on page 5.1.13-9: "The Redevelopment process provides the opportunity for the County to negotiate for the distribution of tax increment revenues." You may wish to note in the final EIR that negotiations were conducted and agreement reached on terms and conditions for a tax sharing agreement to mitigate adverse fiscal impacts of the Redevelopment Project on the County.

If you have any questions, please contact Carol Landsman at 531-5279.

Sincerely,


RICH ROBINSON, Director
Office of Special Projects

RR:CL:me

Attachment

cc: Robert Griego, Deputy Chief Administrative Officer
Lari Sheehan, Deputy Chief Administrative Officer
Rod Calvao, Auditor and Controller

EXTRACT FROM THE OCTOBER 17, 1990 MINUTES OF THE MONTGOMERY PLANNING COMMITTEE

All Committee Members Present.

3. ACTION ITEM EIR-90-08 - Southwest Redevelopment Project Area/Redevelopment Plan and owner participation agreement for 1,068 acre redevelopment area in southwestern part of the City.

Community Development Specialist Abbott noted that the Committee's comments on the EIR for the Project Area would be submitted to the Planning Committee. He indicated that the EIR does not change any of the land uses or zoning but adopts the approved Montgomery Specific Plan and existing City zoning in the area. As it is a planned level EIR not a specific project EIR, it is general in outlook. The impacts noted come from the efforts to speed up the time frame and it is hoped that they will be mitigated by the Projects List identified.

Mr. Abbott introduced Environmental Planner Mary Ann Miller, Environmental Review Coordinator for the project and Jim Ragsdale of Cotton Beland, Preparers of the EIR.

Environmental Planner Miller commented that the Redevelopment Project will be implementing land uses already approved in the Montgomery Specific Plan and the General Plan for which environmental studies have already been made. The EIR must consider unforeseen impacts from a cumulative stance. Specific environmental issues include air quality, water resources, traffic circulation and schools. With the exception of air quality there would be no significant environmental impacts with the implementation of the Southwest Redevelopment Project. Any specific development proposals that would come in that area would have an initial study and would return to the Montgomery Planning Committee for review.

Chairman Wheeland expressed concern over the increased volume of traffic on Main Street, the large trucks, and the dual left-turn lanes. Also over schools; about which the EIR indicates no great problem if the District continues building. She pointed out that EastLake High is 4 years behind already; that every school is over capacity and an impact definitely exists.

Page 3-4 - Project Description - Community Facilities and School Improvements. Committee Member Palmer said it was her understanding that no areas of National City were included in the Southwestern Redevelopment Plan. Mr. Abbot replied that anything concerning the properties north of the Sweetwater River and the

G-1 Response:

As outlined on page 5.1.12-6 in the EIR, implementation of the proposed Redevelopment project will fund circulation improvements in the project area. Main Street, between Interstate 805 and Interstate 5 is listed as one area to be improved.

Also, since the proposed Redevelopment project must be in conformance with the current General Plan, buildout levels of service will comply with the Circulation Element of the General Plan.

G-2 Response:

After the Draft EIR was circulated the Redevelopment Agency was determined that the northern portion of the study area, adjacent to the City of National City boundary line, would be eliminated from the study area and not included in the redevelopment project. As such, notes were added to all figures and tables within the Final EIR that refer to the northern parcels which state that the area has been eliminated from the study area. No other changes were made to the actual figures or tables themselves.

National City schools would be dropped from the EIR and the Projects list.

#3 - School Site Purchase. Ms. Palmer asked if the six schools had been delineated. Mr. Abbott replied that the School District had not so specified.

5.1.13-5 - Table 5-7 - Schools serving the Project Area. Member Palmer noted that Jaurez, Lincoln and Los Altos schools were all located on Otay Mesa and within the City of San Diego. While they serve Chula Vista Elementary School District, they do not serve the project area unless the students are bussed. Referencing the same chart, Chairman Wheeland stated that the projected enrollments thereon are incorrect for the secondary schools. It was suggested that the figures be rechecked now after enrollment has been finalized rather than utilizing the figures taken in June prior to full enrollment.

State Funding. Committee Member McFarlin remarked that lottery funds are not added to the School District as they are subvention funds. She asked what would happen in this situation? Mr. Abbott replied that when money is taken away for redevelopment purposes, the State increases its grant to the School District in an attempt to reattain revenue level.

Tax Collection Fees. - Member McFarlin said that the School Districts now have to reimburse the City for collecting taxes for the School District. She asked if that would have any effect. Mr. Abbott said he would need to look into that further before commenting.

Tax Incrementation. Committee Member Castro stated that tax incrementation is basically borrowing from Peter to pay Paul. The County will make up that deficit someday. He cited the County charges for processing of prisoners in Chula Vista and the increase in fees for land fill use as two examples. He emphasized that "it should be made clear to everyone that there will not be a pot of money but there will be a double taxation somewhere in the process." He asked if the County would eventually reduce the fees they will raise because of incremental loss when they start getting a return on their monies.

Blighted Area. Member Castro objected to the use of the word "blighted" pointing out that prior to annexation, Montgomery employed a higher sales tax per capita increment than Chula Vista and was second only to La Mesa. He considered that the aesthetics needed improvement but this could be accomplished through design review and good use of the procedures already in place. Mr. Abbott agreed that Montgomery was one of the more vital areas in the City but pointed out that the Law requires the word "blighted".

G-3 Response:

Ms. Kate Shurson of the Chula Vista School District has indicated that no sites have as yet been chosen, but that several options including the expansion of existing schools as well as the purchase and construction of new schools were being studied.

G-4 Response:

The referenced schools in the comment do serve the school district, but as either over-flow schools or Magnate Program schools. As such, students have a choice as to whether or not they wish to attend these schools.

G-5 Response:

The figures shown in Table 5-7 were provided by the Sweetwater School District prior to the release of the latest CBEDS enrollment figures. New figures have been provided by the school district and have been incorporated into the Final EIR. The change in enrollment figures does not change the conclusions in the EIR.

G-6 Response:

The State will increase funding to school districts that receive reduced revenue as a result of redevelopment.

G-7 Response:

The County of San Diego is the taxing entity which will collect monies that will go to the respective school districts. As such, the school districts will reimburse the County, not the City of Chula Vista.

G-8 Response:

Negotiations have been conducted and reached between the Redevelopment Agency and San Diego County as the terms and conditions for a tax sharing agreement to mitigate adverse fiscal impacts of the Redevelopment Project on the County.

G-9 Response:

The Redevelopment Plan was prepared pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000, et seq.), the California Constitution, and all applicable laws and ordinances. Redevelopment law requires a "finding of blight" in order for an area to be designated for "redevelopment". As such, the term "blighted" referenced to in the comment is required wording.

G-10 Response:

The Redevelopment Plan states on page 5, Section B 1, regarding the . sition of real property, that:

The Agency may require real property by any means authorized by law, including by gift, grant, exchange, purchase, cooperative negotiations, lease or any other means authorized by law including eminent domain. However, for the duration of the Redevelopment Plan, the Agency shall not exercise the power of eminent domain to acquire any residential dwelling units, except with the consent of the owner, that are then being used for residential purposes, within land use designations or zoning classification areas designated for such residential purposes under the adopted Specific and General Plans of the City of Chula Vista, or as these documents may hereafter be amended by the City of Chula Vista.

The Agency shall not acquire real property on which an existing building is to be continued on its present site and in its present form and use without the consent of the owner, unless: (1) such building requires structural alteration, improvement, modernization, or rehabilitation; or (2) the site or lot on which the building is situated requires modification in size, shape, or use; or (3) it is necessary to impose upon such property any of the standard restrictions and controls of the Plan and the owner fails or refuses to participate in the Plan by executing a participation agreement.

G-11 Response:

Fire protection for the project area is in compliance with adopted City policies including the Safety Element of the General Plan and the City's Threshold/Standards Policy. An outside consultant or fire engineer is not required for the analysis of the project's compliance with the above mentioned standards.

G-12 Response:

Fire standards within the City of Chula Vista must be in compliance with the Uniform Fire Code of California, which has been adopted by reference by the City of Chula Vista Fire Department. The Uniform Fire Code addresses buildings for commercial or industrial use, including those under 10,000 square feet in size.

G-13 Response:

If it is determined that additional traffic lights are required for a particular intersection, these will be provided as part of the redevelopment project. Funds have been included for such improvements.

G-14 Response:

Air quality has been determined to be an unmitigated significant impact. The San Diego area is a non-attainment area with respect to ozone. The proposed redevelopment project is projected to increase air pollution by the percentages shown on table 5-4 in the EIR. While the direct health effects of increased air pollution due to ozone, nitrogen oxides, carbon monoxide have been identified by medical studies, efforts to reduce these harmful effects can only be achieved through Local and Regional Pollution Control Programs. The mitigation measures identified in the EIR can help by reducing the harmful effects of the decrease in air quality due to the redevelopment project. Compliance by the agency with the changes to air quality regulations that are being proposed for enforcement by the Air Pollution Control District can also help to alleviate the air quality impacts of the proposed redevelopment project.

NPC Minutes 4 October 17, 1990

Eminent Domain. In reply to questions about eminent domain, Community Development Specialist Abbott pointed out that Council has directed that all residential, conforming uses will be exempt. Non-conforming residential uses however are subject to eminent domain as well as commercial and industrial uses. The Owner Participation Guidelines are designed to give land owners the first opportunity to participate in whatever the redevelopment is. Areas such as the Special Study Area on Oxford and Naples, East Fairfield Area on the east side of I-5, west of Industrial Boulevard, Woodlawn Park and Broderick Otay Acres would generally be exempt from eminent domain. However, there are areas all over main street where juxtapositioning of residential, commercial and industrial uses exist. These areas would benefit from the use of eminent domain. Committee Member Creveling specified that the use of eminent domain is a necessity because without it the Redevelopment Agency's hands are tied.

G-10

5.1.13-1 - Public Services. Committee Member Creveling expressed his concern about the way fire protection was addressed. He noted that the only the insurance industry people have a really good grasp of fire protection. He emphasized that a fire engineer, an outside consultant, is almost a must. He pointed out that although the "average response time is 4.4 minutes" if it is EMS, 4 minutes without oxygen leaves a vegetable.

G-11

Mr. Creveling said he was pleased to note that in discussing water mains, the word "adequate" was used instead of water pressure; now the word "reliability" needs to be addressed. He noted that sprinkler systems cut down the fire flow, however, the City Code does not address any building under 10,000 square feet. Member Creveling said that "90% of the losses are on 10% of the fires" and the EIR should be talking percentage "in the number of dollars not the number of fires." Mr. Abbott indicated that on the Projects List some money is available for water improvement and for City center and dispatching services. That money can be spent on things outside the project area as long as those things benefit the project area.

G-12

3.3-2, #2 - Otay Valley Road and 805 Improvements. Chairman Wheeland asked about stop lights. She was answered that the figures were taken from the City's 5-Year CIP plan and included traffic lights.

Bridges and Intersections. In reply to the Chairman's query, City Traffic Engineer Rosenberg said that construction would probably be a City project unless CalTrans finds it necessary to provide improvements at the interchange to support problems they might have on the main line.

5.1.2-4, Table 5-4 - Emissions. Chairman Wheeland asked if the "72% increase in carbon monoxide emissions" was considered normal or harmful? Mr. Ragsdale, Cotton-Beland, replied that based on

G-14

their analysis the increase of 3.7 million square feet is not out of line. Air quality is a significant impact of this project. It is a regional concern and cannot be mitigated through this project. Committee Member Creveling stated that it was difficult to judge by the figures used as there were no comparative standards. Mr. Abbott said some additional analysis could be included in the document. Committee Member Palmer said that 100% of the severely-handicapped children in her class encounter significant respiratory problems on marginal smog days and an increase might be life-threatening.

5.1.2-6 - RikeyRays. Chairman Wheeland expressed approval of this section.

5.1.3-5 - Drainage Improvements on #1. The Chair asked if this would not have to be one of the first priorities because of the drainage problems in the area. The answer was affirmative.

5.1.5-5 - Noise Pollution from Added Redevelopment. In response to a query, Mr. Ragsdale referenced the list of mitigation measures indicated for noise including design techniques and studies. Environmental Planner Miller added that the conformance of specific projects to the City Noise Ordinance standards would be required.

Main Street/I-805 to Otay Valley Road. Chairman Wheeland asked about the possibility of a "bottleneck" when the area to the east is improved to six lanes. City Traffic Engineer Rosenberg said that the improvements programmed for the developments as they occur should provide a comfortable level of service. Studies underway might require redesign of the interchange at I-805 and Otay Valley Road. Mr. Abbott noted that the Projects List includes money for the widening and improvement of Main Street and that it is possible that some money might be spent to improve the intersection.

5.1.15-1 - Water. The Chair drew attention to the fact that part of Montgomery Area falls under the CalAm Water District.

Recycling Programs. Chairman Wheeland asked if anything stronger had been discussed to "encourage" businesses to participate in the recycling programs. Mr. Abbot replied that the City was working on a program, however, if the Committee should recommend recycling efforts in the Area and the Project Area Committee agree, there might be a use for redevelopment funds.

5.1.18-3 - Regional Park. Community Development Specialist assured The Chair that the regional park was included on the Projects List.

5.1.20-1, #2 - Fire Emergency Medical Servicing. The question was asked if there would not be a potential for larger fires since the area would be redeveloped with more industrial uses

G-15 Response:

Per the traffic analysis, all segments of the project roadway and necessary improvements as a result of the project are in compliance with City standard as set forth in the Circulation Element of the General Plan as well as the City's Threshold/Standards Policy.

G-16 Response:

A portion of the study area in the location of Palm Avenue and Date Street south of Main Street, and north of Main Street between Walnut Drive and Palm Road is provided water service by the Cal-America Water District. However, this area is still within the ownership of the Otay Water District. Under this agreement, the Otay Water District retains ownership of the area but the Cal-America Water District is responsible for supplying water to the area as well as all infrastructure upgrades and maintenance.

G-17 Response:

At this time no determination has been made as to the types of recycling programs that might be used in the project area. However, as stated in the comment, if a recycling program was recommended and approved by the Project Area Committee, the possibility exists of the redevelopment funds being used for the implementation of the program.

G-18 Response:

All development within the project area, including industrial uses, will be required to comply with all safety standards as described in the Safety Element of General Plan, fire standards as described in the Uniform Fire Code as adopted by the City of Chula Vista, and the City's Threshold/Standard Policy related to fire safety and response times.

Mr. Abbott replied that the impact analyzed by the EIR is only that of the Redevelopment Area which would not change the amount of industrial area. Member Creveling indicated that commercial and industrial uses will have sprinkler systems, will require no additional fire stations and will probably get good insurance rates. The trouble occurs in buildings with only 2,000 square feet.

MSC (Palmer/McFarlin) 6-0-1 with Castro abstaining, to submit the EIR for approval with the comments and critique of the Montgomery Planning Committee.

MINUTES OF A SCHEDULED REGULAR MEETING

Resource Conservation Commission
Chula Vista, California

6:00 p.m. Conference Room 1
Monday, October 22, 1990 Public Services Building

CALL MEETING TO ORDER/ROLL CALL: Meeting was called to order at 6:05 p.m. by Chairman Fox. City Staff Environmental Review Coordinator Doug Reid called roll. Present: Commissioners Ray, Johnson, Hall, and Ghougassian. Absent: Stevens.

APPROVAL OF MINUTES: It was MSUP (Ray/Hall) to approve the minutes of September 10th and September 24th, 1990.

NEW BUSINESS:

A. Southwest Development EIR-90-08 was discussed last week with a workshop. Maryann Miller from staff and Lance Adams, Community Development Project answered questions from the board.

Commissioner Hall posed comments on the EIR. Pollution: It was suggested that the City pressure Mexico to have pollution control restrictions on their vehicles. Noise mitigation: Insulate both old and new buildings to cut down on outside noise into buildings. Restrict noise from the development area to early evening hours. Sewer: Problem with capacity. Risks of upset: This section looks at hazardous materials, existing and proposed land uses for chemicals, gas station leaks, pool supplies, etc.

Commission Fox commented that this is the worst traffic congestion with this development (LOS F). Improvements should be made prior to development with at least two hours-plus at LOS D. Moratorium will be called if it's worse from surrounding area. He cannot approve EIR due to LOS F unmitigability.

It was moved and seconded (Ray/Ghougassian) to recommend approval due to the EIR meeting CEQA requirements, but to make further recommendations; motion passed 4-1, Fox opposed.

It was MSUP (Fox/Ray) to institute a moratorium at Hilltop and Naples and surrounding area when level of service reaches D for over two hours, and for the Growth Management Oversight Committee to set limits.

It was MSUP (Hall/Fox) for the City to enforce policies in guidelines in effect today of noise levels in residential areas that have less than a significant impact.

It was moved and seconded (Ray/Hall) for Planning Commission and City Council to be fully aware of a cumulative impact of any project within the City; motion passed 4-1, Ghougassian opposed.

B. Draft EIR on APTEC handed out by staff to commissioners; no discussion.

H-1 Response:

Pollution - The EIR addresses impacts from the proposed project within the project area and affected areas adjacent to the project area. It is not the responsibility of this EIR, however, to address the impacts that another country may have on the redevelopment area.

Noise - The EIR outlines in the mitigation section (pg. 5.1.5-5) measures that will reduce noise impacts to levels below significant, including policies set forth in the City's Noise Ordinance.

Sewer - As development begins within the project area, individual project's impacts on the sewer system will be assessed by the City and recommendations will be made at that time. This may include infrastructure upgrades in the existing sewer system to provide adequate sewer service to the project.

H-2 Response:

The traffic analysis concluded (pg. 5.1.12-10) that the land use proposed for the project area does not impact traffic to an extent greater than that of the adopted General Plan. The redevelopment plan lists improvements that will lessen impacts and improve the existing roadway system so that buildout conditions can be accommodated, as outlined in the Circulation Element of the General Plan.

C. It was moved and seconded (Chougassian/Fox) to recommend acceptance of the residential curbside recycling project, and for future contracts to tie in with the negotiations with Laidlaw to the City through end of current contract so they don't arbitrarily raise rates. After much discussion, Chougassian retracted his motion until the City hears from the other two refuse companies. It was decided to continue this item until the bidding is closed.

It was MSUP (Ghougassian/Ray) that the recycling contract not to be decided upon until the two other bids are reviewed and should City Council accept, the recycling and refuse collection should be under one contract after the initial contract of one year.

Commissioner Johnson left the meeting at 7:50 P.M.

It was agreed by the remaining commissioners to revise the order of the agenda of to items D, E, H, F, C and G.

D. It was MSUP (Hall/Ray) to accept the policy by staff to decide how to designate historical trees.

Z. It was MSUP (Hall/Ray) to recommend approval of the review of Proposed Ordinance regarding Commission Communications with the City Council.

F. It was MSUP (Fox/Hall) to recommend to City Council that the seat of Jim Stevens on the Resource Conservation Commission be declared vacant due to excessive unexcused absences.

G. It was agreed to handle item F on the agenda regarding the "Environmental Agenda for the 90's" at this point.

It was MSUP (Ray/Hall) to refer to City Council all items which previously had action taken by RCC.

It was MSUP (Ray/Ghougassian) to move to continue items #2 and 25 to the next meeting. Item #6 was waiting for City Attorney opinion, with the wording acceptable on the first part, and a request that it be a policy on the general plan.

It was moved and seconded (Hall/Ghougassian) that #6 be changed to "The City should encourage new employment centers to be situated within convenient walking distance of public transit services where feasible, and likewise, have provisions for partnerships between developers and the city for the provision of such services." (Motion passed 3-1)

After much discussion, it was MSUP (Hall/Ghougassian) to eliminate #6 of the Environmental Agenda completely.

H. The agenda item regarding recommendations to City Council regarding Community Planning Committee was continued to next meeting.

I. Items for the Planning Commission Agenda for the meeting of October 24, 1990 were reviewed. On the item regarding Conditional Use Permit, it was moved by Commissioner Ray that CUP's be limited in time for review. Motion failed due to lack of second. Staff recommendation is approval of the remaining items; no action by Commission.



November 5, 1990

Ms. Maryann C. Miller
Chula Vista Planning Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 92010

RE: DRAFT ENVIRONMENTAL IMPACT REPORT SCH#90010620
CASE NO. 90-08

Dear Ms. Miller:

Pacific Scene, as the purchaser of approximately 12 acres on the south side of Palomar, east of the Trolley Station and west of Broadway, has had the opportunity to review the Draft EIR and has the following comments as they relate to the General Plan Amendment, zone change, and Agreement for the 12 acre site. Our comments are as follows:

1. P. 2-9 - Land Use/General Plan/Zoning speaks to reduction of 323,000 square feet of commercial square footage and increase in industrial land use by 3.75 million square feet.

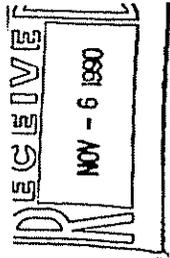
Comment: These square footages may not reflect the General Plan Amendment and rezone for development of a commercial retail center on the 12 acre site.

2. Table 5.5, p. 5.1.7-4 may not reflect the change of land use designation for the 12 acre site.

3. P. 5.1.7-8, second paragraph states "Industrial Uses" are also located along the Bayfront and mainly along "C" Street and Palomar Street.

Comment: There appears to very little industrial use along Palomar. The majority of uses along Palomar are commercial.

4. Same Paragraph - "Commercial uses are concentrated along Broadway, Third Street and at the intersection of Palomar Street, Broadway and Orange Avenue. Commercial users are also designated for Main Street at the Beyer Boulevard intersection."



I-1 Response:

The property in question has been redesignated and rezoned from industrial to commercial land use. The figures listed on page 2-9 of the Draft EIR do not reflect the GPA or rezone referred to in the comment because the land area in question (12 acres) represent only one percent of the total acreage within the project area. The change from industrial land use to commercial land use on 12 acres of land does not affect any of the conclusion within the document.

I-2 Response:

As stated above, the EIR does not reflect the referred to changes in zoning or the GPA. However, this does not alter any of the EIR's conclusions.

I-3 Response:

The comment has been noted and the text changed on page 5.1.7-8 in the Final EIR changed. This change does not alter any conclusions in the document.

I-4 Response:

The sentence refers to "concentrations" of commercial uses, not isolated pockets. The only other area along Palomar Street designated for commercial use is just west of I-5, and is relatively small.

Ms. Maryann C. Miller
November 5, 1990
Page Two

Comment: We believe that the first sentence should be rewritten to state that commercial uses are also concentrated at Palomar Street instead of solely at the intersection of Broadway, Palomar and Orange. The second sentence should reflect that commercial uses are designated for Palomar Street.

5. Figure 5-8A, P. 5.1.7-9 indicates that the General Plan for the subject property is industrial.

Comment: This is no longer true and this property should be redesignated commercial for the purpose of Figure 5-8A.

6. P. 5.1.7-8, Paragraph 4.

Comment: Changes to Table 5.5 due to the rezone and GPA for the 12 acres may require adjustment of the percentages indicated and project increase in industrial uses.

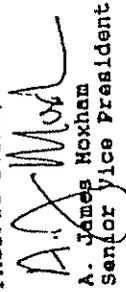
7. Table 7-1, Cumulative Projects List, pp. 7.2-7.5.

Comment: Should the vested rights granted to develop the 12 acre site as a commercial center be indicated on the table?

We hope that our comments are beneficial and that the EIR is adopted in a timely manner. If you have any questions, please feel free to call.

Most Sincerely,

PACIFIC SCENE, INC.


A. James Hoxham
Senior Vice President

AJM:jan

I-5 Response:

The comment is noted, but maps within the EIR have not been modified to identify this change because the change does not alter the EIR's conclusions.

I-6 Response:

The comment has been reviewed and noted. However, the redesignation of 12 acres within a 1,040 + acre site does not alter the conclusions of the document.

I-7 Response:

The comment has been reviewed and noted, and the rights of the Pacific Scene Company to develop the area are understood. However, the omission of The Palomar Trolley Center on the cumulative projects list will not alter any conclusions within the EIR.

October 30, 1990
File # YE-047

TO: MaryAnn Miller, Environmental Review Coordinator
FROM: Clifford L. Swanson, Deputy Public Works Director
City Engineer
SUBJECT: Second Engineering Review of EIR-90-08, Chula Vista
Southwest Redevelopment Plan

The Engineering Division has completed the second review of the subject Draft Environmental Impact Report and hereby submits the following comments:

- J-1. 1. Some of the numbers shown in table 5-12 on page 5.1.15-9 are inaccurate. Waste generation numbers from commercial uses were not included in the overall total for all uses.
- J-2. 2. The EIR should be revised to exclude the two most northerly parcels from the Redevelopment Project Area.
- J-3. 3. Page 3.5: The total projected cost for Community Facilities/School Improvements should be shown.
- J-4. 4. Page 3-6: The total projected cost for Community Development Programs should be shown.
- J-5. 5. Page 5.1.15-1, third paragraph: It should be noted that water is also supplied by California-American Water Company. This should also be reflected in Figure 5-12-A.
- J-6. 6. Page 5.1.15-6, third paragraph of Wastewater section: the second line should be corrected to read "...the Main Street/Date-Faivre trunk sewers...".
7. The traffic section has reviewed the subject document and forwards no comments.

SMN:rb

(SMN1\EIR90-08.DOC)

J-1 Response:

The comment has been noted and appropriate changes to Figure 5-12 on page 5.1.15-9 the document have been made.

J-2 Response:

The comment has been noted and all figures and tables in the Final EIR will show a note that states that the two northern parcels have been excluded from the study area.

J-3 Response:

A revised projects list was provided which shows all total projected cost for each area of development. This new list beginning on page 3-2 has been incorporated into the Final EIR.

J-4 Response:

See J-3 above.

J-5 Response:

See Response G-16.

J-6 Response:

The comment has been noted and the appropriate changes in the Final EIR have been made on page 5.1.15-6.

Appendices



Appendix A



Notice of Preparation



To: _____
(Agency)

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:	Consulting Firm (If applicable):
Agency Name <u>The Chula Vista Redevelopment Agency</u>	Firm Name <u>Cotton/Beland/Associates, Inc.</u>
Street Address <u>276 Fourth Avenue</u>	Street Address <u>619 S. Vulcan Ave., Suite 205</u>
City/State/Zip <u>Chula Vista CA 92010</u>	City/State/Zip <u>Encinitas CA 92024</u>
Contact <u>Maryann Miller</u>	Contact <u>James A. Ragsdale</u>

The Chula Vista Redevelopment Agency will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

Please send your response to Maryann Miller at the address shown above. We will need the name for a contact person in your agency.

Project Title: Chula Vista Southwest Redevelopment Project

Project Location: Chula Vista San Diego
City (nearest) County

Project Description: (brief)

The project involves redevelopment of a 1,093-acre area of the southwestern portion of the City of Chula Vista. Redevelopment will serve to eliminate blight and incompatible land uses within the project area, while providing infrastructure improvements.

Date June 8, 1990 Signature Maryann C. Miller
 Title Environmental Review Coord.
 Telephone (619) 691-5104

CHULA VISTA SOUTHWEST REDEVELOPMENT PROJECT

PROJECT DESCRIPTION

Environmental Setting

The project is located within the southwestern portion of the City of Chula Vista, which lies along the low, relatively level surface east of south San Diego Bay. Neighboring cities and communities include National City to the north, and San Ysidro and the International Border area to the south. Unincorporated land lies to the east, and San Diego Bay is to the west. The Otay River drains the project area, and is located along the southern City boundary, coinciding with the southern boundary of the Project Area.

Local topography is characterized by a series of stream-dissected marine terraces. Elevations of the project area range from near sea level at the western edge to approximately 100 feet inland. Drainage flows to the Otay River, which emanates from Otay Reservoir to the east. Land within the Project Area is mostly urbanized, including single and multi-family dwellings, commercial, office, and industrial uses.

The Project Location

The Southwest Redevelopment Project is the proposed redevelopment of a 1,093 acre area within the City of Chula Vista. Chula Vista is located approximately seven miles south of San Diego and one mile east of the southernmost part of San Diego Bay (see Figure 1). As shown in Figure 2, the Project Area includes: the mercantile and office commercial, heavy commercial, research and limited industrial zoned properties adjacent to Broadway from James Street to Naples Street; the commercial and industrial zoned property bounded by L Street, the railroad right-of way, Moss Street, and Broadway (Harborside 'A'); the property bounded by Palomar Street on the south, Bay Boulevard on the east, the City limits on the west, and the extension of L Street on the north; the property bounded by I-5 on the east and south and the City limits on the west (West Fairfield); the railroad right-of-way from L Street to the southern City limits; the property north of Ada Street, west of the railroad right-of-way, east of the I-5 freeway, and south of the SDG&E right-of-way; the property adjacent to and north of Anita Street between I-5 and the railroad right-of-way; the property south of and adjacent to Palomar Street between Broadway and the railroad right-of-way; the parcels adjacent to the Palomar and Orange intersection; all the property bounded by the City limits on the south, the railroad right-of-way on the west, Main Street on the north, and Rios Avenue on the east; the residential neighborhood of Woodlawn Park; most of the parcels north of and adjacent to Main Street from the railroad right-of-way on the west and Hilltop Drive on the east; and the commercial and industrial

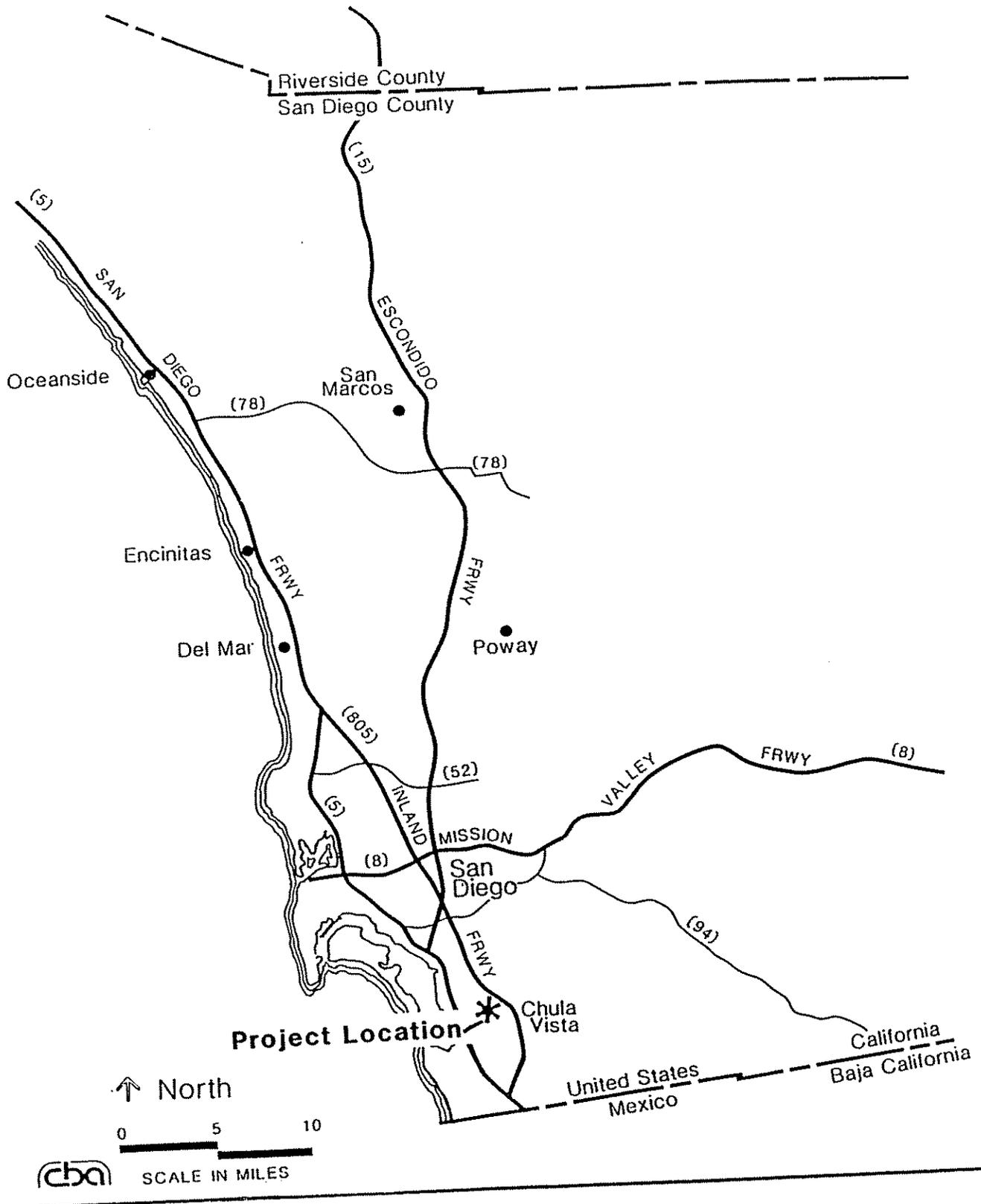


Figure 1
Regional Vicinity

zoned property along both sides of Third Avenue from Naples Street south to Main Street.

Two non-contiguous areas are within the proposed Project Area boundaries and include: the property to the south of the City limits, north of State Highway 54, between National City Boulevard and 5th Avenue; and the parcels bounded by Highway 54 on the south, Highland Avenue on the west, the City limits on the north, and Edgemere Avenue on the west.

Project Characteristics

The Redevelopment Project Area boundaries were selected, and the Preliminary Plan approved by the Planning Commission on May 23, 1990.

This redevelopment project will serve to alleviate conditions of blight that the private sector cannot resolve without assistance. Blighting conditions existing within the Project Area include subdivision of lots into parcels that are inadequate for proper private sector development and redevelopment, land use incompatible throughout the Project Area, and inadequate public improvements and facilities.

General objectives that are set forth to guide implementation activities include:

- 1) increasing open space and protecting environmentally sensitive areas;
- 2) rehabilitating physically obsolete, dilapidated or substandard structures;
- 3) rehabilitating existing buildings;
- 4) constructing, reconstructing, redesigning, or reusing streets, utilities, curbs, gutters, sidewalks and other associated public improvements;
- 5) improving circulation and drainage systems;
- 6) constructing and/or reconstructing off-street parking facilities;
- 7) improving and providing additional recreation facilities;
- 8) reducing the cost of providing City services, and
- 9) improving the overall appearance of the area.

A more detailed listing of specific redevelopment projects will be included as part of the Southwest Redevelopment Project Plan.

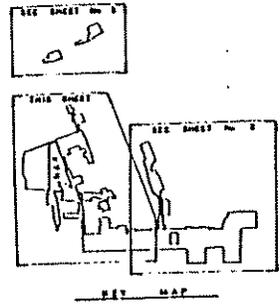
The Chula Vista Redevelopment Agency is the lead agency designated to prepare the redevelopment plan, a relocation plan, an owner/tenant participation plan, an environmental impact report on the redevelopment plan, and other documents that demonstrate the need for redevelopment and the financial feasibility of implementing a redevelopment program.



FIGURE 2
The Redevelopment
Project Area

CITY OF CHULA VISTA REDEVELOPMENT AGENCY
 SOUTHWEST REDEVELOPMENT
 PROJECT AREA

CONSULTANTS:
 ROSENOW SPEVACK GROUP
 STEVENSON, PORTER & PIERCE
 Sheet 1 of 3



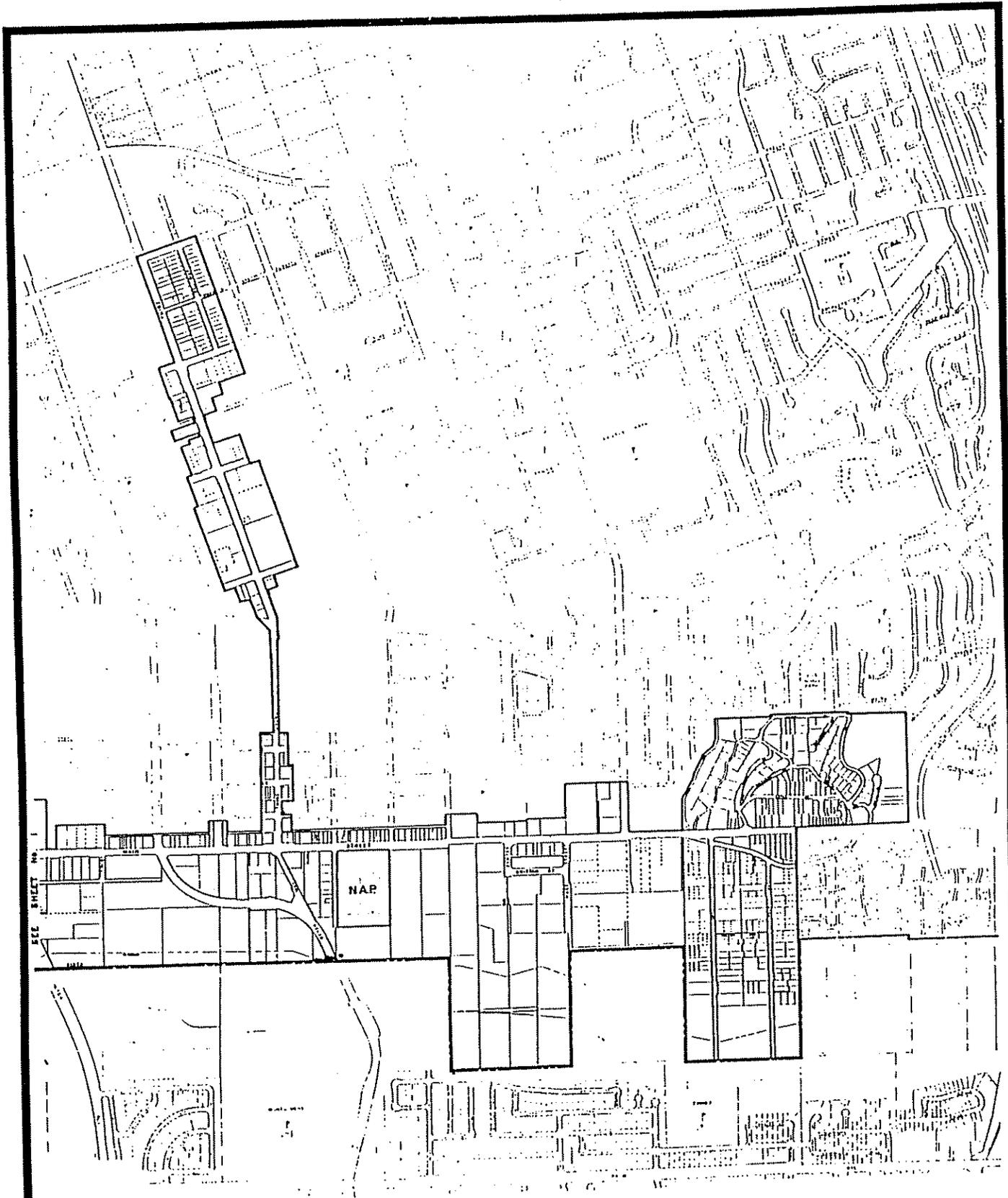


FIGURE 2
The Redevelopment
Project Area

CITY OF CHULA VISTA REDEVELOPMENT AGENCY
 SOUTHWEST REDEVELOPMENT
 PROJECT AREA

CONSULTANTS:
 ROSENOW SPEVACK GROUP
 STEVENSON, PORTER & PIERCE

Sheet 2 of 3

LEGEND:
 ——— PROJECT AREA BOUNDARY
 - - - - - CITY BOUNDARY



FIGURE 2
The Redevelopment
Project Area

LEGEND:
 ——— PROJECT AREA BOUNDARY
 - - - - - CITY BOUNDARY

CITY OF CHULA VISTA REDEVELOPMENT AGENCY
 SOUTHWEST REDEVELOPMENT
 PROJECT AREA

CONSULTANTS:
 MUSENOW SPEVACK GROUP
 STEVENSON, PORTER & PIERCE
 Sheet 3 of 3

Plan implementation will be subject to future review and approval by the City Council, Redevelopment Agency, Planning Commission, the Montgomery Planning Committee and other appropriate bodies after input from affected residents and other interested parties.

EVALUATION OF POTENTIAL ENVIRONMENTAL IMPACTS

CASE NO. 90-08(EIR)

Analysis (Provide in Section J an explanation of mitigation proposed for all significant or potentially significant impacts.)

YES POTENTIAL NO

YES POTENTIAL NO

1. Geology

a. Is the project site subject to any substantial hazards, such as earthquakes, landsliding, or liquefaction?

b. Could the project result in:

Significant unstable earth conditions or changes in geological substructure?

A significant modification of any unique geological features?

Exposure of people or property to significant geologic hazards?

2. Soils

a. Does the project site contain any soils which are expansive, alluvial or highly erodible?

b. Could the project result in:

A significant increase in wind or water erosion of soils, either on or off-site?

A significant amount of siltation?

3. Ground Water

a. Is the project site over or near any accessible ground water resources?

b. Could the project result in:

A significant change in quantity or quality of ground water?

A significant alteration of direction or rate of flow of ground water?

Any other significant affect on ground water?

4. Drainage

a. Is the project site subject to inundation?

b. Could the project result in:

A significant change in absorption rates, drainage patterns or the rate of amount of surface runoff?

Any increase in runoff beyond the capacity of any natural water-way or man-made facility either on-site or downstream?

Alterations to the course or flow of flood waters?

Change in amount of surface water in any water body?

Exposure of people or property to water related hazards such as, flooding or tidal waves?

5. Resources

Could the project result in:

Limiting access to any significant mineral resources which can be economically extracted?

The significant reduction of currently or potentially productive agricultural lands?

6. Land Form

Could the project result in a substantial change in topography or ground surface relief features?

10. Biology

a. Could the project directly or indirectly affect a rare, endangered or endemic species of animal, plant or other wildlife; the habitat of such species; or cause interference with the movement of any resident or migratory wildlife?

b. Will the project introduce domestic or other animals into an area which could affect a rare, endangered or endemic species?

11. Cultural Resources

a. Will the proposal result in the alteration of or the destruction of a prehistoric, historic, archaeological or paleontological resource?

b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historical building, structure, or object?

c. Does the proposal have the potential to cause a physical change which would affect unique ethnic or cultural values?

d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

12. Land Use

a. Is the project clearly inconsistent with the following elements of the General Plan?

Land Use	<input checked="" type="radio"/>
Circulation	<input checked="" type="radio"/>
Scenic Highways	<input checked="" type="radio"/>
Conservation	<input checked="" type="radio"/>
Housing	<input checked="" type="radio"/>
Noise	<input checked="" type="radio"/>
Park and Recreation	<input checked="" type="radio"/>
Open Space	<input checked="" type="radio"/>
Safety	<input checked="" type="radio"/>
Seismic Safety	<input checked="" type="radio"/>
Public Facilities	<input checked="" type="radio"/>

7. Air Quality

a. Is the project subject to an air quality impact from a nearby stationary or mobile source?

b. Could the project result in:

- A significant emission of odors, fumes, or smoke?
- Emissions which could degrade the ambient air quality?
- Exacerbation or a violation of any National or State ambient air quality standard?
- Interference with the maintenance of standard air quality?
- The substantial alteration of air movement, moisture or temperature, or any significant change in climate either locally or regionally?
- A violation of the revised regional air quality strategies (RAQS)?

8. Water Quality

Could the project result in a detrimental effect on bay water quality, lake water quality or public water supplies?

9. Noise

a. Is the project site subject to any unacceptable noise impacts from nearby mobile or stationary sources?

b. Could the project directly or indirectly result in a significant increase in ambient noise levels?

J. PROJECT REVISIONS OR MITIGATION MEASURES

The following project revisions or mitigation measures have been incorporated into the project and will be implemented during the design, construction or operation of the project:

Mitigation measures will be described in the Environmental Impact Report to be prepared for this project.

YES POTENTIAL NO

Risk of Upset

Will proposals involve:

- a. A risk of an explosion or the release of any hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset condition? YES NO
- b. Possible interference with an emergency plan or an emergency evacuation plan? YES NO

2. Growth Inducement

Could the service requirements of the project result in secondary projects that would have a growth inducing influence and could have a cumulative effect of a significant level? YES NO

3. Mandatory Findings of Significance

- a. Does the project have a potential to degrade the quality of the environment, or curtail the diversity of the environment? YES NO
- b. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals? (A short term impact on the environment is one which occurs in the relatively brief, definitive period of time, while long-term impacts will endure well into the future.) YES NO
- c. Does the project have impacts which are individually limited, but cumulatively considerable? (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.) YES NO
- d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? YES NO

Project Proponent _____

Date _____

K. DETERMINATION

On the basis of this initial study:

It is recommended that the decision making authority find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** is hereby forwarded to the decision making authority for consideration and adoption.

It is recommended that the decision making authority find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the **MITIGATION MEASURES** described above have been **ADDED** to the project and a **MITIGATED NEGATIVE DECLARATION** is hereby forwarded to the decision making authority for consideration and adoption.

It is found that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required to evaluate the issues identified in this Initial Study.

It is found that further information will be necessary to determine any environmental significance resulting from the project and the technical information listed below is required prior to any determination.

Maryann C. Miller
Environmental Review Coordinator

June 8, 1990
Date

WPC 0169P

**CHULA VISTA SOUTHWEST
REDEVELOPMENT PROJECT**

City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 92010

I.S.# 90-08(EIR)

Supplemental Comments to The Environmental Analysis Checklist

1. Geology

The project site is located within a seismically active area, and is subject to hazards associated with groundshaking from earthquakes. Grading or earthwork to accommodate development may cause instability of earth conditions, and modification of underlying geology which could place people at risk to hazard.

2. Soils

A large area of Chula Vista is underlain by Diablo soils, which contain significant amounts of shrink/swell clay, which may cause problems with foundation construction. Also, removal of native vegetative cover in undeveloped areas will create conditions for increased soil erosion and downstream siltation.

3. Ground Water

The Otay River aquifer lies to the south of the Project Area, and may be affected by land use changes resulting from redevelopment. Ground water quality may decrease due to larger urban contributions, and increased impervious surface cover will decrease infiltration and ground water quantity. This latter effect may alter direction and rate of ground water flow.

4. Drainage

The project site is relatively low-lying and could be inundated by seiches in San Diego Bay, or flooding on the Otay River. Greater impervious surface cover will decrease infiltration and lead to increased quantities and velocities of surface runoff. The effect on the capacity of the Otay River to contain these flows is undetermined. San Diego Bay may receive greater runoff amounts during storms, and the close proximity of the project area to the Bay places people at risk to hazards associated with flooding and tidal seiches.

5. Resources

The Project Area is primarily urbanized, however, mineral resources exist along the Otay River (sand and gravel operations) and along San Diego Bay (salt extraction). Potentially productive agricultural lands presently exist along the south side of Palomar Street, between Industrial Boulevard and Broadway.

6. Land Form

Surface grading associated with the project may alter existing topography within the Project Area.

7. Air Quality

The project is seven miles south from downtown San Diego, and within an urbanized area which generates air pollution. Urbanization resulting from redevelopment will contribute air pollution in a non-attainment basin. This condition may be inconsistent with regional air quality strategies.

8. Water Quality

The project will result in increased urban runoff to the Otay River and San Diego Bay. Bay water quality will be diminished by this contribution.

9. Noise

Increased intensity of land use from redevelopment will generate greater noise levels than presently exist within the Project Area. Short-term construction noise will be generated during building of specific projects.

10. Biology

Although most of the Project Area is already urbanized, the potential for direct or indirect adverse effects to impact sensitive biological species still remains. Species consist mainly of riparian habitat within the drainage course of the Otay River, however other species may exist within undeveloped parts of the Project Area. There may also be an introduction of non-native species to the area as the result of this project.

11. Cultural Resources

Most of the Project Area is urbanized with low to moderate resource potential. Prehistoric, archaeological or paleontological resources may exist within the area and could be impacted.

Historic structures representing cultural value may also exist within the Project Area, and thus constitute resources that may be adversely affected by the project. Churches are permitted uses in the Project Area and existing religious or sacred uses would not be restricted.

12. Land Use

Land uses created by the Redevelopment Project will be consistent with the General Plan. Effects of redevelopment that may not be consistent with goals of the General Plan include: production of noise levels greater than an acceptable level in some locations; circulation deficiencies may be generated during project implementation, and by increased traffic drawn to attractions within the Project Area; development of undeveloped land may reduce potential park, recreation and open space; seismic safety may be reduced during construction and by increasing land use intensities in the Project Area; and the availability of adequate public facilities to the Project Area may be affected by increasing overall land use intensity from redevelopment.

13. Aesthetics

The project will result in construction of additional urbanized landscape, which will produce increased light and glare above that which currently exists, and may obstruct present views. Project lighting, structural design and coloring will conform to community standards. Substandard structures will be replaced, and public improvements will be incorporated into the project which will enhance community aesthetics in some areas.

14. Social

Redevelopment may result in displacement of residential units and changes to nonconforming land uses within the Project Area. There will be an increase in land use intensity within the area of redevelopment, and existing housing may be removed in some areas. This situation, along with potential increases in employment-related population as new businesses locate within the Project Area may lead to some reductions in housing. The redevelopment plan would be consistent with General Plan population projections, however it may also encourage more visitors to the area temporarily increasing non-resident population density.

15. Community Infrastructure

Increased development from implementation of this project may require increased governmental services to meet demand. Services for utilities, fire protection, law enforcement, schools, libraries, and hospitals may need to be increased to adequately serve greater land use intensity resulting from redevelopment.

16. Energy

Redevelopment will result in more intensive land uses and associated increases in energy consumption. Efficiency of energy consumption will be improved by replacing blighted structures with more contemporary buildings.

17. Utilities

Increased development in the Project Area may require additional capacity or alterations in utilities as new business, residents, or visitors are attracted to the area.

18. Human Health

Land uses implemented under redevelopment could potentially create human health hazards if new development occurs on or near areas where hazardous materials are used or stored.

19. Transportation/Access

Implementation of the project may create significant changes in existing traffic patterns as improvements are constructed, and land use intensity is increased. Larger traffic volumes resulting from greater employment opportunities in the Project Area could strain the existing street system, unless corresponding improvements are made as part of redevelopment.

20. Natural Resources

Increased land use intensity, and associated traffic and volumes from the proposed Redevelopment Project will cause demands for certain natural resources, such as petroleum products and construction materials to increase.

21. Risk of Upset

More people may be exposed to a potential release of hazardous substances as redevelopment is implemented. Temporary interference with an emergency evacuation plan may result from occurrence of street improvements as part of redevelopment.

22. Growth Inducement

Development of additional commercial and industrial uses within the Project Area may create additional employment and cumulative demand for additional housing in the region.

23. Mandatory Findings of Significance

Based on the discussion contained in Items 1-22 of this supplement to the City's Environmental Analysis Checklist, the project does have the potential to: 1) degrade the quality of the environment; 2) achieve short-term to the disadvantage of long-term environmental goals; 3) include impacts that are cumulatively considerable; and 4) include environmental impacts which cause substantial adverse effects on human beings. Therefore, an Environmental Impact Report will be prepared.

**San Diego
ASSOCIATION OF
GOVERNMENTS**

Suite 800, First Interstate Plaza
401 B Street
San Diego, California 92101
619/238-5300 Fax 619/238-7222

JUL 2 1990

June 27, 1990

**Ms. Maryann Miller
Environmental Review Coordinator
City of Chula Vista
276 4th Avenue
Chula Vista, CA 92010**

Dear Ms. Miller:

SANDAG staff has reviewed your Notice of Preparation of a draft EIR for a redevelopment project which covers 1093 acres in the southwestern portion of the city, including portions of Otay River.

We have the following comments, which have not been reviewed by the SANDAG Board:

1. Air Quality

The San Diego Air Pollution Control District will submit an Air Quality Plan to the California Air Resources Board in June 1991 which will detail the actions to be undertaken to bring the San Diego air base into attainment of the State's ambient air quality standards.

The Air Quality Plan will contain, besides general measures to reduce auto traffic, additional measures that will increase use of public transit, promote pedestrian and bicycle modes of transportation, and require provisions for rideshare programs.

The Draft EIR for the Chula Vista Southwest Redevelopment Project should contain proposals to mitigate the negative impact of the redevelopment project on the air quality. The City should consider requirements for transit, bicycle lanes, improved pedestrian access, and the development of densities for the projects that will reduce or negate the necessity for auto trips to obtain goods and services.

2. Drainage and Water Quality

The Supplemental Comments indicate that the low-lying lands could be inundated by flooding. The floodplain should be mapped and each parcel at risk identified. The redevelopment alternatives proposed should include one to avoid flood hazard by providing adequate flowage area for the 100 year flood while allowing riparian habitat to grow in the floodplain. The DEIR should address the value of such area to help cleanse the increasing urban runoff; this section should address the Regional Water Quality Control Board's new requirements.

3. Land Use

The Draft EIR should explain the relationship of the project area to the proposed Otay River Valley Regional Park.

Thank you for the opportunity to comment on this Notice.

Sincerely,



RICK ALEXANDER
Director of Land Use and
Public Facilities Planning

RA/cd

C90-28

DEPARTMENT OF FISH AND GAME

330 Golden Shore, Suite 50
Long Beach, CA 90802
(310) 590-5113

July 6, 1990

Maryann Miller
The Chula Vista
Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010

JUL 13 1990

Dear Ms. Miller:

We have reviewed the Notice of Preparation of a Draft EIR for the Chula Vista Southwest redevelopment project SCH 90010620. To enable our staff to adequately review and comment on this project, we recommend the following information be included in the Draft EIR:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened and locally unique species and sensitive and critical habitats.
2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and maintenance in their natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife, but to include direct benefit to wildlife and wildlife habitat. Those discussions should consider the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

Maryann Miller

-2-

July 6, 1990

Diversion, obstruction of the natural flow, or changes in the bed, channel, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code. Notification should be made after the project is approved by the lead agency.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Kris Lal of our Environmental Services staff at (213) 590-5137.

Sincerely,



Fred Worthley
Regional Manager
Region 5

cc: Office of Planning & Research



County of San Diego

GRANVILLE M. BOWMAN
DIRECTOR
(619) 894-2212
(LOCATION CODE 750)

DEPARTMENT OF PUBLIC WORKS

5555 OVERLAND AVE. SAN DIEGO. CALIFORNIA 92123-1295

COUNTY ENGINEER
COUNTY AIRPORTS
COUNTY ROAD COMMISSIONER
TRANSPORTATION OPERATIONS
COUNTY SURVEYOR
FLOOD CONTROL
LIQUID WASTE
SOLID WASTE

July 10, 1990

City of Chula Vista
The Chula Vista Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010
Attention: Maryann Miller

JUL 17 1990

Dear Ms. Miller:

SUBJECT: Chula Vista Southwest Redevelopment Project, Notice of Preparation

The County Department of Public Works has reviewed this NOP and has determined that we are not a Responsible Agency for the project. We have a concern about solid waste impacts resulting from this project.

This project may have significant impacts in the area of solid waste generation and disposal. Estimates of solid waste generation from the redevelopment area should be presented and impacts to existing and proposed landfills discussed. The plan should designate the future location of transfer stations, disposal areas, and recycle centers. It should include planning for source reduction and recycling in residential, industrial, and commercial areas. The plan should provide for compliance with AB 939, the Solid Waste Management Act of 1990.

Thank you for the opportunity to comment on this project.

Very truly yours,

Maggie Loy

for SHARON JASEK REID
Deputy Director

SJR:ML

DEPARTMENT OF FISH AND GAME

330 Golden Shore, Suite 50
Long Beach, CA 90802
(213) 590-5113



July 6, 1990

Maryann Miller
The Chula Vista
Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010

JUL 13 1990

Dear Ms. Miller:

We have reviewed the Notice of Preparation of a Draft EIR for the Chula Vista Southwest redevelopment project SCH 90010620. To enable our staff to adequately review and comment on this project, we recommend the following information be included in the Draft EIR:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened and locally unique species and sensitive and critical habitats.
2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and maintenance in their natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife, but to include direct benefit to wildlife and wildlife habitat. Those discussions should consider the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
Tel. 445-9248



JUL 3 1990

JUL 17 1990

Chula Vista Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010

Attention: Maryann Miller

Subject: Notice of Preparation of DEIR for Chula Vista Southwest Redevelopment
Project for an area of 1093 acres, dated June 1990 *SC4 90010628*

Your referenced document has been reviewed by our Department staff. Recommendations, as they relate to water conservation and flood damage prevention, are attached.

The Department recommends that you consider implementing a comprehensive program to use reclaimed water for irrigation purposes in order to free fresh water supplies for beneficial uses that require high quality water.

For further information, you may wish to contact John Pariewski at 213-620-3951.

Thank you for the opportunity to review and comment on this report.

Sincerely,

A handwritten signature in cursive script that reads "Charles R. White".

Charles R. White, Chief
Planning Branch
Southern District

Attachments

cc: Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Department of Water Resources Recommendations
for Water Conservation and Water Reclamation

To reduce water demand, implement the water-conservation measures described here.

Required

The following State laws require water-efficient plumbing fixtures in structures:

- o Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings as follows:

"After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section."

- o Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979.
- o Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.
- o Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.
- o Title 24, California Administrative Code Sections 2-5352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam-condensate return piping and recirculating hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.

- o Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.
- o Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water.

Recommendations to be implemented where applicable

Interior:

1. Supply line pressure: Water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.
2. Drinking fountains: Drinking fountains be equipped with self-closing valves.
3. Hotel rooms: Conservation reminders be posted in rooms and restrooms.* Thermostatically controlled mixing valve be installed for bath/shower.
4. Laundry facilities: Water-conserving models of washers be used.
5. Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.*
6. Ultra-low-flush toilets: 1-1/2-gallon per flush toilets be installed in all new construction.

Exterior:*

1. Landscape with low water-using plants wherever feasible.
2. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
3. Group plants of similar water use to reduce overirrigation of low-water-using plants.
4. Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.

*The Department of Water Resources or local water district may aid in developing these materials or providing other information.

5. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
6. Preserve and protect existing trees and shrubs. Established plants are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.
7. Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
8. Use pervious paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge.
9. Grade slopes so that runoff of surface water is minimized.
10. Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.
11. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.
12. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This aids ground water recharge.
13. To aid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.

Department of Water Resources
Recommendations for
Flood Damage Prevention

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

1. It is the State's policy to conserve water; any potential loss to ground water should be mitigated.
2. All building structures should be protected against a 100-year flood.
3. In those areas not covered by a Flood Insurance Rate Map or Flood Boundary and Floodway Map, issued by the Federal Emergency Management Agency, the 100-year flood elevation and boundary should be shown in the Environmental Impact Report.
4. At least one route of ingress and egress to the development should be available during a 100-year flood.
5. The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for hillside developments.
6. Revegetation of disturbed or newly constructed slopes should be done as soon as possible (utilizing native or low-water-using plant material).
7. The potential damage to the proposed development by mudflow should be assessed and mitigated as required.
8. Grading should be limited to dry months to minimize problems associated with sediment transport during construction.

MATLOCK AND ASSOCIATES
Community Redevelopment Consultants For School Districts
(714) 654-2491

July 11, 1990

JUL 17 1990

MS. MARYANN MILLER
THE CHULA VISTA REDEVELOPMENT AGENCY
276 Fourth Ave.
Chula Vista, CA 92010

Dear Ms. Miller,

We have received and reviewed the Notice of Preparation for the Chula Vista Southwest Redevelopment Project. On behalf of the Chula Vista City School District, we would need to review the draft EIR on the proposed project before we could accurately determine the impacts of the proposed project.

The District is presently experiencing growth and is required to house students beyond existing capacity. We will be happy to supply you the data for inclusion in the EIR which will support our overcrowded conditions.

Based on our existing overcrowding of capacity, we request that the approval of this project be contingent upon adequate mitigation of the impact of the project. As mitigation, we would propose that a Community Facilities District be required for this project.

Sincerely,



Jack Matlock
Consultant

**CHULA VISTA SOUTHWEST
REDEVELOPMENT PROJECT**

City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 92010

I.S.# 90-08(EIR)

Supplemental Comments to The Environmental Analysis Checklist

1. Geology

The project site is located within a seismically active area, and is subject to hazards associated with groundshaking from earthquakes. Grading or earthwork to accommodate development may cause instability of earth conditions, and modification of underlying geology which could place people at risk to hazard.

2. Soils

A large area of Chula Vista is underlain by Diablo soils, which contain significant amounts of shrink/swell clay, which may cause problems with foundation construction. Also, removal of native vegetative cover in undeveloped areas will create conditions for increased soil erosion and downstream siltation.

3. Ground Water

The Otay River aquifer lies to the south of the Project Area, and may be affected by land use changes resulting from redevelopment. Ground water quality may decrease due to larger urban contributions, and increased impervious surface cover will decrease infiltration and ground water quantity. This latter effect may alter direction and rate of ground water flow.

4. Drainage

The project site is relatively low-lying and could be inundated by seiches in San Diego Bay, or flooding on the Otay River. Greater impervious surface cover will decrease infiltration and lead to increased quantities and velocities of surface runoff. The effect on the capacity of the Otay River to contain these flows is undetermined. San Diego Bay may receive greater runoff amounts during storms, and the close proximity of the project area to the Bay places people at risk to hazards associated with flooding and tidal seiches.

5. Resources

The Project Area is primarily urbanized, however, mineral resources exist along the Otay River (sand and gravel operations) and along San Diego Bay (salt extraction). Potentially productive agricultural lands presently exist along the south side of Palomar Street, between Industrial Boulevard and Broadway.

6. Land Form

Surface grading associated with the project may alter existing topography within the Project Area.

7. Air Quality

The project is seven miles south from downtown San Diego, and within an urbanized area which generates air pollution. Urbanization resulting from redevelopment will contribute air pollution in a non-attainment basin. This condition may be inconsistent with regional air quality strategies.

8. Water Quality

The project will result in increased urban runoff to the Otay River and San Diego Bay. Bay water quality will be diminished by this contribution.

9. Noise

Increased intensity of land use from redevelopment will generate greater noise levels than presently exist within the Project Area. Short-term construction noise will be generated during building of specific projects.

10. Biology

Although most of the Project Area is already urbanized, the potential for direct or indirect adverse effects to impact sensitive biological species still remains. Species consist mainly of riparian habitat within the drainage course of the Otay River, however other species may exist within undeveloped parts of the Project Area. There may also be an introduction of non-native species to the area as the result of this project.

11. Cultural Resources

Most of the Project Area is urbanized with low to moderate resource potential. Prehistoric, archaeological or paleontological resources may exist within the area and could be impacted.

Historic structures representing cultural value may also exist within the Project Area, and thus constitute resources that may be adversely affected by the project. Churches are permitted uses in the Project Area and existing religious or sacred uses would not be restricted.

12. Land Use

Land uses created by the Redevelopment Project will be consistent with the General Plan. Effects of redevelopment that may not be consistent with goals of the General Plan include: production of noise levels greater than an acceptable level in some locations; circulation deficiencies may be generated during project implementation, and by increased traffic drawn to attractions within the Project Area; development of undeveloped land may reduce potential park, recreation and open space; seismic safety may be reduced during construction and by increasing land use intensities in the Project Area; and the availability of adequate public facilities to the Project Area may be affected by increasing overall land use intensity from redevelopment.

13. Aesthetics

The project will result in construction of additional urbanized landscape, which will produce increased light and glare above that which currently exists, and may obstruct present views. Project lighting, structural design and coloring will conform to community standards. Substandard structures will be replaced, and public improvements will be incorporated into the project which will enhance community aesthetics in some areas.

14. Social

Redevelopment may result in displacement of residential units and changes to nonconforming land uses within the Project Area. There will be an increase in land use intensity within the area of redevelopment, and existing housing may be removed in some areas. This situation, along with potential increases in employment-related population as new businesses locate within the Project Area may lead to some reductions in housing. The redevelopment plan would be consistent with General Plan population projections, however it may also encourage more visitors to the area temporarily increasing non-resident population density.

15. Community Infrastructure

Increased development from implementation of this project may require increased governmental services to meet demand. Services for utilities, fire protection, law enforcement, schools, libraries, and hospitals may need to be increased to adequately serve greater land use intensity resulting from redevelopment.

16. Energy

Redevelopment will result in more intensive land uses and associated increases in energy consumption. Efficiency of energy consumption will be improved by replacing blighted structures with more contemporary buildings.

17. Utilities

Increased development in the Project Area may require additional capacity or alterations in utilities as new business, residents, or visitors are attracted to the area.

18. Human Health

Land uses implemented under redevelopment could potentially create human health hazards if new development occurs on or near areas where hazardous materials are used or stored.

19. Transportation/Access

Implementation of the project may create significant changes in existing traffic patterns as improvements are constructed, and land use intensity is increased. Larger traffic volumes resulting from greater employment opportunities in the Project Area could strain the existing street system, unless corresponding improvements are made as part of redevelopment.

20. Natural Resources

Increased land use intensity, and associated traffic and volumes from the proposed Redevelopment Project will cause demands for certain natural resources, such as petroleum products and construction materials to increase.

21. Risk of Upset

More people may be exposed to a potential release of hazardous substances as redevelopment is implemented. Temporary interference with an emergency evacuation plan may result from occurrence of street improvements as part of redevelopment.

22. Growth Inducement

Development of additional commercial and industrial uses within the Project Area may create additional employment and cumulative demand for additional housing in the region.

23. Mandatory Findings of Significance

Based on the discussion contained in Items 1-22 of this supplement to the City's Environmental Analysis Checklist, the project does have the potential to: 1) degrade the quality of the environment; 2) achieve short-term to the disadvantage of long-term environmental goals; 3) include impacts that are cumulatively considerable; and 4) include environmental impacts which cause substantial adverse effects on human beings. Therefore, an Environmental Impact Report will be prepared.

**San Diego
ASSOCIATION OF
GOVERNMENTS**

Suite 800, First Interstate Plaza
401 B Street
San Diego, California 92101
619/238-5300 Fax 619/238-7222

JUL 2 1990

June 27, 1990

**Ms. Maryann Miller
Environmental Review Coordinator
City of Chula Vista
276 4th Avenue
Chula Vista, CA 92010**

Dear Ms. Miller:

SANDAG staff has reviewed your Notice of Preparation of a draft EIR for a re-development project which covers 1093 acres in the southwestern portion of the city, including portions of Otay River.

We have the following comments, which have not been reviewed by the SANDAG Board:

1. Air Quality

The San Diego Air Pollution Control District will submit an Air Quality Plan to the California Air Resources Board in June 1991 which will detail the actions to be undertaken to bring the San Diego air base into attainment of the State's ambient air quality standards.

The Air Quality Plan will contain, besides general measures to reduce auto traffic, additional measures that will increase use of public transit, promote pedestrian and bicycle modes of transportation, and require provisions for rideshare programs.

The Draft EIR for the Chula Vista Southwest Redevelopment Project should contain proposals to mitigate the negative impact of the redevelopment project on the air quality. The City should consider requirements for transit, bicycle lanes, improved pedestrian access, and the development of densities for the projects that will reduce or negate the necessity for auto trips to obtain goods and services.

2. Drainage and Water Quality

The Supplemental Comments indicate that the low-lying lands could be inundated by flooding. The floodplain should be mapped and each parcel at risk identified. The redevelopment alternatives proposed should include one to avoid flood hazard by providing adequate flowage area for the 100 year flood while allowing riparian habitat to grow in the floodplain. The DEIR should address the value of such area to help cleanse the increasing urban runoff; this section should address the Regional Water Quality Control Board's new requirements.

3. Land Use

The Draft EIR should explain the relationship of the project area to the proposed Otay River Valley Regional Park.

Thank you for the opportunity to comment on this Notice.

Sincerely,



RICK ALEXANDER
Director of Land Use and
Public Facilities Planning

RA/cd

C90-28

DEPARTMENT OF FISH AND GAME

330 Golden Shore, Suite 50
Long Beach, CA 90802
(310) 590-5113

July 6, 1990

Maryann Miller
The Chula Vista
Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010

JUL 13 1990

Dear Ms. Miller:

We have reviewed the Notice of Preparation of a Draft EIR for the Chula Vista Southwest redevelopment project SCH 90010620. To enable our staff to adequately review and comment on this project, we recommend the following information be included in the Draft EIR:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened and locally unique species and sensitive and critical habitats.
2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and maintenance in their natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife, but to include direct benefit to wildlife and wildlife habitat. Those discussions should consider the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

Maryann Miller

-2-

July 6, 1990

Diversion, obstruction of the natural flow, or changes in the bed, channel, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code. Notification should be made after the project is approved by the lead agency.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Kris Lal of our Environmental Services staff at (213) 590-5137.

Sincerely,



Fred Worthley
Regional Manager
Region 5

cc: Office of Planning & Research



County of San Diego

GRANVILLE M. BOWMAN
DIRECTOR
(619) 894-2212
(LOCATION CODE 750)

DEPARTMENT OF PUBLIC WORKS

5555 OVERLAND AVE. SAN DIEGO. CALIFORNIA 92123-1295

COUNTY ENGINEER
COUNTY AIRPORTS
COUNTY ROAD COMMISSIONER
TRANSPORTATION OPERATIONS
COUNTY SURVEYOR
FLOOD CONTROL
LIQUID WASTE
SOLID WASTE

July 10, 1990

City of Chula Vista
The Chula Vista Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010
Attention: Maryann Miller

JUL 17 1990

Dear Ms. Miller:

SUBJECT: Chula Vista Southwest Redevelopment Project, Notice of Preparation

The County Department of Public Works has reviewed this NOP and has determined that we are not a Responsible Agency for the project. We have a concern about solid waste impacts resulting from this project.

This project may have significant impacts in the area of solid waste generation and disposal. Estimates of solid waste generation from the redevelopment area should be presented and impacts to existing and proposed landfills discussed. The plan should designate the future location of transfer stations, disposal areas, and recycle centers. It should include planning for source reduction and recycling in residential, industrial, and commercial areas. The plan should provide for compliance with AB 939, the Solid Waste Management Act of 1990.

Thank you for the opportunity to comment on this project.

Very truly yours,

Maggie Loy

for SHARON JASEK REID
Deputy Director

SJR:ML

DEPARTMENT OF FISH AND GAME

330 Golden Shore, Suite 50
Long Beach, CA 90802
(213) 590-5113



July 6, 1990

Maryann Miller
The Chula Vista
Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010

JUL 13 1990

Dear Ms. Miller:

We have reviewed the Notice of Preparation of a Draft EIR for the Chula Vista Southwest redevelopment project SCH 90010620. To enable our staff to adequately review and comment on this project, we recommend the following information be included in the Draft EIR:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened and locally unique species and sensitive and critical habitats.
2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and maintenance in their natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife, but to include direct benefit to wildlife and wildlife habitat. Those discussions should consider the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
Tel. 445-9248



JUL 3 1990

JUL 17 1990

Chula Vista Redevelopment Agency
276 Fourth Avenue
Chula Vista, CA 92010

Attention: Maryann Miller

Subject: Notice of Preparation of DEIR for Chula Vista Southwest Redevelopment
Project for an area of 1093 acres, dated June 1990 *SC4 90010628*

Your referenced document has been reviewed by our Department staff. Recommendations, as they relate to water conservation and flood damage prevention, are attached.

The Department recommends that you consider implementing a comprehensive program to use reclaimed water for irrigation purposes in order to free fresh water supplies for beneficial uses that require high quality water.

For further information, you may wish to contact John Pariewski at 213-620-3951.

Thank you for the opportunity to review and comment on this report.

Sincerely,

A handwritten signature in cursive script that reads "Charles R. White".

Charles R. White, Chief
Planning Branch
Southern District

Attachments

cc: Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Department of Water Resources Recommendations
for Water Conservation and Water Reclamation

To reduce water demand, implement the water-conservation measures described here.

Required

The following State laws require water-efficient plumbing fixtures in structures:

- o Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings as follows:

"After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section."

- o Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979.
- o Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.
- o Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.
- o Title 24, California Administrative Code Sections 2-5352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam-condensate return piping and recirculating hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.

- o Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.
- o Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water.

Recommendations to be implemented where applicable

Interior:

1. Supply line pressure: Water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.
2. Drinking fountains: Drinking fountains be equipped with self-closing valves.
3. Hotel rooms: Conservation reminders be posted in rooms and restrooms.* Thermostatically controlled mixing valve be installed for bath/shower.
4. Laundry facilities: Water-conserving models of washers be used.
5. Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.*
6. Ultra-low-flush toilets: 1-1/2-gallon per flush toilets be installed in all new construction.

Exterior:*

1. Landscape with low water-using plants wherever feasible.
2. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
3. Group plants of similar water use to reduce overirrigation of low-water-using plants.
4. Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.

*The Department of Water Resources or local water district may aid in developing these materials or providing other information.

5. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
6. Preserve and protect existing trees and shrubs. Established plants are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.
7. Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
8. Use pervious paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge.
9. Grade slopes so that runoff of surface water is minimized.
10. Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.
11. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.
12. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This aids ground water recharge.
13. To aid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.

Department of Water Resources
Recommendations for
Flood Damage Prevention

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

1. It is the State's policy to conserve water; any potential loss to ground water should be mitigated.
2. All building structures should be protected against a 100-year flood.
3. In those areas not covered by a Flood Insurance Rate Map or Flood Boundary and Floodway Map, issued by the Federal Emergency Management Agency, the 100-year flood elevation and boundary should be shown in the Environmental Impact Report.
4. At least one route of ingress and egress to the development should be available during a 100-year flood.
5. The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for hillside developments.
6. Revegetation of disturbed or newly constructed slopes should be done as soon as possible (utilizing native or low-water-using plant material).
7. The potential damage to the proposed development by mudflow should be assessed and mitigated as required.
8. Grading should be limited to dry months to minimize problems associated with sediment transport during construction.

MATLOCK AND ASSOCIATES
Community Redevelopment Consultants For School Districts
(714) 654-2491

July 11, 1990

JUL 17 1990

MS. MARYANN MILLER
THE CHULA VISTA REDEVELOPMENT AGENCY
276 Fourth Ave.
Chula Vista, CA 92010

Dear Ms. Miller,

We have received and reviewed the Notice of Preparation for the Chula Vista Southwest Redevelopment Project. On behalf of the Chula Vista City School District, we would need to review the draft EIR on the proposed project before we could accurately determine the impacts of the proposed project.

The District is presently experiencing growth and is required to house students beyond existing capacity. We will be happy to supply you the data for inclusion in the EIR which will support our overcrowded conditions.

Based on our existing overcrowding of capacity, we request that the approval of this project be contingent upon adequate mitigation of the impact of the project. As mitigation, we would propose that a Community Facilities District be required for this project.

Sincerely,



Jack Matlock
Consultant

DEPARTMENT OF CONSERVATION

DIVISION OF ADMINISTRATION
DIVISION OF MINES AND GEOLOGY
DIVISION OF OIL AND GAS
DIVISION OF RECYCLING



JUL 20 1990

1416 Ninth Street
SACRAMENTO, CA 95814
TDD (916) 324-2555
ATSS 454-2555

July 16, 1990

(916) 445-8733

Ms. Maryann Miller
City of Chula Vista
276 - 4th Avenue
Chula Vista, CA 92010

Dear Ms. Miller:

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Chula Vista Southwest Redevelopment Project, SCH# 90010620

Thank you for forwarding the NOP for the Chula Vista Southwest Redevelopment Project. The project will redevelop approximately 1,903 acres of the southwest portion of the City of Chula Vista. The project area is located approximately seven miles south of San Diego, and one mile east of San Diego Bay. The Department of Conservation's Division of Mines and Geology (DMG) has special expertise in evaluating geologic and seismic hazards, as well as mineral resource issues. We will review the relevant information and analysis when we receive your subsequent documents from the State Clearinghouse.

The Draft EIR should include a complete description of the geologic and seismic environment. DMG Note 43, "Recommended Guidelines for Determining the Maximum Credible and the Maximum Probable Earthquakes", and DMG Note 46, "Guidelines for Geologic/Seismic Considerations in Environmental Impact Reports", are enclosed. These documents may aid in the determination of potential impacts from earthquakes on nearby active faults, and other geologic hazards on the project. The geologic and seismic environment in the vicinity of the project includes active and potentially-active faults, liquefaction, and slope stability hazards, as discussed below.

1. The project site is located in a seismically-active area. Earthquakes on several active and potentially-active faults, including the La Nacion, Sweetwater, Rose Canyon and Coronado Banks Faults, may impact the project. Therefore, the Draft EIR should address hazards related to earthquake shaking, including estimates of potential strong ground motion at the site, the potential for surface rupture, liquefaction, seismically-induced settlement, and failure from shaking of natural slopes, cut slopes, fill slopes and

Ms. Maryann Miller
July 16, 1990
Page Two

retaining walls. Data to support the analysis should be included in the Draft EIR. If methods of mitigation are needed, they should be developed for inclusion in the Draft EIR so that they can be reviewed.

2. The Draft EIR should evaluate the potential impacts of landslides, debris flows and slope stability hazards. Development of hilly areas, or on slopes, may result in creation of cut slopes that adversely intercept bedding planes or other zones of weakness. The Draft EIR should address the impact of any proposed grading on the stability of cut and fill slopes. In addition, areas of potential landslides and debris flows, potential retaining wall surcharges, ground water seepage beneath fills or in cut slopes, areas of differential settlement, potential problems with compaction of materials, and the expansion potential of materials should be discussed. Requirements and methods for mitigation of these geologic hazards should be included in the Draft EIR.
3. The Draft EIR should evaluate the potential for liquefaction. In particular, areas of alluvial soils where ground water is less than 50 feet deep. The Draft EIR should address the impact to the project from liquefaction and present methods of mitigation, since liquefaction may have a significant effect on the development of the project. Data on the depth to ground water should be included in the Draft EIR.

If you have any questions regarding these comments, please contact Zoe McCrea, Division of Mines and Geology Environmental Review Officer, at (916) 322-2562.

Sincerely,



Dennis J. O'Bryant
Environmental Program Coordinator

DJO:KC:skk
Enclosures

cc: Zoe McCrea, Division of Mines and Geology
Kit Custis, Division of Mines and Geology



RECOMMENDED GUIDELINES FOR DETERMINING THE MAXIMUM CREDIBLE AND THE MAXIMUM PROBABLE EARTHQUAKES

The following guidelines were suggested by the Geotechnical Subcommittee of the State Building Safety Board on 3 February 1975 to assist those involved in the preparation of geologic/seismic reports as required by regulations of the California Administrative Code, Title 17, Chapter 8, Safety of Construction of Hospitals. CDMG is currently using these guidelines when reviewing geologic/seismic reports.

Maximum credible earthquake

The maximum credible earthquake is the maximum earthquake that appears capable of occurring under the presently known tectonic framework. It is a rational and believable event that is in accord with all known geologic and seismologic facts. In determining the maximum credible earthquake, little regard is given to its probability of occurrence, except that its likelihood of occurring is great enough to be of concern. It is conceivable that the maximum credible earthquake might be approached more frequently in one geologic environment than in another.

The following should be considered when deriving the maximum credible earthquake:

- (a) The seismic history of the vicinity and the geologic province;
- (b) the length of the significant fault or faults which can affect the site within a radius of 100 kilometers; (See CDMG Preliminary Report 13);

- (c) the type(s) of faults involved;
- (d) the tectonic and/or structural history;
- (e) the tectonic and/or structural pattern or regional setting (geologic framework);
- (f) the time factor shall not be a parameter.

Maximum probable earthquake (functional-basis earthquake)

The maximum probable earthquake is the maximum earthquake that is likely to occur during a 100-year interval. It is to be regarded as a probable occurrence, not as an assured event that will occur at a specific time.

The following should be considered when deriving the "functional-basis earthquake":

- (a) The regional seismicity, considering the known past seismic activity;
- (b) the fault or faults within a 100 kilometer radius that may be active within the next 100 years;
- (c) the types of faults considered;
- (d) the seismic recurrence factor for the area and faults (when known) within the 100 kilometer radius;
- (e) the mathematic probability or statistical analysis of seismic activity associated with the faults within the 100 kilometer radius (the recurrence information should be plotted graphically);
- (f) the postulated magnitude shall not be lower than the maximum that has occurred within historic time.

PYA, JES, RWS 2/75



GUIDELINES FOR GEOLOGIC/SEISMIC CONSIDERATIONS IN ENVIRONMENTAL IMPACT REPORTS

The following guidelines were prepared by the Division of Mines and Geology with the cooperation of the State Water Resources Control Board to assist those who prepare and review environmental impact reports.

These guidelines will expedite the environmental review process by identifying the potential geologic problems and by providing a recognition of data needed for design analysis and mitigating measures. All statements should be documented by reference to material (including specific page and chart numbers) available to the public. Other statements should be considered as opinions and so stated.

1. CHECKLIST OF GEOLOGIC PROBLEMS FOR ENVIRONMENTAL IMPACT REPORTS

GEOLOGIC PROBLEMS		Could the project or geologic event cause environmental problems?			Is this conclusion documented in attached reports?	
PROBLEM	ACTIVITY CAUSING PROBLEM	NO	YES	ENVIRONMENTAL PROBLEMS	NO	YES
EARTHQUAKE DAMAGE	Fault Movement					
	Liquefaction					
	Landslides					
	Differential Compaction/ Seismic Settlement					
	Ground Rupture					
	Ground Shaking					
	Tsunami					
	Seiches					
LOSS OF MINERAL RESOURCES	Flooding Due to Failure of Dams and Levees					
	Loss of Access					
	Deposits Covered by Changed Land-Use Conditions					
WASTE DISPOSAL PROBLEMS	Zoning Restrictions					
	Change in Groundwater Level					
	Disposal of Excavated Material					
SLOPE AND/OR FOUNDATION INSTABILITY	Percolation of Waste Material					
	Landslides and Mudflows					
	Unstable Cut and Fill Slopes					
	Collapseable and Expansive Soil					
EROSION, SEDIMENTATION, FLOODING	Trench-Well Stability					
	Erosion of Graded Areas					
	Alteration of Runoff					
	Unprotected Drainage Ways					
LAND SUBSIDENCE	Increased Impervious Surfaces					
	Extraction of Groundwater, Gas, Oil, Geothermal Energy					
	Hydrocompaction, Peat Oxidation					
VOLCANIC HAZARDS	Lava Flow					
	Ash Fall					

(over)

II. CHECKLIST OF GEOLOGIC REPORT ELEMENTS

REPORT ELEMENTS	YES	NO
A. General Elements Present Description and map of project. Description and map of site. Description and map of pertinent off-site areas.		
B. Geologic Element (refer to checklist) Are all the geologic problems mentioned? Are all the geologic problems adequately described?		
C. Mitigating Measures Are mitigating measures necessary? Is sufficient geologic information provided for the proper design of mitigating measures? Will the failure of mitigating measures cause an irreversible environmental impact?		
D. Alternatives Are alternatives necessary to reduce or prevent the irreversible environmental impact mentioned? Is sufficient geologic information provided for the proper consideration of alternatives? Are all the possible alternatives adequately described?		
E. Implementation of the Project Is the geologic report signed by a registered geologist?*		
Does the report provide the necessary regulations and performance criteria to implement the project?		

*Required for interpretive geologic information.

III. PUBLISHED REFERENCES (selected)

<p>A. California Division of Mines and Geology Publications</p> <p>1. Alfors, J.T., et al. 1973. Urban geology master plan for California. Bulletin 198.</p> <p>2. Greenfelder, R.W. 1974. Maximum credible rock acceleration from earthquakes in California. Map Sheet 23.</p> <p>3. Jennings, C.W. 1975. Fault Report 13 of California. GDM No. 1.</p> <p>4. Oakeshott, G.B. 1974. San Fernando, California earthquake of 9 February 1971. Bulletin 198.</p> <p>5. Note No. 37. Guidelines to geologic seismic reports, 1973.</p> <p>6. Note No. 43. Recommended guidelines for determining the maximum credible and the maximum probable earthquakes, 1975.</p>	<p>7. Note No. 44. Recommended guidelines for preparing engineering geologic reports, 1975.</p> <p>8. Note No. 45. Recommended guidelines for preparing mine reclamation plans, 1975.</p> <p>9. Parks, D.L., Rees, C.R., Topouzidis, T.R. 1978. Earthquake Epicenter Map of California showing events from 1930 through 1974.</p> <p>10. Rees, C.R., Topouzidis, T.R. and Parks, D.L. 1978. Earthquake Catalog of California, January 1, 1930 (re January 31, 1974) (microfilm).</p> <p>B. Other Publications</p> <p>Allen, C.R., et al. 1969. Relationship between seismicity and geologic structure in the southern California region. Bulletin of the Seismological Society of America v. 59, no. 4.</p>	<p>2. Bolt, B.A. and Miller, R.D. 1971. Seismicity of northern and central California, 1965-1969. Bulletin of the Seismological Society of America v. 61, no. 6.</p> <p>3. California Department of Water Resources. 1964. State stress and fault movement investigation. Report No. 1142.</p> <p>4. Coffman, G.L. and Johnson, A.L. 1973. Earthquake history of the United States v. 5, report number of the American Association of Geographers.</p> <p>5. Hensley, A. et al. 1973. Seismicity of the southern California region, 1964-1971. The International Association of Geology and Geophysics, IAGG, Technical Update to the 1964 volume.</p>
--	---	--

IV. PUBLIC AGENCIES WITH GEOLOGIC DATA

Source	Data Available			
	Seismicity	Geology	Ground Water	Soils
Libraries and Geology and Engineering Departments of California Universities	X	X	X	X
California Institute of Technology	X			
California Division of Mines and Geology (Sacramento, San Francisco, Los Angeles, CA)	X	X		
California Department of Water Resources (Sacramento, CA)		X		X
California Department of Transportation (District Offices)				X
County Soil & Water Conservation Districts				X
County Engineer and Departments of Building and Safety	X	X		X
County Highway Department				X
County Flood Control District				X
U.S. Geological Survey (Menlo Park, CA)		X		
U.S. Corps of Engineers (District Engineer)		X		
U.S. Bureau of Reclamation (Regional Offices)		X		
U.S. Soil Conservation Service and Forest Service				X

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P.O. BOX 85406, SAN DIEGO 92138-5406



July 18, 1990

JUL 20 1990

11-SD-5,54,805
Var-Chula Vista

Maryann Miller
City of Chula Vista
Environmental Review Coordinator
276 Fourth Avenue
Chula Vista, CA 92010

Dear Ms. Miller:

Notices of Preparation of DEIR's for the
Chula Vista Southwest Redevelopment Project and
the Rohr Office Complex, SCH 90010620 and 90010623

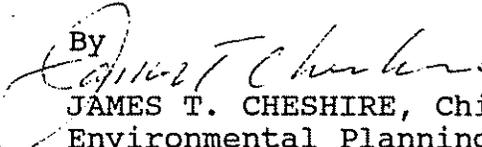
Caltrans District 11 will probably not have a responsible agency role in the preparation of these EIR's. We are, however, concerned about the project-specific and cumulative traffic impacts that might be expected at Interstate Routes 5 and 805, and State Route 54.

Our initial contact person for map or plan reviews is Gene Pound, Chief, Transportation Planning Branch, (619) 237-6460. He will also be our contact person for Circulation Element amendments.

Sincerely,

JESUS M. GARCIA
District Director

By


JAMES T. CHESHIRE, Chief
Environmental Planning Branch

MO:ec

DEPARTMENT OF CONSERVATION

DIVISION OF ADMINISTRATION
DIVISION OF MINES AND GEOLOGY
DIVISION OF OIL AND GAS
DIVISION OF RECYCLING



1416 Ninth Street
SACRAMENTO, CA 95814
TDD (916) 324-2555
ATSS 454-2555

July 17, 1990

JUL 20 1990

(916) 445-8733

Ms. Mary Ann Miller
City of Chula Vista
276 - 4th Avenue
Chula Vista, CA 92010

Dear Ms. Miller:

Subject: Notice of Preparation (NOP) of a Draft Environmental
Impact Report (EIR) for the Rohr Office Complex,
SCH# 90010623

Thank you for forwarding the NOP for the above-referenced project. The Department of Conservation's Division of Mines and Geology (DMG) has special expertise in evaluating geologic and seismic hazards, and will review the relevant information when we receive your document from the State Clearinghouse. DMG's Note 46, enclosed, contains a checklist of potential environmental impacts which you should consider in preparing the Draft EIR.

The NOP does not include geologic or seismic hazards in its evaluation of potential impacts affecting this site. The City of Chula Vista may wish to require that the following potential hazards be addressed in the Draft EIR.

1. Ground shaking hazards - The project site is located between the Rose Canyon and La Nacion Fault Zones which lie approximately 1-1/4 miles west and 4 miles east of the site, respectively. Segments of the Rose Canyon Fault Zone in San Diego Bay are known to displace Holocene sediments (Kennedy, et al., 1975) and are, therefore, considered active. The La Nacion Fault is considered to be potentially active.

2. Soil liquefaction - The site is underlain by the Pleistocene Bay Point formation, which has been found to have a moderate potential for liquefaction in some locations (Gray, et al., 1977).

3. Tsunami and seiche hazards - The site is located at a low elevation adjacent to San Diego Bay, and the potential for wave inundation from tsunamis or seiches may exist at the site.

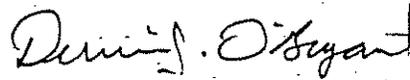
We recommend that the Draft EIR consider the potential geologic and seismic hazards affecting the project. Detailed investigations, addressing the potential hazards discussed above and

Ms. Mary Ann Miller
July 17, 1990
Page Two

listed on the attached DMG Note 46, should be conducted prior to preparation of the Draft EIR. The results of the investigations should be incorporated into the Draft EIR and appropriate mitigations, if necessary, should be provided.

If you have any questions regarding these comments, or would like additional information, please contact Zoe McCrea, Division of Mines and Geology Environmental Review Officer, at (916) 322-2562.

Sincerely,



Dennis J. O'Bryant
Environmental Program Coordinator

DJO:TM:efh
Enclosure

cc: Zoe McCrea, Division of Mines and Geology
Timothy McCrink, Division of Mines and Geology

References:

Gray, C. H., Kennedy, M. P., Welday, E. E., Borchardt, G., Chase, G. W., and Chapman, R. H., 1977, Studies on surface faulting and liquefaction as potential earthquake hazards in urban San Diego, California: California Division of Mines and Geology, Final Technical Report, U.S. Geological Survey Contract No. 14-08-0001-15858.

Kennedy, M. P., Tan, S. S., Chapman, R. H., and Chase, G. W., 1975, Character and recency of faulting, San Diego metropolitan area, California: California Division of Mines and Geology Special Report 123.



GUIDELINES FOR GEOLOGIC/SEISMIC CONSIDERATIONS IN ENVIRONMENTAL IMPACT REPORTS

The following guidelines were prepared by the Division of Mines and Geology with the cooperation of the State Water Resources Control Board to assist those who prepare and review environmental impact reports.

These guidelines will expedite the environmental review process by identifying the potential geologic problems and by providing a recognition of data needed for design analysis and mitigating measures. All statements should be documented by reference to material (including specific page and chart numbers) available to the public. Other statements should be considered as opinions and so stated.

1. CHECKLIST OF GEOLOGIC PROBLEMS FOR ENVIRONMENTAL IMPACT REPORTS

GEOLOGIC PROBLEMS		Could the project or geologic event cause environmental problems?			Is this conclusion documented in attached reports?	
PROBLEM	ACTIVITY CAUSING PROBLEM	NO	YES	ENVIRONMENTAL PROBLEMS	NO	YES
EARTHQUAKE DAMAGE	Fault Movement					
	Liquefaction					
	Landslides					
	Differential Compaction/ Seismic Settlement					
	Ground Rupture					
	Ground Shaking					
	Tsunami					
	Seiches					
LOSS OF MINERAL RESOURCES	Flooding Due to Failure of Dams and Levees					
	Loss of Access					
	Deposits Covered by Changed Land-Use Conditions					
WASTE DISPOSAL PROBLEMS	Zoning Restrictions					
	Change in Groundwater Level					
	Disposal of Excavated Material					
SLOPE AND/OR FOUNDATION INSTABILITY	Percolation of Waste Material					
	Landslides and Mudflows					
	Unstable Cut and Fill Slopes					
	Collapsible and Expansive Soil					
EROSION, SEDIMENTATION, FLOODING	Trench-Well Stability					
	Erosion of Graded Areas					
	Alteration of Runoff					
	Unprotected Drainage Ways					
LAND SUBSIDENCE	Increased Impervious Surfaces					
	Extraction of Groundwater, Gas, Oil, Geothermal Energy					
VOLCANIC HAZARDS	Hydrocompaction, Peat Oxidation					
	Lava Flow					
	Ash Fall					

(over)

II. CHECKLIST OF GEOLOGIC REPORT ELEMENTS

REPORT ELEMENTS	YES	NO
A. General Elements Present Description and map of project. Description and map of site. Description and map of pertinent off-site areas.		
B. Geologic Element (refer to checklist) Are all the geologic problems mentioned? Are all the geologic problems adequately described?		
C. Mitigating Measures Are mitigating measures necessary? Is sufficient geologic information provided for the proper design of mitigating measures? Will the failure of mitigating measures cause an irreversible environmental impact?		
D. Alternatives Are alternatives necessary to reduce or prevent the irreversible environmental impact mentioned? Is sufficient geologic information provided for the proper consideration of alternatives? Are all the possible alternatives adequately described?		
E. Implementation of the Project Is the geologic report signed by a registered geologist? Does the report provide the necessary regulations and performance criteria to implement the project?		

*Required for interpretive geologic information.

III. PUBLISHED REFERENCES (selected)

<p>A. California Division of Mines and Geology Publications</p> <ol style="list-style-type: none"> 1. Alfors, J.T., et al., 1973. Urban geology master plan for California. Bulletin 198. 2. Greenfelder, R.W., 1974. Maximum probable rock acceleration from earthquakes in California. Map Sheet 23. 3. Jennings, C.W., 1975. Fault Report 13 of California. DGM No. 1. 4. Deshpande, G.B., 1974. San Fernando California earthquake of 9 February 1971. Bulletin 181. 5. Note No. 37. Guidelines for geologic seismic reports. 1973. 6. Note No. 43. Recommended guidelines for determining the maximum credible and the maximum probable earthquakes. 1975. 	<ol style="list-style-type: none"> 7. Note No. 44. Recommended guidelines for preparing engineering geologic reports. 1975. 8. Note No. 45. Recommended guidelines for preparing mine reclamation plans. 1975. 9. Parks, D.L., Reed, C.R., Topoluzade, T.R., 1975. Earthquake Probable Map of California showing events from 1850 through 1974. 10. Reed, C.R., Topoluzade, T.R., and Parks, D.L., 1975. Earthquake Catalog of California January 1850-December 31, 1974. Unpublished. <p>B. Other Publications</p> <ol style="list-style-type: none"> 1. Allen, C.R., et al., 1976. Relationship between seismicity and geologic structure in the southern California region. Bulletin of the Seismological Society of America, v. 66, no. 4. 	<ol style="list-style-type: none"> 2. Bolt, B.A. and Miller, H.D., 1971. Seismicity of northern and central California, 1925-1969. Bulletin of the Seismological Society of America, v. 61, no. 5. 3. California Department of Water Resources, 1964. Data on earthquake movement investigation. Bulletin 10, 1964. 4. Holmes, G.C. and Hume, J.A., ed., 1971. Earthquake history of the United States (U.S. Geol. Surv. Prof. Paper 1049-A, 1971). 5. Holmberg, A., et al., 1971. Seismicity of the South and Central California region, 1945 to 1970. Bulletin of the Institute of Technology and University of California, Berkeley, v. 22. The above references to this are evaluative.
--	--	---

IV. PUBLIC AGENCIES WITH GEOLOGIC DATA

Source	Data Available			
	Seismicity	Geology	Ground Water	Soils
Libraries and Geology and Engineering Departments of California Universities	X	X	X	X
California Institute of Technology	X			
California Division of Mines and Geology (Sacramento, San Francisco, Los Angeles, CA)	X	X		
California Department of Water Resources (Sacramento, CA)		X		X
California Department of Transportation (District Offices)				X
County Soil & Water Conservation Districts				X
County Engineer and Departments of Building and Safety	X	X		X
County Highway Department				X
County Flood Control District				X
U.S. Geological Survey (Menlo Park, CA)		X		
U.S. Corps of Engineers (District Engineer)		X		
U.S. Bureau of Reclamation (Regional Offices)		X		
U.S. Soil Conservation Service and Forest Service				X

June 18, 1990

JUN 18 1990

To: Maryann Miller
Environmental Review Coordinator
Planning Department

From: Carol Gove *CG*
Fire Marshal

Subject: Draft EIR
1,093 Acres
S/W Portion of City

The Fire department has reviewed the documents submitted relative to the above described project.

Under "Project Characteristics", inadequate public improvements and facilities are mentioned as conditions to be alleviated. This category should include substandard fire protection. Water supplies for fire fighting purposes in some areas is inadequate and should be upgraded. An example is the area east of Third Avenue, south of Naples and north of Oxford; another area would be south and north of Main Street, between I-5 and Melrose Avenue. These are only two examples. Others exist and can be identified more specifically when affected areas are further detailed.

Roadway access to some areas may need to be upgraded as well.

0115001



San Diego County Archaeological Society, Inc.

Environmental Impact Report Review Committee
P. O. Box A-81106 San Diego, CA 92138

JUN 20 1990

June 16, 1990

To: Ms. Maryann Miller
Planning Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 92010

Subject: Notice of Preparation of a Draft Environmental Impact Report
Chula Vista Southwest Redevelopment Project

Dear Ms. Miller:

Thank you for having a copy of the subject Notice of Preparation sent to this Society by Cotton/Beland/Associates.

We note the inclusion of cultural resources in the list of issues to be addressed by the DEIR. SDCAS will be pleased to review the DEIR and the cultural resources technical report(s) when the public review period begins if we are sent one copy of each.

The San Diego County Archaeological Society appreciates the opportunity to participate in the environmental review process for this project.

Sincerely,


James W. Royle, Jr.
Chairperson, EIR Review Committee

cc: file

Sweetwater Union High School District

ADMINISTRATION CENTER
1130 FIFTH AVENUE
CHULA VISTA, CALIFORNIA 92011
(619) 691-5553

PLANNING DEPARTMENT
July 27, 1990

REVISED, AUGUST 3, 1990

Ms. Maryann Miller
Planning Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 92010

Dear Ms. Miller:

RE: Notice of Preparation for the
Southwestern Redevelopment Agency

This correspondence is sent in response to the July 8, 1990 Notice of Preparation for the above subject redevelopment project. It is my understanding that the scope of this project encompasses 1093 thousand acres inclusive of land along the south end of Third avenue, property fronting Broadway, and properties along Main Street. Additionally, there are two proposed segments of the project located in the northern part of the city limits.

Based on the area map provided in the Notice, the Sweetwater Union High School District has six school sites which are potentially affected by the inclusion of these properties into the redevelopment project area.

The following table lists the schools:

TABLE I
Schools with Attendance Boundaries in the
Southwest Redevelopment Area

<u>School</u>	<u>Year Constructed</u>	<u>Permanent Capacity</u>	<u>Enrollment 1989/90 CBEDS</u>
Castle Park Middle	1955	1456 students	1090 students
Castle Park High	1963	1568	1985
Chula Vista High	1950	1356	1978
Chula Vista Jr.	1929	1070	1434
National City Jr	1929	922	1017
Sweetwater High	1921	1958	1871

REVISED , AUGUST 3,1990

Ms. Maryann Miller
July 27. 1990
Page Two

In 1987. the District Planning Department had prepared an assessment of the rehabilitation and rebuild needs for school buildings which are at least 30 years old. In preparing that data. we have been able to determine the estimated costs of the schools' reconstruction needs. The following table illustrates our findings:

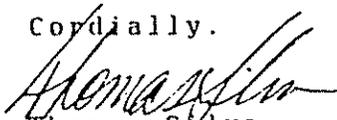
TABLE II
Capital Improvement Needs of
Buildings Over 30 Years in Age

<u>School</u>	<u>Estimated Rehabilitation Costs</u>	<u>Estimated Rebuild Costs</u>
Castle Park Middle	\$287.832	\$ -0-
Chula Vista Jr.	-0-	\$4.556.196
National City Jr.	-0-	\$6.033.884
Sweetwater High	\$1.148.480	\$9.801.771

As you know. the creation of this redevelopment project will cause the district to loose potential revenue if tax increment financing is used to fund future improvements. Obviously. this impact to the school district will have to be mitigated. The draft report should discuss this issue. Also. it should explore the nexus between new commercial development and the impact to schools.

I appreciate the opportunity to reply to the Notice of Preparation for this project and anticipate reviewing the draft report. Any questions can be directed to me or Andrew B. Campbell. Administrator of Planning.

Cordially.


Thomas Silva
Director of Planning

TS/ml

cc: Kate Shurson. Chula Vista City Schools
Tom Robinson. City of Chula Vista

Appendix B



APPENDIX B

MITIGATION MONITORING

Purpose of Mitigation Monitoring

Section 21081.6 Of the Public Resources Code requires public agencies to adopt a reporting or monitoring program in conjunction with the adoption of findings for an environmental impact report. The purpose of the monitoring program is to guarantee the implementation of the mitigation measures which have been incorporated into a project to reduce significant impacts.

The matrix on the following pages outlines a monitoring program for the proposed project - Redevelopment Plan for the Chula Vista Redevelopment Project Area. The matrix is not intended to serve as a comprehensive monitoring program for the project; City ordinances and environmental review for individual projects within the Redevelopment Project Area will establish the mechanics and financing of monitoring programs. The matrix is intended simply as guideline and checklist for monitoring.

Use of Matrix

The matrix is divided into three primary parts, each of which identifies the condition(s) under which the various mitigation measures will be implemented. The three parts are: 1) Long-Term Redevelopment Agency Actions; 2) Private Development Projects, and 3) Specific Redevelopment Agency Projects.

Within each of these three categories, the matrix identifies the mitigation measures included in the project to reduce or avoid identified significant impacts. Each mitigation measure is listed by impact area. The matrix also indicates the condition (s) under which each measure is applied.

The first column, Long-Term Redevelopment Agency Actions, refers to mitigation measures that will be implemented during the life of the project (40 years) as the agency exercises its authority and responsibilities. Agency actions include actions necessary to implement the goals of the Redevelopment Plan such as property acquisition, relocation of existing businesses and residences, site preparation, and resale for private development.

The second column, Private Development Projects, refers to the individual future development plans within the project area to be proposed and constructed by private developers. Specific Redevelopment Agency Projects, the third column in the monitoring program, refers to the individual future projects that will be funded and implemented by the Redevelopment Agency over the life of the Redevelopment Plan. Some of the mitigation measures apply to more than one of the three condition categories.

The adopted Redevelopment Plan will no have immediate environmental effects; however, the implementation of the individual redevelopment projects as part of the Redevelopment Plan will produce environmental impacts as identified in the Environmental Impact Report. Therefore, all of the mitigation measures listed in the monitoring program will be ongoing, intended to be implemented during the life of the project.

Annual Review

Monitoring of the project's mitigation measures will be accomplished through systematic annual review of the measures by Agency/City staff based on the three condition categories described above. The results of the annual review will be provided to Redevelopment Agency in the form of a written report. This report on mitigation monitoring may be prepared and included as a part of other annual reports prepared for Agency review.

**MITIGATION MONITORING CHECKLIST
CITY OF CHULA VISTA**

Impact Area	Long-Term Redevelopment Agency Actions	Private Development Projects	Redevelopment Agency Projects	Monitoring Agency
<p>Natural Resources</p> <p>1. Goals and Objectives contained in the Conservation and Open Space Element of the General Plan shall be implemented as they relate to conservation of natural resources, including water conservation and reclamation.</p> <p>2. Soil shall be stockpiled and reused wherever possible for revegetation purposes during topsoil removal operations.</p>		X	X	Redevelopment Agency/Chula Vista Community Development/ Planning Department
<p>Risk of Upset</p> <p>1. The City shall review new industrial development within the project area to ensure that existing adjacent residential uses are not adversely impacted.</p> <p>The City shall actively implement their code enforcement program to minimize the number of industrial businesses located in the project area that are in violation of local City codes.</p>	X	X	X	"
<p>Utilities</p> <p>Future development shall be in compliance with the City's Thresholds/Standards Policy to reduce impacts to water service; development shall adhere to state laws pertaining to appliance efficiency standards; water conservation measures shall be implemented wherever possible; the City shall participate in METRO sewer system expansion, implement a water reclamation program, and adhere to policies within the General Plan pertaining to wastewater service; businesses and residences shall be encouraged to utilize the recycling program provided by local disposal services; new residential developments shall be equipped with trash compactors.</p>		X	X	"

**MITIGATION MONITORING CHECKLIST
CITY OF CHULA VISTA**

Impact Area	Long-Term Redevelopment Agency Actions	Private Development Projects	Redevelopment Agency Projects	Monitoring Agency
<p>Water Resources</p> <p>1. Drainage improvements contained in the Redevelopment Projects List shall be constructed so that development in the project area and surrounding areas will not increase flooding hazards.</p> <p>2. Goals, Objectives, and Policy Statements contained within the Land Use, Safety, and Conservation and Open Space Elements which relate to development within the floodplain, groundwater quality and provision of adequate drainage facilities shall be Implemented wherever possible.</p> <p>3. Requirements contained in the City's Zoning Ordinance shall be followed when development is proposed in or near drainage channels.</p> <p>Grading shall be limited to dry months to minimize problems associated with sediment transport during construction.</p> <p>5. Revegetation of disturbed or newly constructed slopes shall be done as soon as possible utilizing native or drought-tolerant plant materials.</p> <p>6. All new development will be consistent with the City's Threshold/ Standards policy for drainage.</p>		<p style="text-align: center;">X</p>	<p style="text-align: center;">X</p>	<p>Redevelopment Agency/Chula Vista Community Development/ Planning Department</p> <p style="text-align: center;">"</p>
<p>Biological Resources</p> <p>1. Retention of woodland areas in undisturbed open space is necessary to help to preserve this resource.</p> <p>2. All development projects proposed near or adjacent to woodland areas should be assessed on a project-by-project basis to ensure that no significant impacts will occur, particularly alteration of topography that substantially alter drainage patterns of surface water flowing into habitat areas.</p> <p>3. If wetland habitat is lost because of development, significant compensation (possibly 10:1, C-15) will be required. The replacement habitat must be functional before implementation of the project.</p>	<p style="text-align: center;">X</p>	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">"</p> <p style="text-align: center;">"</p> <p style="text-align: center;">"</p>

**MITIGATION MONITORING CHECKLIST
CITY OF CHULA VISTA**

Impact Area	Long-Term Redevelopment Agency Actions	Private Development Projects	Redevelopment Agency Projects	Monitoring Agency
<p>Parks and Recreation</p> <p>1. The inclusion of Lauderbach Park and the proposed park at Fourth and Orange Avenue in the Redevelopment Projects List will allow redevelopment fund to be used for the development and improvement of these two parks.</p> <p>2. The implementation of park development impact fees for all new development within the project area will serve to provide additional funding for the acquisition and improvement of parks.</p>	X			<p>Redevelopment Agency/Chula Vista Community Development/Planning Department</p> <p style="text-align: center;">"</p>
<p>Schools</p> <p>1. The Redevelopment process provides a mechanism to allow the school districts to negotiate for the distribution of tax increment revenues.</p> <p>2. The school districts may reevaluate the need for collecting school impact fees for non-residential development.</p> <p>3. The Agency shall implement the school improvements contained in Table 3-1 of this EIR, to the extent financially feasible.</p> <p>4. As described by the City's Thresholds/Standards Policy, development forecasts will be provided annually to both districts.</p>	X	X	X	"
<p>Landform Alternation</p> <p>1. The Agency and private sector development shall strictly adhere to Goals, Objectives and Policy Statements of the General Plan which refer to preservation of landforms, seismic safety, and engineering considerations during development and redevelopment.</p> <p>2. Specific soil and geotechnical reports shall be required by the City for individual redevelopment projects as set forth in the Engineering subsection of the Hillside Development.</p>		X	X	"

MITIGATION MONITORING CHECKLIST
CITY OF CHULA VISTA

Impact Area	Long-Term Redevelopment Agency Actions	Private Development Projects	Redevelopment Agency Projects	Monitoring Agency
<p>Noise</p> <ol style="list-style-type: none"> 1. The Redevelopment Plan and its associated specific projects shall be in conformance with the goals, objectives and policies contained in the Chula Vista Noise Element. 2. The City shall require the preparation of acoustical studies prior to the approval of projects which may expose noise-sensitive receptors to noise levels exceeding regulations set forth in the City Noise Ordinance, and detail mitigation measures to ensure that conditions within the Noise Ordinance are met. 3. The City shall issue construction permits limited to weekday hours with the least noise sensitivity to reduce short-term construction noise intrusions. 4. Construction permits shall specify construction access routing to minimize construction truck traffic past existing residential, hotel/motel or other noise sensitive uses. 5. Construction activities shall be screened from adjacent noise-sensitive land uses using fencing. 6. All construction equipment, fixed or mobile, operated within 1,000 feet of a dwelling unit, shall be equipped with properly operating and maintained muffler exhaust systems. 7. New residential uses shall be sited with enough set-back to meet the City's land use compatibility criterion, or be buffered from noise impacts by perimeter walls, double-paned windows, room or central air conditioning, weather-proofing and insulation. 8. Sound insulation in all new multi-family residential construction shall be installed as required by State law. 		<p style="text-align: center;">X</p>	<p style="text-align: center;">X</p>	<p>Redevelopment Agency/Chula Vista Community Development/Planning Department</p> <p style="text-align: center;">"</p>

**MITIGATION MONITORING CHECKLIST
CITY OF CHULA VISTA**

Impact Area	Long-Term Redevelopment Agency Actions	Private Development Projects	Redevelopment Agency Projects	Monitoring Agency
Land Use				Redevelopment Agency/Chula Vista Community Development/ Planning Department
1. Development and redevelopment within the project area will follow the Goals, Policies, and Standards included within the General Plan Land Use Element, the Montgomery Specific Plan, and City Development/Zoning ordinances.	X			
2. Improvement projects described in Table 3-1 of this EIR (Redevelopment Projects List) will be completed, to the extent that they are financially feasible.	X			"
Transportation/Circulation				
1. The Agency or City shall implement the circulation improvements contained in Table 3-1 of this EIR, to the extent financially feasible.	X			"
2. The City of Chula Vista is maintaining a traffic monitoring program to insure that the threshold standards are not exceeded. The intersection of Otay Valley Road and Melrose Avenue must be improved when those standards are met. Installing parking restrictions on both sides of Otay Valley Road in the vicinity of the intersection, and restriping for the roadway to carry six lanes of traffic will satisfy the need for mitigation. Analysis shows the intersection will generate at LOS C or better after full redevelopment of the Southwest Area, and at full buildout to projected General Plan Land Uses.	X			"
3. Improvements to the Circulation System described in the City Circulation Element shall be completed through publicly and privately initiated projects.		X	X	"

**MITIGATION MONITORING CHECKLIST
CITY OF CHULA VISTA**

Impact Area	Long-Term Redevelopment Agency Actions	Private Development Projects	Redevelopment Agency Projects	Monitoring Agency
<p>Light and Glare</p> <p>1. Adoption of a low pressure sodium street light policy and standards for street lights to minimize off-site illumination.</p> <p>2. Design review shall include the following with regard to lighting plans:</p> <ul style="list-style-type: none"> ◦ Use of low pressure sodium street lights for outdoor lighting. This light source can be filtered to reduce impacts on astronomical observations. ◦ Restrict heights of all exterior lights. ◦ Direct light and shielding to minimize off-site illumination. ◦ Restrict the hours of exterior light usage for park, recreation and school facilities and for promotional lighting. ◦ Regulate land use compatibility for highly illuminated land uses, such as ball fields, tennis courts and outdoor stadiums through the development review process. ◦ Require point-by-point lighting and glare plans for commercial, industrial and institutional developments which restrict reflective exterior materials, such as mirrored panels or very white stucco. ◦ Encourage commercial, industrial and institutional developments to minimize use of exterior lights during non-use late-night hours. ◦ As the City redesigns local roadways to accommodate anticipated growth, special attention should be paid to potential impacts from vehicle headlights. 		<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p>Redevelopment Agency/Chula Vista Community Development/ Planning Department</p> <p style="text-align: center;">"</p>

**MITIGATION MONITORING CHECKLIST
CITY OF CHULA VISTA**

Impact Area	Long-Term Redevelopment Agency Actions	Private Development Projects	Redevelopment Agency Projects	Monitoring Agency
<p>Air Quality</p> <p>1. The Agency and private developers shall, during cleaning, grading, earth moving or excavation:</p> <ul style="list-style-type: none"> o control fugitive dust by regular watering, paving construction roads, or other dust preventive measures, as defined o maintain equipment engines in proper tune. <p>2. After clearing, grading, earth moving or excavation, the Agency and private developers shall:</p> <ul style="list-style-type: none"> o seed and water until grass cover is grown, o spread soil binders, o wet the area down, sufficient enough to form a crust on the surface with repeated soakings, as necessary, to maintain the crust and prevent dust pick up by the wind, o street sweeping should silt be carried over to adjacent public thoroughfares. <p>3. During construction the Agency and private developers shall:</p> <ul style="list-style-type: none"> o use water trucks or sprinkler systems to keep all areas where vehicles move damp enough to prevent dust raised when leaving the site, o wet down areas in the late morning and after work is completed for the day, o use of low sulfur fuel (0.5% by weight) for construction equipment. <p>4. The Agency and private developers shall phase and schedule construction activities to avoid high ozone days.</p> <p>5. The Agency and private developers shall provide bikeways and convenient bicycle storage facilities, bus shelters, benches, bus pockets in the streets, and convenient access to transit stops.</p>		<p style="text-align: center;">X</p>	<p style="text-align: center;">X</p>	<p>Redevelopment Agency/Chula Vista Community Development/Planning Department</p> <p style="text-align: center;">"</p> <p style="text-align: center;">"</p> <p style="text-align: center;">"</p> <p style="text-align: center;">"</p>

**MITIGATION MONITORING CHECKLIST
CITY OF CHULA VISTA**

Impact Area	Long-Term Redevelopment Agency Actions	Private Development Projects	Redevelopment Agency Projects	Monitoring Agency
<p>Archaeological Resources</p> <p>1. Site-specific surveys shall be conducted before implementation of individual projects to identify the existence of cultural resources.</p> <p>2. Historic preservation shall occur with implementation of goals and objectives of the Conservation and Open Space Element of the General Plans, as they pertain to archaeological/historical resources.</p> <p>3. The City shall provide funds for the rehabilitation of architecturally significant and historically significant structures as describe under Community Development programs listed in Table 3-1 of this EIR (Redevelopment Projects List).</p>		<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p>Redevelopment Agency/Chula Vista Community Development/Planning Department</p> <p style="text-align: center;">"</p> <p style="text-align: center;">"</p>
<p>Libraries</p> <p>1. Approve and construct the planned library at Fourth and Orange.</p>	<p style="text-align: center;">X</p>			<p style="text-align: center;">"</p>
<p>Energy</p> <p>1. All development will be consistent with the City's "Policy for the Conservation of Energy and Water Within the City of Chula Vista."</p> <p>2. All new development will adhere to Objectives 1, 2, and 3 of Goal 1 in the City's Conservation and Open Space Element.</p>		<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">"</p> <p style="text-align: center;">"</p>
<p>Aesthetics</p> <p>1. The Redevelopment Plan shall be in compliance with aesthetic quality goals and policies of the General Plan and the Montgomery Specific Plan.</p> <p>2. Area development shall be reviewed by a design review committee for the purpose of assessing the aesthetic value and quality of each site on a project-by-project basis.</p> <p>3. Project area circulation improvements shall conform to safety measures outlined in the Circulation element of the General Plan.</p>	<p style="text-align: center;">X</p>	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">"</p> <p style="text-align: center;">"</p> <p style="text-align: center;">"</p>

Appendix C





BSI Consultants, Inc.

DRAFT

TRAFFIC IMPACT ANALYSIS

CITY OF CHULA VISTA
SOUTHWEST REDEVELOPMENT PROJECT

Submitted to:

Mr. James A. Ragsdale, AICP
Cotton/Beland/Associates, Inc.
619 South Vulcan Avenue, Suite 205
Encinitas, California 92024

September 20, 1990

**CITY OF CHULA VISTA
SOUTHWEST REDEVELOPMENT PROJECT**

TRAFFIC CIRCULATION ANALYSIS

Roadway Classifications and Existing Conditions

The project sites and service roadways being analyzed in this study are all within the urbanized areas of the southern and western areas of the City of Chula Vista. The street system is oriented around a grid network with the major roads separated by one-half to one mile intervals, while the collector streets are located at approximately one-quarter mile intervals.

The major (principal) streets within the project area are: Broadway Avenue and Fourth Avenue which traverse the area in the north-south direction; and Palomar Street, Orange Street and Main Street which traverse it in the east-west direction. Collector streets complete the grid thoroughfare network.

The collector streets within the project area serve to provide alternative routes to the major streets, to distribute traffic efficiently, and to provide access to interior properties. The major and collector streets within the project area typically have traffic signals at the intersections which occur at quarter-mile intervals.

BROADWAY AVENUE:

- 4-lane Major Highway.
- Current traffic volumes range from 18,000 ADT to almost 28,000 ADT. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 28,000 ADT.
- Served by bus route 932 (Amarillo Y Rosa).

FOURTH AVENUE:

- 4-lane Major Highway.
- Current traffic volumes range from 10,000 ADT to over 26,000 ADT. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 28,000 ADT.
- Served By Chula Vista Transit bus routes 701, 702, 702A, 704, 706, and 706A.

PALOMAR STREET:

- Accesses Interstate 5.
- 4-lane Major Highway.
- Current traffic volumes range from 6,000 ADT to over 29,000 ADT. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 28,000 ADT.
- Served by Chula Vista Transit bus route 702.

ORANGE STREET:

- Accesses Interstate 805.
- 2-lane Class 1 Collector Street from Palomar Street to Third Avenue. East of Third Avenue it is a 4-lane Major Highway.
- Current traffic volumes range from 9,000 to over 10,000 ADT. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 22,000 ADT in the class 1 collector section and 28,000 ADT in the 4-lane major highway section.

MAIN STREET:

- Accesses Interstate 805 and Interstate 5.
- 4-lane Major Highway.
- Current traffic volumes range from 18,000 to over 23,000 ADT. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 28,000 ADT in the commercial areas and 30,000 ADT in the low density areas (i.e. the section immediately west of I-805).

J STREET:

- Accesses Interstate 5.
- 4-lane Major Highway from Marina Parkway to Broadway Avenue, East of Broadway Avenue it is a Class 1 Collector Street.
- Current Traffic Volumes range from 8,500 to 16,000 ADT in the 4-lane major highway section and are approximately 11,000 ADT in the Class 1 collector section. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 28,000 ADT in the 4-lane major highway section and 22,000 ADT in the Class 1 collector street section.

L STREET:

- Class 1 Collector Street.
- Current Traffic Volumes range from 12,500 to over 19,000 ADT. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 22,000 ADT.

Third Avenue:

- Class 1 Collector Street.
- Current Traffic Volumes range from 21,500 to 28,500 ADT. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 22,000 ADT.
- Served by San Diego Transit bus route 29.

Beyer Way:

- Class 1 Collector Street.
- Current Traffic Volumes are approximately 12,400 ADT in the class 1 collector street section and 17,240 ADT in the 4-lane major highway section. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 22,000 ADT in the class 1 collector section and 28,000 ADT in the 4-lane major highway section.
- Served by San Diego Transit Bus Route 29.

Hilltop Drive:

- Class 1 Collector Street.
- Traffic volume is approximately 5,670 ADT. Based on the Chula Vista Street Design Standards Policy for the street dimensions, the maximum desirable volume at level of service C is 22,000 ADT.
- Served by Chula Vista Transit bus route 701.

GENERAL PLAN - LEVEL OF SERVICE CRITERIA

The City of Chula Vista, in the Growth Management Plan, has adopted a transportation goal. That goal is: To Provide and Maintain a Safe and Efficient Street System within the City of Chula Vista.

The City has further adopted Level of Service designations to describe the quality of traffic flow on their General Plan-Circulation Element roadways. The Plan states that circulation element streets shall be planned to operate at Service Level C at full build out to planned land uses.

At Level of Service C, the Circulation Element roadways are planned to carry the following traffic volumes according their classification:

<u>Classification</u>	<u>No. of Lanes</u>	<u>ADT at LOS C</u>
Expressway	6	70,000
6-Lane Prime Arterial	6	50,000
6-Lane Major Highway	6	40,000
4-Lane Major Highway	4	(Low Density) 30,000 (Commercial) 28,000*
Class 1 Collector	4	22,000
Class 2 Collector	2	12,000
Class 3 Collector	2	7,500

* City of Chula Vista "Street Design Standards Policy"

Furthermore, the City has adopted threshold standards for classified intersecting roadways within the Circulation Element. These are:

1. City-wide: Maintain LOS C or better at all intersections, with the exception that LOS D may occur at signalized intersections for a period not to exceed a total of two hours per day.
2. West of I-805: Those signalized intersections which do not meet Standard # 1 above, may continue to operate at their current (1987) LOS, but shall not worsen.
3. Citywide: No intersection shall operate at LOS E or F as measured for the average weekday peak hour.

These criteria for maximum operational capacity are used throughout this report to ascertain capacity deficient roadway links, and to evaluate intersection operation. (Links are defined by the SANDAG Transportation Model and generally consist of roadway sections located between two major cross-street intersections)

In order to understand the different levels of service by their "letter designation" the following definitions are provided:

Level of Service Definitions

Level of service is a qualitative measure describing the operational conditions within a traffic stream, and their perception by motorists and/or passengers. The information from a level of service definition will generally describe such items as speed, travel time, traffic interruptions, freedom to maneuver, convenience, comfort and safety. Six level of service designations are used ranging from "A" (best operating conditions or free flow), to "F" (worst operating conditions or; forced or breakdown flow). These conditions can be described as follows:

Level of Service A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

Level of Service B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

Level of Service C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

Level of Service D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

Level of Service E

This represents near capacity and capacity operation. At capacity it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal and frequently through several.

Level of Service F

Jammed conditions. Traffic backed up from a downstream location on one of the streets restricts or prevents movement of traffic through the intersection under consideration.

TRAFFIC CIRCULATION

Figure I and IA are maps of Chula Vista showing the approved Redevelopment Area overlaid on the roadway network contained in the Circulation Element of the General Plan. The 1990 traffic volumes are shown adjacent to each roadway link.

The 1990 traffic volumes were primarily taken from the 1990 Traffic Flow listing provided by the City of Chula Vista. The listing shows a 5-year trend for Average Weekday Daily Traffic Volumes. Where volumes were not listed for 1990, the trend was extended to calculate the 1990 volumes. In some cases, further adjustments were required to make the numbers consistent.

Figure II and IIA are maps of Chula Vista similar to Figure I. However, they show 2010 traffic volumes which are based on full build-out according to the General Plan for land uses. The Southwest Redevelopment Project is intended to fulfill an increment of the General Plan in the approved redevelopment area.

The Redevelopment Project is expected to fund a number of circulation improvements to existing roads. These are:

- Broadway, J Street to the South City Boundary
- Main Street, Interstate 5 to Interstate 805
- Palomar, Bay Boulevard to Broadway
- Palomar, Broadway, Orange Avenue Intersection
- Bay Boulevard, L Street to the South City Boundary
- Third Avenue, Naples Street to the South City Boundary
- Naples Street, Broadway to Industrial
- Bridges, Palomar and I-5 & Main Street and I-5
- Palomar and Industrial, Trolley crossing
- Woodlawn Park local streets
- Broderick's Otay Acres local streets

The proposed improvements to the circulation system will generally widen the affected roadways, construct landscaped medians, curbs, gutters and other amenities for bicycles and pedestrians. These projects will increase safety, reduce congestion and generally bring the roadways into conformance with the adopted General Plan Circulation Element.

However, all major streets being improved will be constructed with no more than 4 traffic lanes; with the exception of Palomar, which will be widened to 6 traffic lanes between Broadway and the I-5 Interstate. Therefore, only minor capacity improvements on the roadway links themselves are expected.

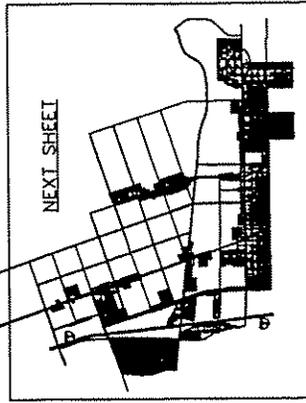
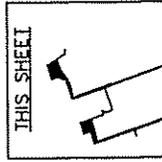


BSI Consultants, Inc.
 16600 W. Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

**CITY OF CHULA VISTA
 SOUTHWEST REDEVELOPMENT AREA
 EXISTING TRAFFIC VOLUMES
 (1990)**



N.I.S.



KEY MAP

LEGEND:

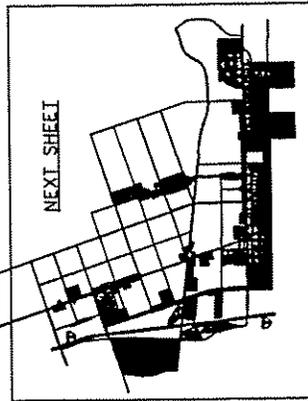
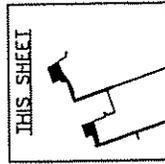
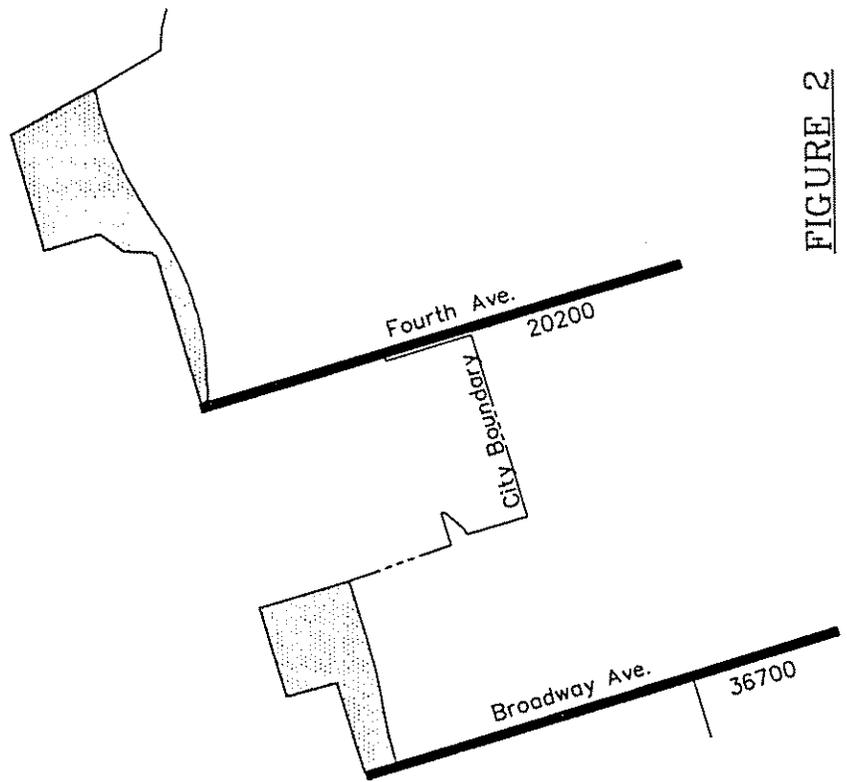
-  SOUTHWEST REDEVELOPMENT AREA
-  4 LANE MAJOR

FIGURE 1



BSI Consultants, Inc.
 8800 Wilshire Blvd.
 Suite 2000
 Beverly Hills, CA 92027
 (818) 451-6100

**CITY OF CHULA VISTA
 SOUTHWEST REDEVELOPMENT AREA
 FORECAST TRAFFIC VOLUMES
 (2010)**



KEY MAP

LEGEND:

-  SOUTHWEST REDEVELOPMENT AREA
-  6-LANE MAJOR

FIGURE 2

Table 1

Proposed Project - Traffic Volumes

Street Limits	Forecast Volume	Forecast # of Lanes	Forecast Capacity at LOS C	Level of Service	Street Limits	Forecast Volume	Forecast # of Lanes	Forecast Capacity at LOS C	Level of Service
Broadway Ave.					Hermosa Ave.				
North City Limits/C St.	36700	6	40000	C	Main St./Beyer Way	12400	4	30000	A
J St. (North of)	30400	4	28000	D	K St.				
J St./K St.	30100	4	28000	D	Oaklawn Ave./Broadway Ave.	2000	2	12000	A
K St./L St.	29000	4	28000	D	Broadway Ave./Fifth Ave.	4300	2	12000	A
L St./Moss St.	29400	4	28000	D	L St.				
Moss St./Naples St.	27500	4	28000	C	Bay Blvd./Industrial Blvd.	26000	4	22000	E
Naples St./Oxford St.	26600	4	28000	C	Industrial Blvd./Broadway Ave.	17800	4	22000	B
Oxford St./Palomar St.	27600	4	28000	C	Broadway Ave./Fifth Ave.	16700	4	22000	B
Palomar St./Anita St.	21900	4	28000	B	Moss St.				
Anita St./Main St.	18900	4	28000	A	Industrial Blvd./Broadway Ave.	2100	2	12000	A
Beyer Blvd.					Broadway Ave./Fifth Ave.	5600	2	12000	A
Main St. (South of)	11000	4	28000	A	Naples St.				
Fifth Ave.					Industrial Blvd./Broadway Ave.	6600	2	12000	A
K St. (North of)	6500	2	12000	A	Broadway Ave./Fifth Ave.	9600	2	12000	B
K St./L St.	7000	2	12000	A	Fifth Ave./Fourth Ave.	9400	2	12000	B
L St./Moss St.	7000	2	12000	A	Fourth Ave./Third Ave.	8500	2	12000	A
Moss St./Naples St.	5800	2	12000	A	Third Ave./Second Ave.	9000	2	12000	A
Naples St./Oxford St.	4300	2	12000	A	Second Ave./Hilltop Dr.	16000	2	12000	F
Oxford St./Palomar St.	3800	2	12000	A	Oxford St.				
Palomar St./Orange St.	2400	2	12000	A	Palomar Village/Broadway Ave.	6300	2	12000	A
Fourth Ave.					Fourth Ave./Third Ave.	7100	2	12000	A
North City Limits/C St.	20200	6	40000	A	Third Ave./Second Ave.	6600	2	12000	A
K St. (North of)	22300	4	22000	D	Second Ave./Hilltop Dr.	6600	2	12000	A
K St./L St.	21300	4	22000	C	Palomar St.				
L St./Moss St.	22700	4	22000	D	Bay Blvd./1-5	5900	6	40000	A
Moss St./Naples St.	21900	4	22000	C	1-5/Industrial Blvd.	42300	6	40000	D
Naples St./Oxford St.	18200	4	22000	B	Industrial Blvd./Broadway Ave.	35700	6	40000	C
Oxford St./Palomar St.	16200	4	22000	A	Broadway Ave./Orange St.	32500	6	40000	B
Palomar St./Orange St.	16100	4	28000	A	Orange St./Fifth Ave.	16200	4	22000	A
Orange St./Anita St.	15000	4	28000	A	Fifth Ave./Fourth Ave.	16600	4	22000	B
Anita St./Main St.	11900	4	28000	A	Fourth Ave./Third Ave.	16500	4	22000	A
					Third Ave./Hilltop Dr.	20400	4	22000	C

Table 1 (Continued)

Proposed Project - Traffic Volumes

Street Limits	Forecast Volume	Forecast # of Lanes	Forecast Capacity at LOS C	Level of Service	Street Limits	Forecast Volume	Forecast # of Lanes	Forecast Capacity at LOS C	Level of Service
Third Ave.					Orange Ave.				
Moss St./Naples St.	25100	4	22000	D	Palomar St./Fifth Ave.	15100	4	28000	A
Naples St./Oxford St.	23600	4	22000	D	Fifth Ave./Fourth Ave.	16000	4	28000	A
Oxford St./Palomar St.	22800	4	22000	D	Fourth Ave./Third Ave.	15700	4	28000	A
Palomar St./Quintard St.	21100	4	22000	C	Third Ave./Hilltop Dr.	24000	4	28000	B
Quintard St./Orange Ave.	20500	4	22000	C	Quintard St.				
Orange Ave./Anita St.	17800	4	22000	B	Orange Ave./Third Ave.	1800	2	12000	A
Anita St./Main St.	15300	4	22000	A	Anita St.				
Beyer Way					Frontage Road/Industrial Blvd.	1400	2	12000	A
Main St./Hermosa Ave.	14400	4	30000	A	Industrial Blvd./Broadway Ave.	6100	2	12000	A
Hermosa Ave./City Limits	25900	4	30000	B	Broadway Ave./Fourth Ave.	7000	2	12000	A
Hilltop Dr.					Fourth Ave./Third Ave.	4400	2	12000	A
Orange Ave./Main St.	9300	4	22000	B	Main St.				
Melrose Ave.					I-5/Industrial Blvd.	26300	4	28000	C
Orange Ave./Main St.	5000	4	22000	A	Industrial Ave./Broadway Ave.	26300	4	28000	C
J St.					Broadway Ave./Fourth Ave.	19100	4	28000	A
Bay Blvd./I-5	15100	4	28000	A	Fourth Ave./Third Ave.	15900	4	28000	A
I-5/Broadway Ave.	26800	4	28000	C	Third Ave./Albany Ave.	20800	4	28000	A
Broadway Ave./Fifth Ave.	17900	4	22000	B	Albany Ave./Hilltop Dr.	21700	4	30000	B
Fifth Ave./Fourth Ave.	14400	4	22000	A	Hilltop Dr./Dtey Valley Rd.	24500	4	30000	B
					Otay Valley Rd./Melrose Ave.	27000	4	30800	C
					Melrose Ave./I-805	32200	4	30800	D

Link Capacity Deficiencies

Table I is the same listing of roadway links in the redevelopment area. However, it relates 2010 traffic volumes, roadway capacities, and the resulting Level of Service for each link. Capacities are taken from the Level of Service standards for the roadway categories listed in the adopted General Plan.

The Level of Service designations in this Table simply describe the traffic conditions in terms of link capacity. That is: the ability of the roadway section to carry traffic. When the level of service is less than LOS C, it does not necessarily mean that the link is operating with congestion. Several factors such as: peak hour percentage of traffic, green signal time, and the capacity of turning lane or lanes at intersections all influence the level of congestion. This link analysis simply tells us which links need further study to determine their expected operating service level and gives us a comparative degree of severity.

Following is a list of roadway sections found to exceed LOS C, the City of Chula Vista's threshold standards.

Broadway between J Street and Moss Street

3rd Avenue between Moss Street and Palomar Street

4th Avenue between J Street and Moss Street

Naples Street between 2nd Avenue and Hilltop Drive.

Palomar Street between the I-5 Interchange and Industrial Way

Otay Valley Road between Melrose Avenue and the I-805 Interchange

Intersections

These roadway links can be studied more accurately by analyzing the signalized intersections along the links. This is where the greatest delay is encountered due to the absolute stop condition caused by the red light display.

An Intersection Capacity Utilization (ICU) study was made to ascertain the intersection operating Level of Service. The ICU analysis makes full use of the green time and the number of traffic lanes. However, it does not take into account the pedestrian crossing time; which must be considered a priority where very small cross-street traffic volumes are encountered.

Since the entire study is directed at identifying the traffic impacts at full build-out conditions, including the projects proposed by the subject redevelopment, the ICU analysis must be based on General Plan conditions at full buildout. Therefore, the roadway classifications used in the ICU analysis were taken directly from the General Plan Circulation Element and the lane configurations from the Street Design Standards Policy. The turning traffic volumes were taken from the peak hour forecasts produced by the SANDAG model which was used initially to identify the roadway sections which exceed the threshold values of LOS C.

Following is a list of intersections which were studied. Although the Level of Service found by the ICU method is listed, keep in mind that the data used came from the 2010 SANDAG model which is a **forecast** scenario based on currently planned land uses. Therefore, the hourly turning volumes have a low level of accuracy and the analysis should be limited to a determination of "better than LOS C or worse than LOS C". The turning movement numbers and the calculations used are contained in the Appendix.

Broadway at J Street	(LOS C)	LOS C or Better
Broadway at K Street	(LOS A)	LOS C or Better
Broadway at L Street	(LOS B)	LOS C or Better
Broadway at Moss Street	(LOS B)	LOS C or Better
3rd Avenue at Moss Street	(LOS C)	LOS C or Better
3rd Avenue at Naples Street	(LOS B)	LOS C or Better
3rd Avenue at Oxford Street	(LOS B)	LOS C or Better
3rd Avenue at Palomar Street	(LOS B)	LOS C or Better
4th Avenue at J Street	(LOS B)	LOS C or Better
4th Avenue at K Street	(LOS B)	LOS C or Better
4th Avenue at L Street	(LOS C)	LOS C or Better
4th Avenue at Moss Street	(LOS B)	LOS C or Better
Naples Street at Hilltop Drive	(LOS F)	Worse than LOS C
Otay Valley Road at Melrose Ave.	(LOS E)	Worse than LOS C
Palomar Street at Industrial Blvd.	(LOS C)	LOS C or Better

CONCLUSION

This study concludes that the traffic impacts created by the land uses proposed for the Southwest Redevelopment Area do not impact the circulation system to an greater extent than that shown in the General Plan and the Montgomery Specific Plan. Furthermore, this analysis substantiates the significant findings of the General Plan Environmental Impact Report. The roadway improvements proposed for the redevelopment area will add sufficient capacity to the system to insure that it can carry the traffic volumes forecast at full build out (2010) by the SANDAG transportation model used to support the General Plan.

The City of Chula Vista has adopted a goal which states that circulation element streets are to operate at Service Level C or better at full build out to planned land uses. It has also adopted threshold standards for intersections which state that LOS C shall be maintained at all intersections, with the exception that LOS D may occur at signalized intersections for a period not to exceed a total of two hours per day.

In the analysis of forecast volumes, 6 roadway sections were found to exceed the LOS C when compared to the General Plan standards. Further analysis of the signalized intersections (15) along these sections during the forecast peak hour of the day showed that all locations are expected to operate at LOS C or better, except 2.

The intersection of Naples Street and Hilltop Drive is located more than one-half mile from the nearest redevelopment parcel. It is shown as capacity deficient; but the deficiency is not generated by the redevelopment project because the project does not intensify land uses which would increase background traffic at remote sites. Therefore, no mitigation is required by the project. However, it will have to be monitored and improved in the future when adjacent development increases traffic to the threshold level.

Significant Impacts

The intersection of Otay Valley Road and Melrose Avenue is located immediately adjacent to the west end of the redevelopment area. It is shown as capacity deficient and will have to be improved to mitigate significant traffic impacts.

The City of Chula Vista is maintaining a traffic monitoring program to insure that the threshold standards are not exceeded. This intersection must be improved when those standards are met. Installing parking restrictions on both sides of Otay Valley Road in the vicinity of the intersection and restriping the roadway to carry six lanes of traffic will satisfy the need for mitigation. Analysis by the ICU method shows that restriping will reduce the LOS to less than C after full redevelopment of the Southwest Area, and full build out to projected General Plan land uses.

Intersection: Broadway Avenue
J Street

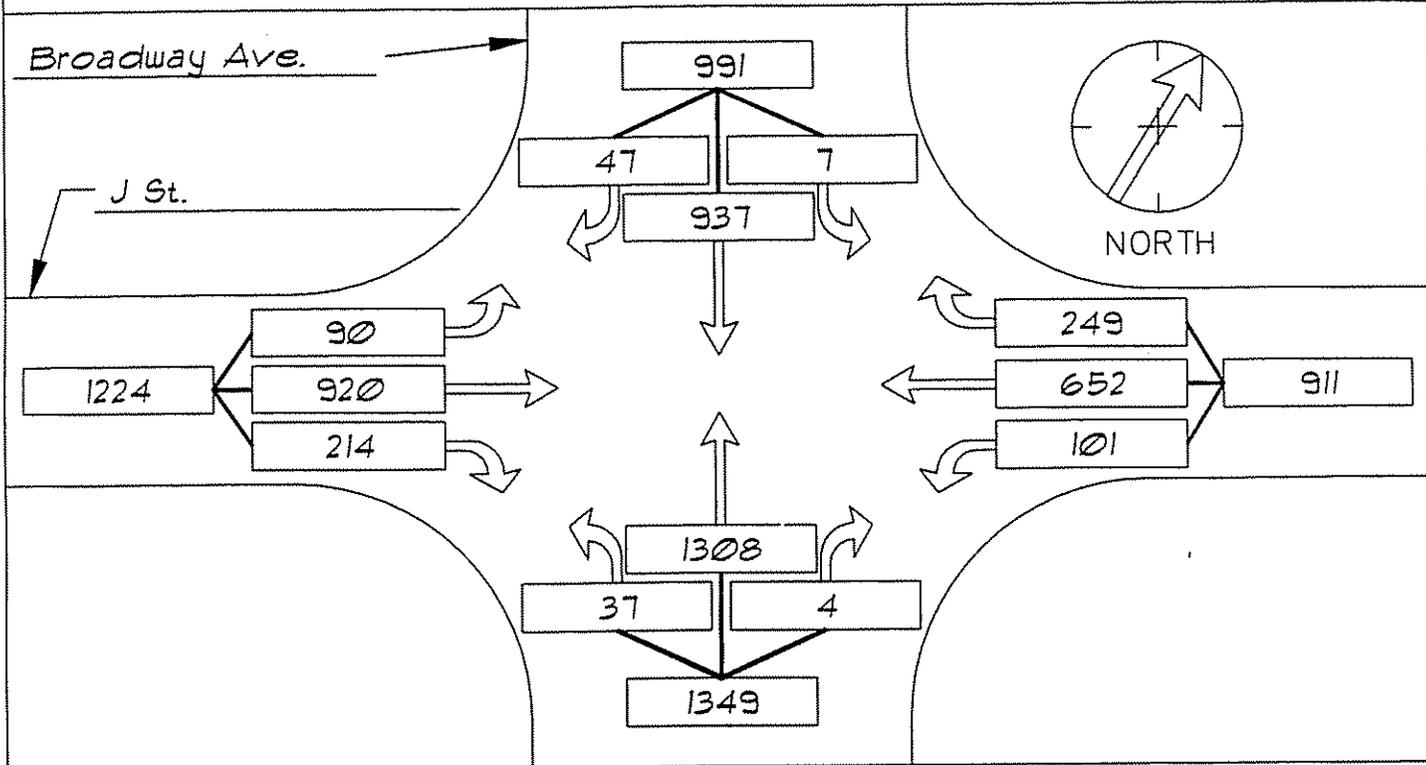


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	37	1500	
NB TH	1312	3400	.39
NB RT			
SB LT	7	1500	.00
SB TH	984	3400	
SB RT			
EB LT	90	1500	
EB TH	1134	3400	.33
EB RT			
WB LT	10	1500	.01
WB TH	901	3400	
WB RT			

Total intersection utilization: .73
 Level of service: C

Intersection: Broadway Avenue
K Street

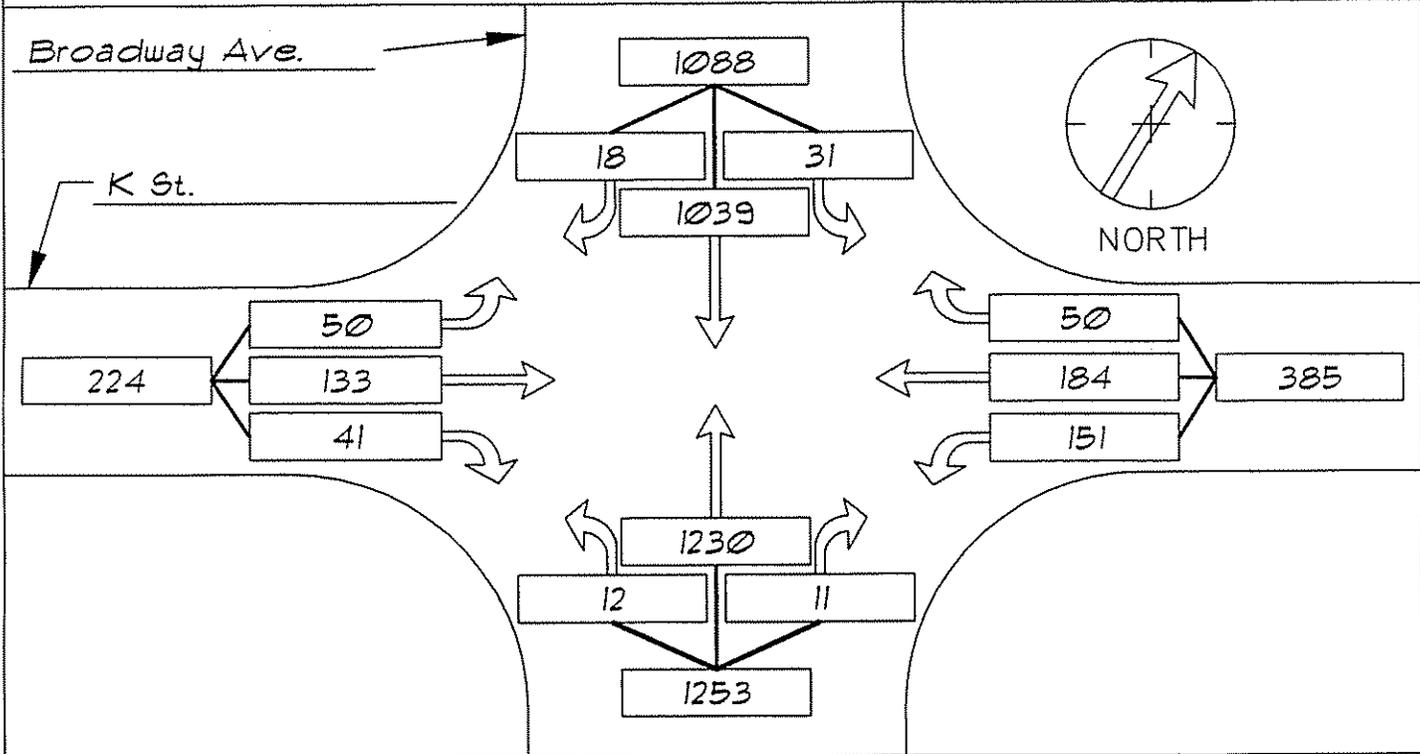


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	12	1500	
NB TH	1241	3400	.37
NB RT			
SB LT	31	1500	.02
SB TH	1057	3400	
SB RT			
EB LT	50	1500	
EB TH	174	1700	.10
EB RT			
WB LT	151	1500	.10
WB TH	234	1700	
WB RT			

Total intersection utilization: .59

Level of service: A

Intersection: Broadway Avenue
L Street

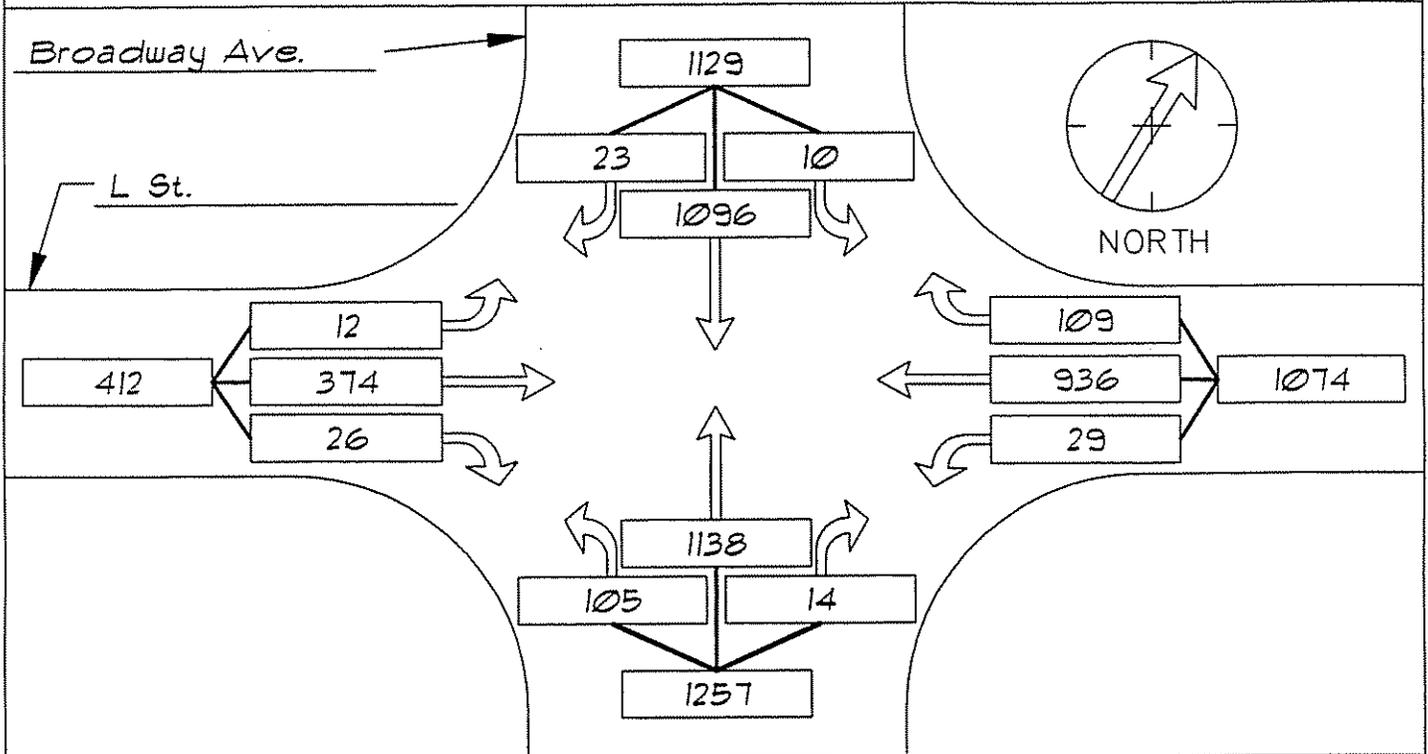


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	105	1500	.07
NB TH	1152	3400	
NB RT			
SB LT	10	1500	
SB TH	1119	3400	.33
SB RT			
EB LT	12	1500	.01
EB TH	400	3400	
EB RT			
WB LT	29	1500	
WB TH	965	3400	.28
WB RT			

Total intersection utilization: .69

Level of service: B

Intersection: Broadway Avenue
Moss Street

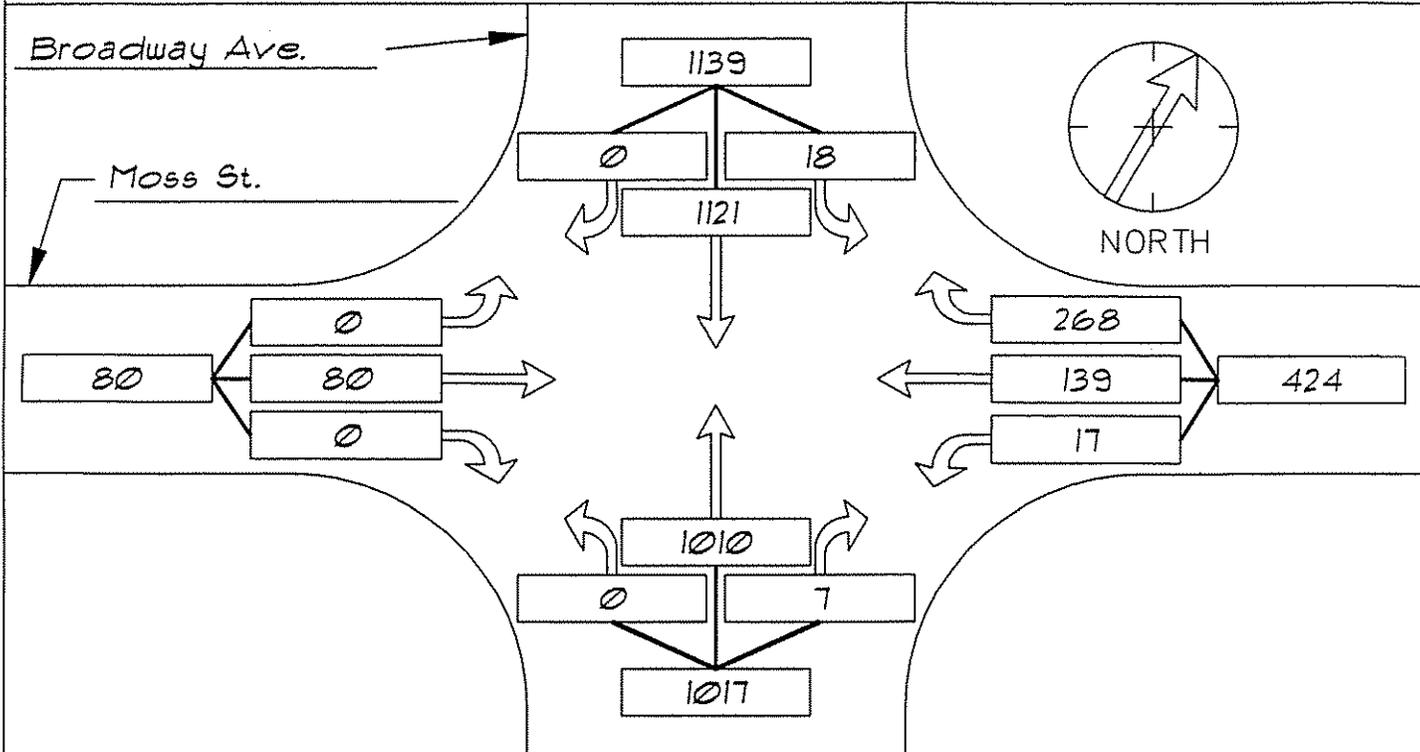


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	0	1500	.00
NB TH	1017	3400	
NB RT			
SB LT	18	1500	
SB TH	1121	3400	.33
SB RT			
EB LT	0	1500	.00
EB TH	80	1700	
EB RT			
WB LT	17	1500	
WB TH	407	1700	.30
WB RT			

Total intersection utilization: .63

Level of service: B

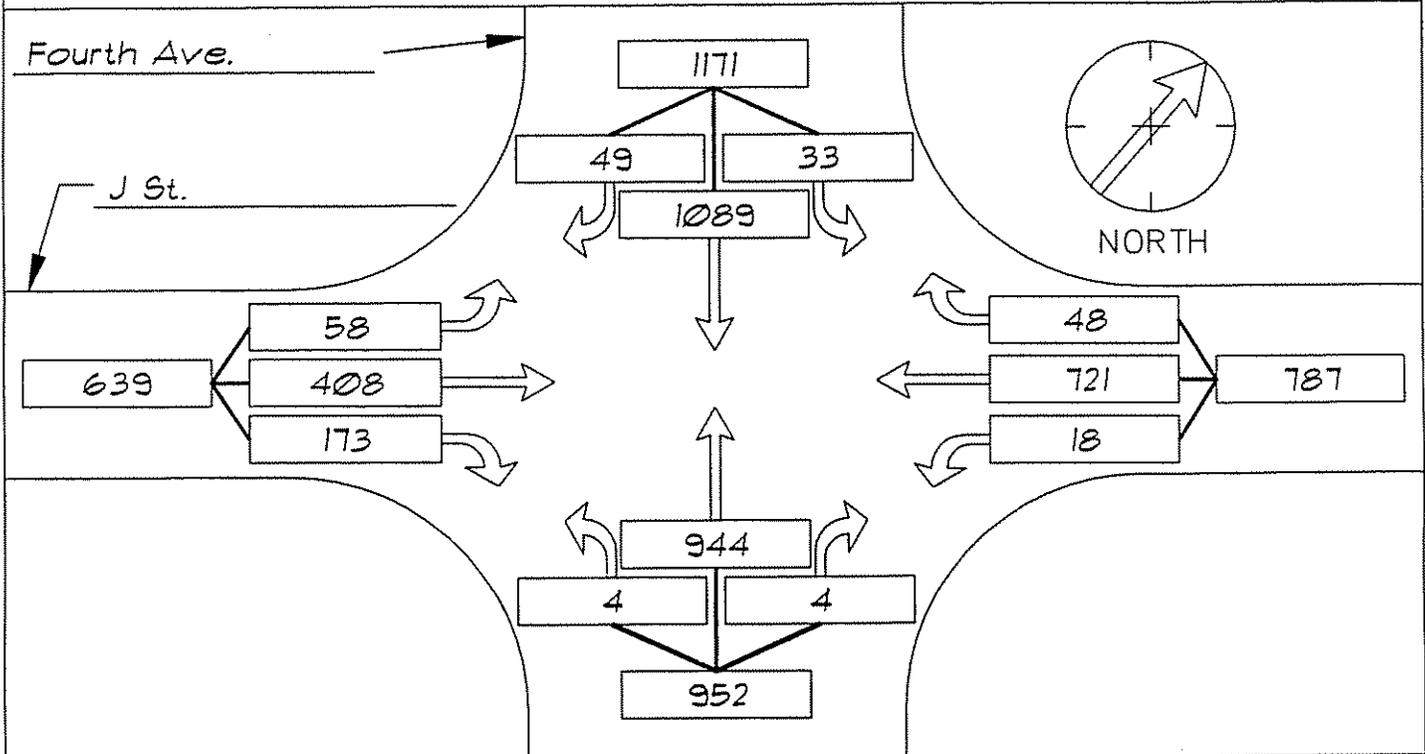
Intersection: Fourth Avenue
J Street



BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project
 Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	4	1500	.00
NB TH	948	3400	
NB RT			
SB LT	33	1500	
SB TH	1138	3400	.33
SB RT			
EB LT	58	1500	.04
EB TH	581	3400	
EB RT			
WB LT	18	1500	
WB TH	769	3400	.23
WB RT			

Total intersection utilization: .60
 Level of service: B

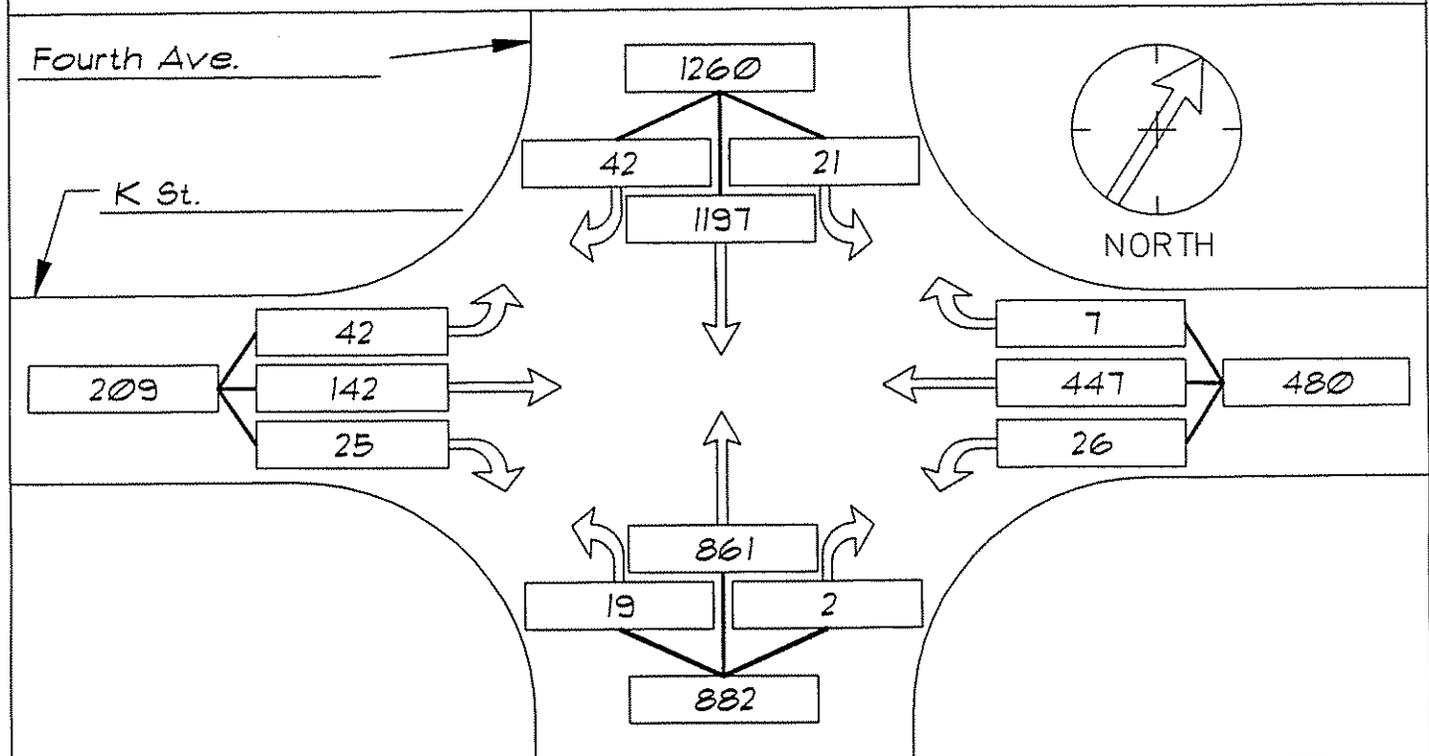
Intersection: Fourth Avenue
K Street



Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	19	1500	.02
NB TH	863	3400	
NB RT			
SB LT	21	1500	
SB TH	1239	3400	.36
SB RT			
EB LT	42	1500	.03
EB TH	167	1700	
EB RT			
WB LT	26	1500	
WB TH	454	1700	.27
WB RT			

Total intersection utilization: .68
 Level of service: B

Intersection: Fourth Avenue
L Street

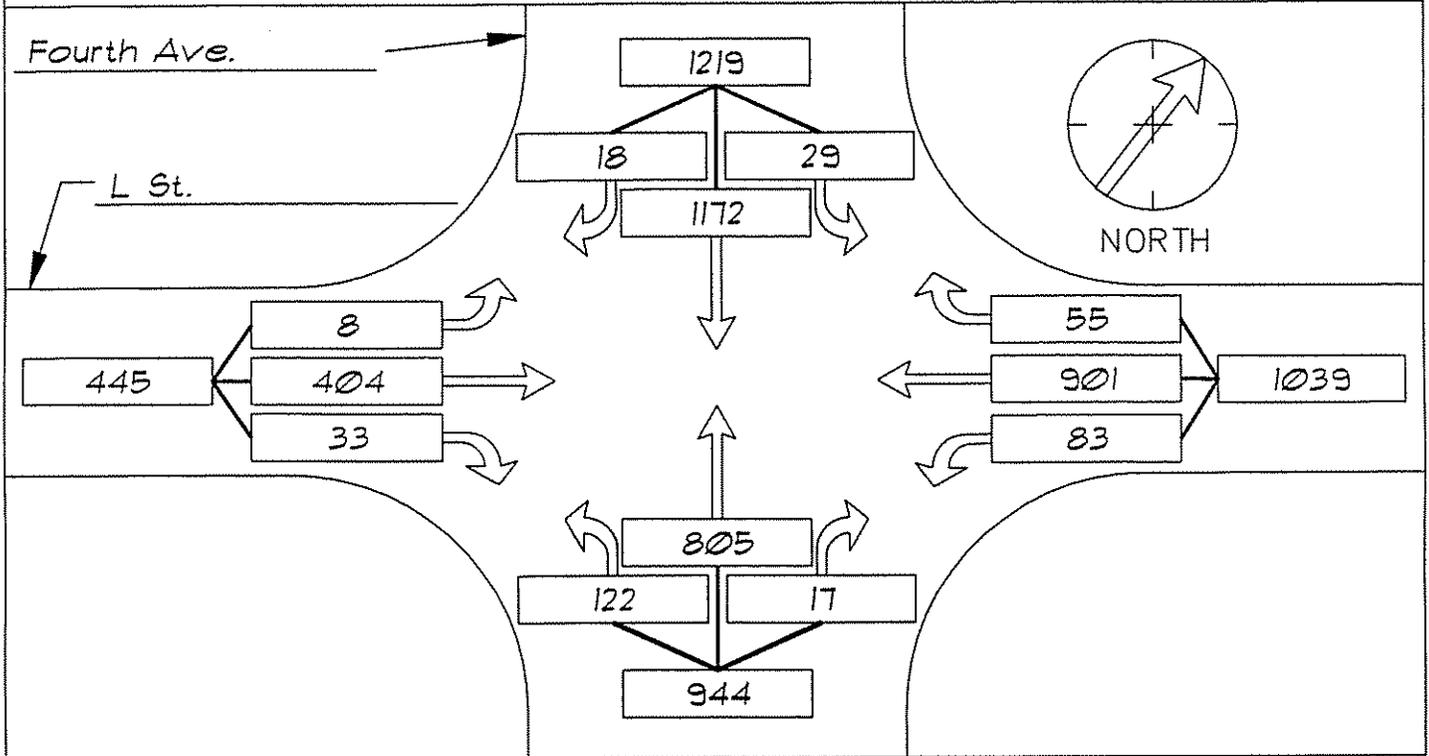


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	122	1500	.08
NB TH	822	3400	
NB RT			
SB LT	29	1500	
SB TH	1190	3400	.35
SB RT			
EB LT	8	1500	.01
EB TH	437	3400	
EB RT			
WB LT	83	1500	
WB TH	956	3400	.28
WB RT			

Total intersection utilization: .72

Level of service: C

Intersection: Fourth Avenue
Moss Street

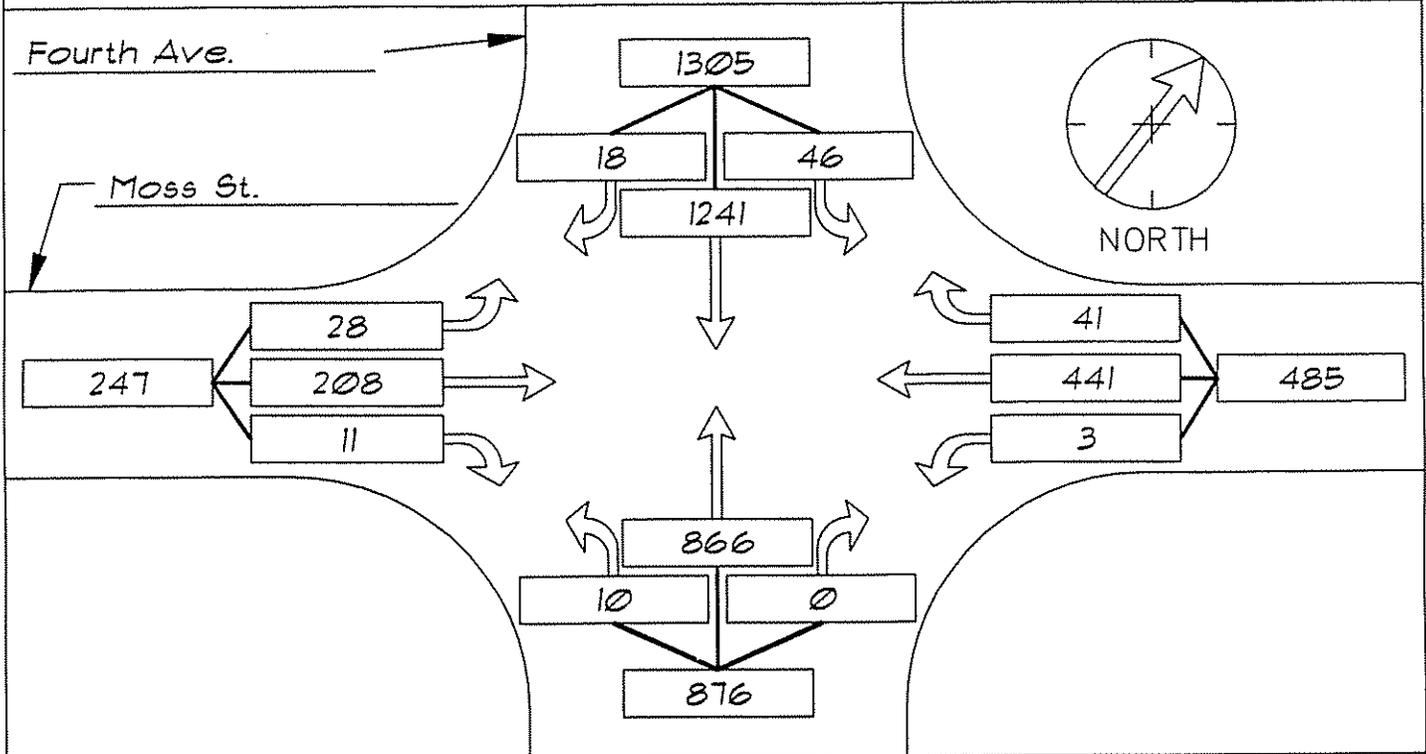


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	10	1500	.01
NB TH	866	3400	
NB RT			
SB LT	46	1500	
SB TH	1259	3400	.37
SB RT			
EB LT	28	1500	.02
EB TH	219	1700	
EB RT			
WB LT	3	1500	
WB TH	482	1700	.28
WB RT			

Total intersection utilization: .68

Level of service: B

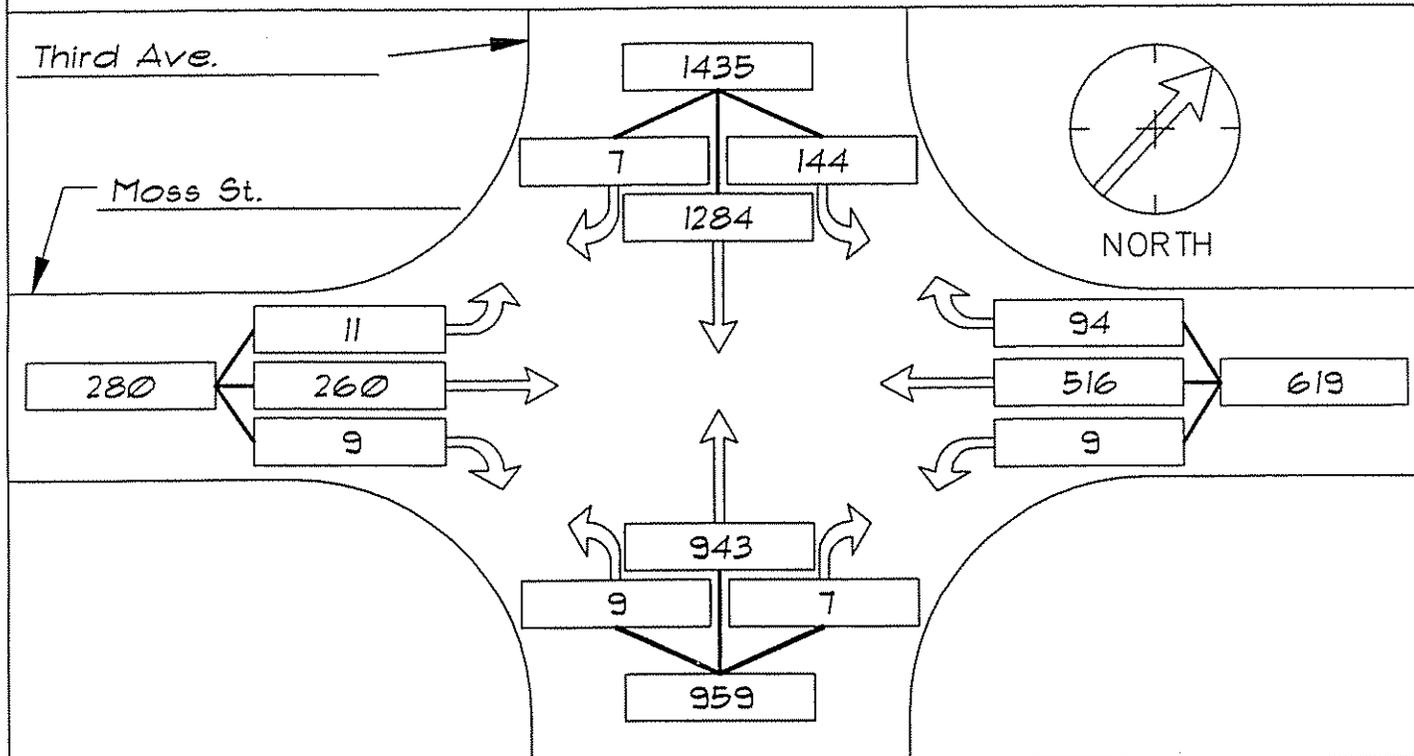
Intersection: Third Avenue
Moss Street



BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project
 Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	9	1500	.01
NB TH	950	3400	
NB RT			
SB LT	144	1500	
SB TH	1291	3400	.38
SB RT			
EB LT	11	1500	.01
EB TH	269	1700	
EB RT			
WB LT	9	1500	
WB TH	610	1700	.36
WB RT			

Total intersection utilization: .76
 Level of service: C

Intersection: Third Avenue
Naples Street

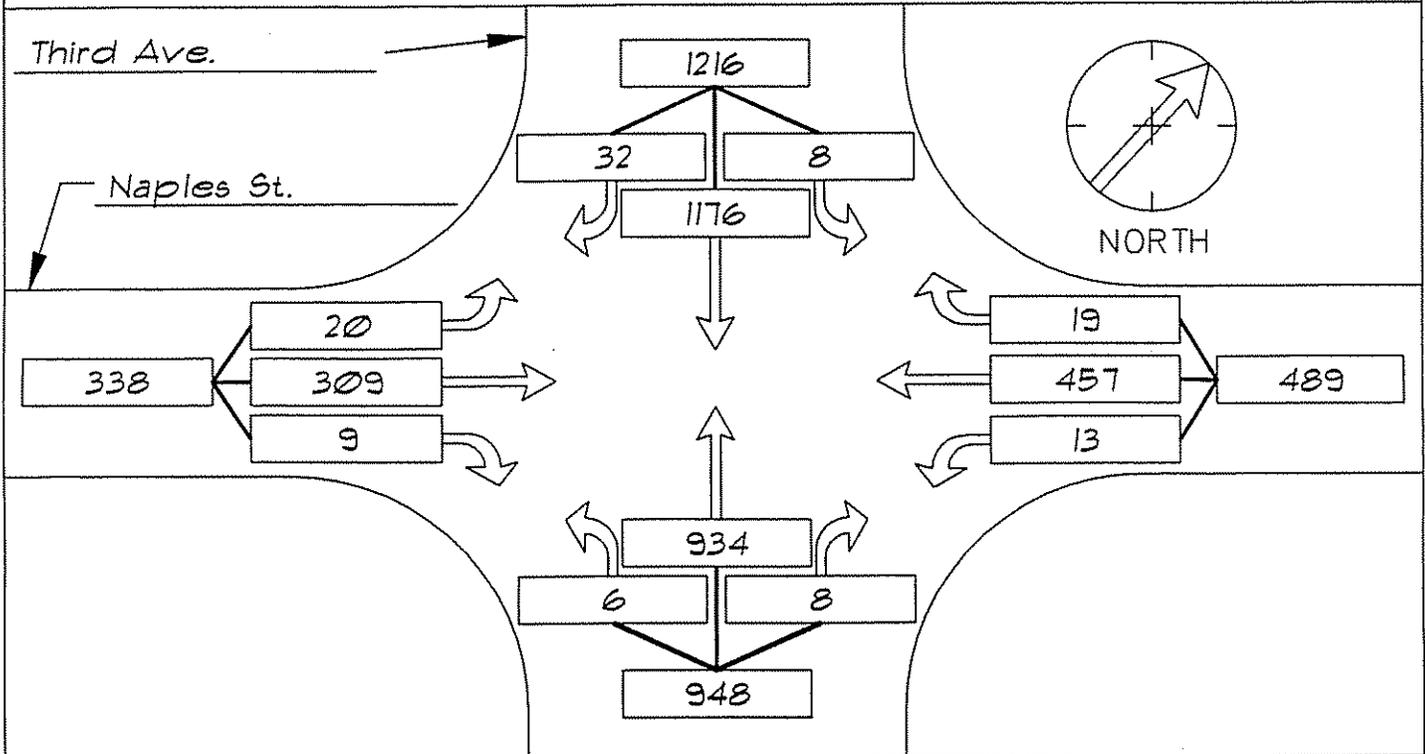


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	6	1500	.00
NB TH	942	3400	
NB RT			
SB LT	8	1500	
SB TH	1208	3400	.36
SB RT			
EB LT	20	1500	.01
EB TH	318	1700	
EB RT			
WB LT	13	1500	
WB TH	476	1700	.28
WB RT			

Total intersection utilization: .65

Level of service: B

Intersection: Third Avenue
Oxford Street

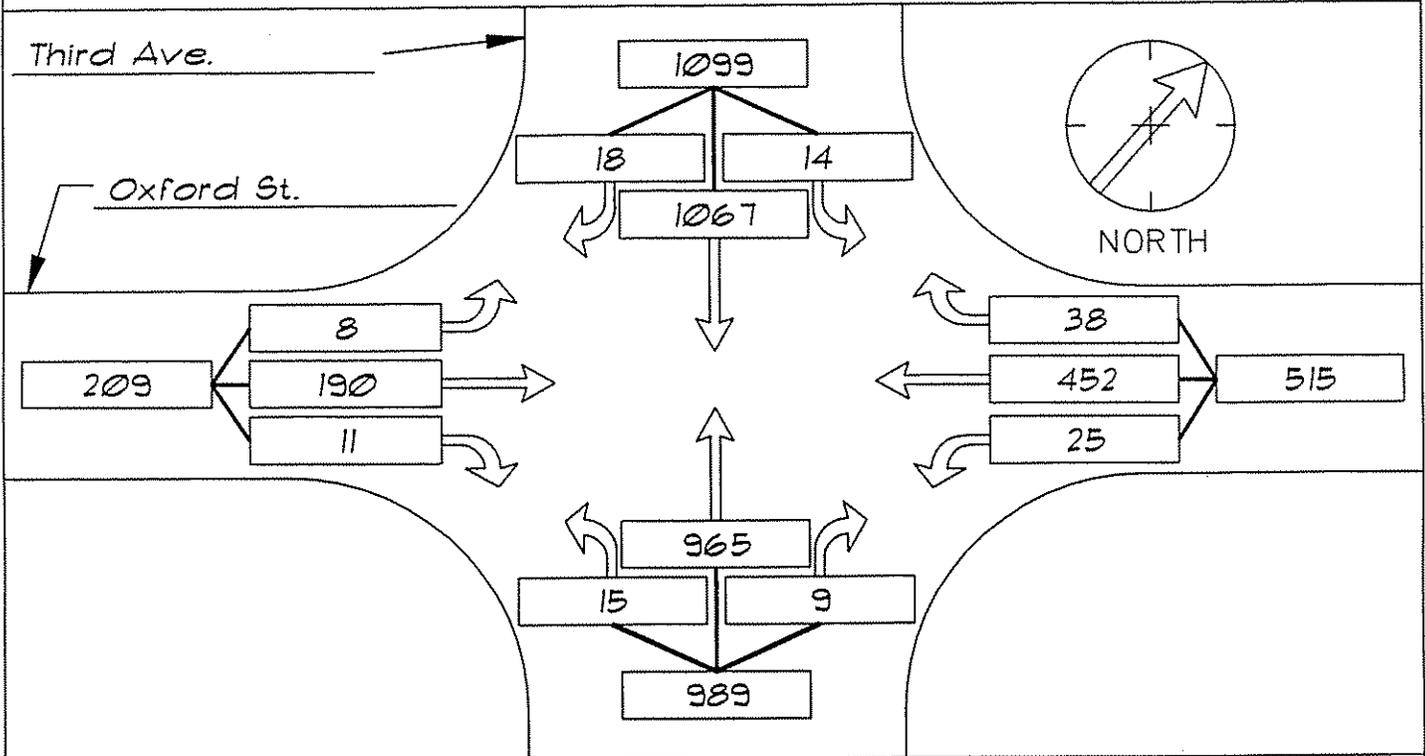


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	15	1500	.01
NB TH	974	3400	
NB RT			
SB LT	14	1500	
SB TH	1085	3400	.32
SB RT			
EB LT	8	1500	.00
EB TH	201	1700	
EB RT			
WB LT	25	1500	
WB TH	490	1700	.29
WB RT			

Total intersection utilization: .62

Level of service: B

Intersection: Third Avenue
Palomar Street

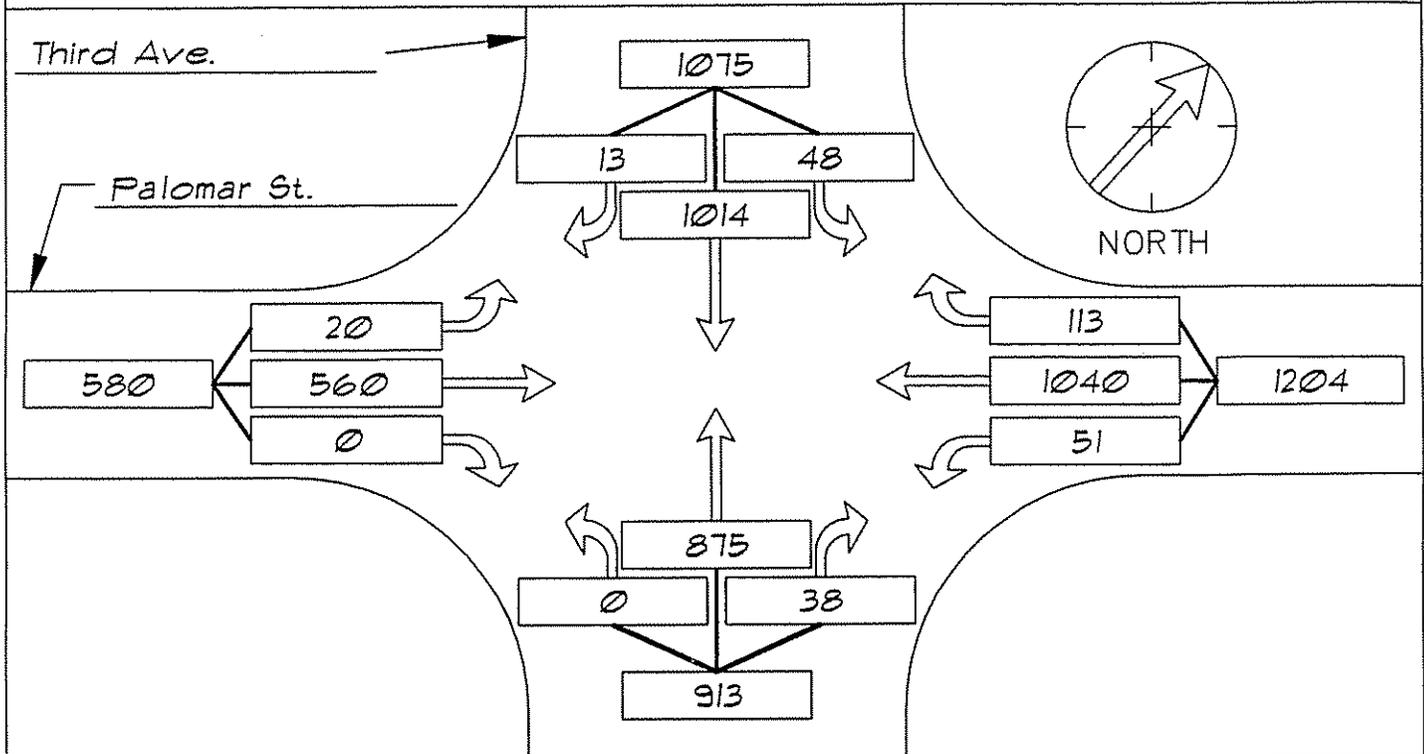


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	0	1500	.00
NB TH	913	3400	
NB RT			
SB LT	48	1500	
SB TH	1027	3400	.30
SB RT			
EB LT	20	1500	.01
EB TH	560	3400	
EB RT			
WB LT	51	1500	
WB TH	1153	3400	.34
WB RT			

Total intersection utilization: .65

Level of service: B

Intersection: Naples Street
Hilltop Drive

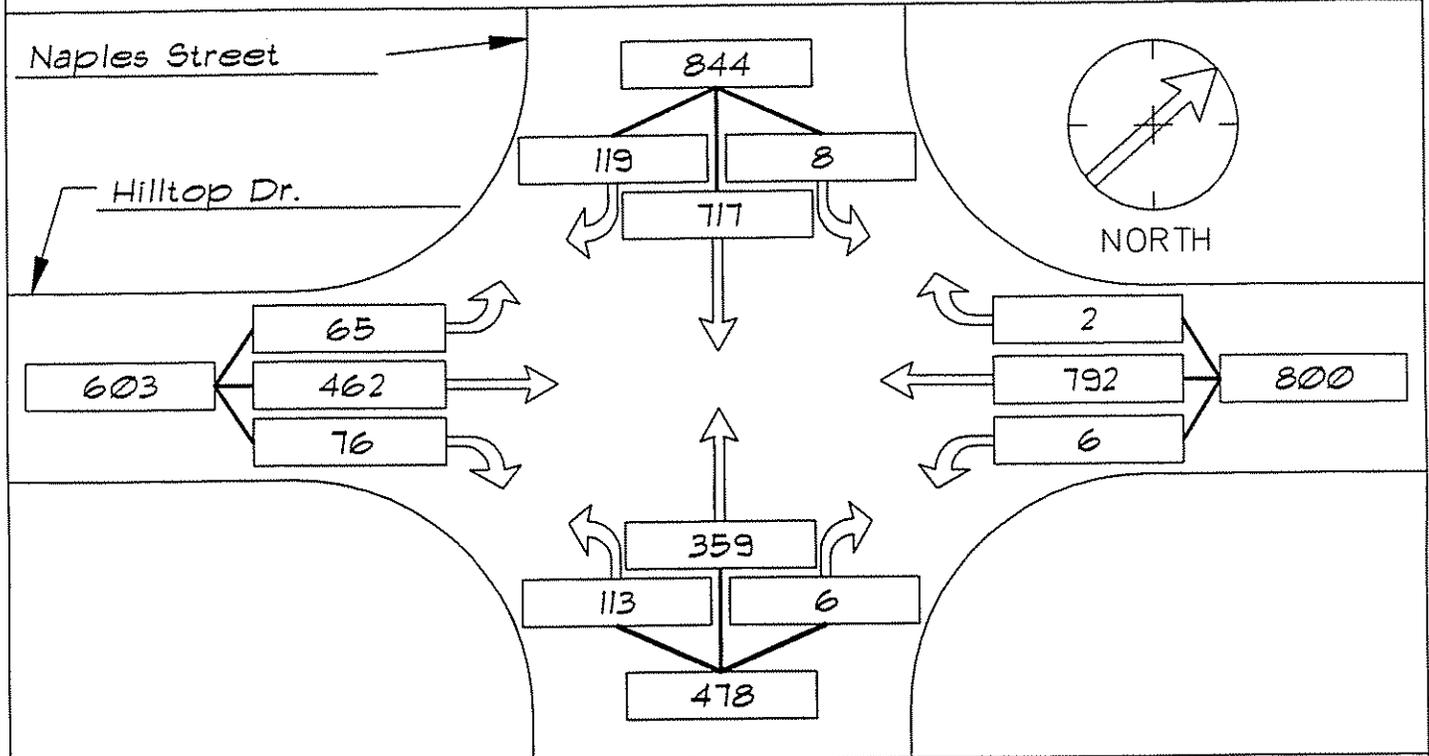


BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project

Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	113	1500	.08
NB TH	365	1700	
NB RT			
SB LT	8	1500	
SB TH	836	1700	.49
SB RT			
EB LT	65	1500	.04
EB TH	538	1700	
EB RT			
WB LT	6	1500	
WB TH	794	1700	.47
WB RT			

Total intersection utilization: 1.08

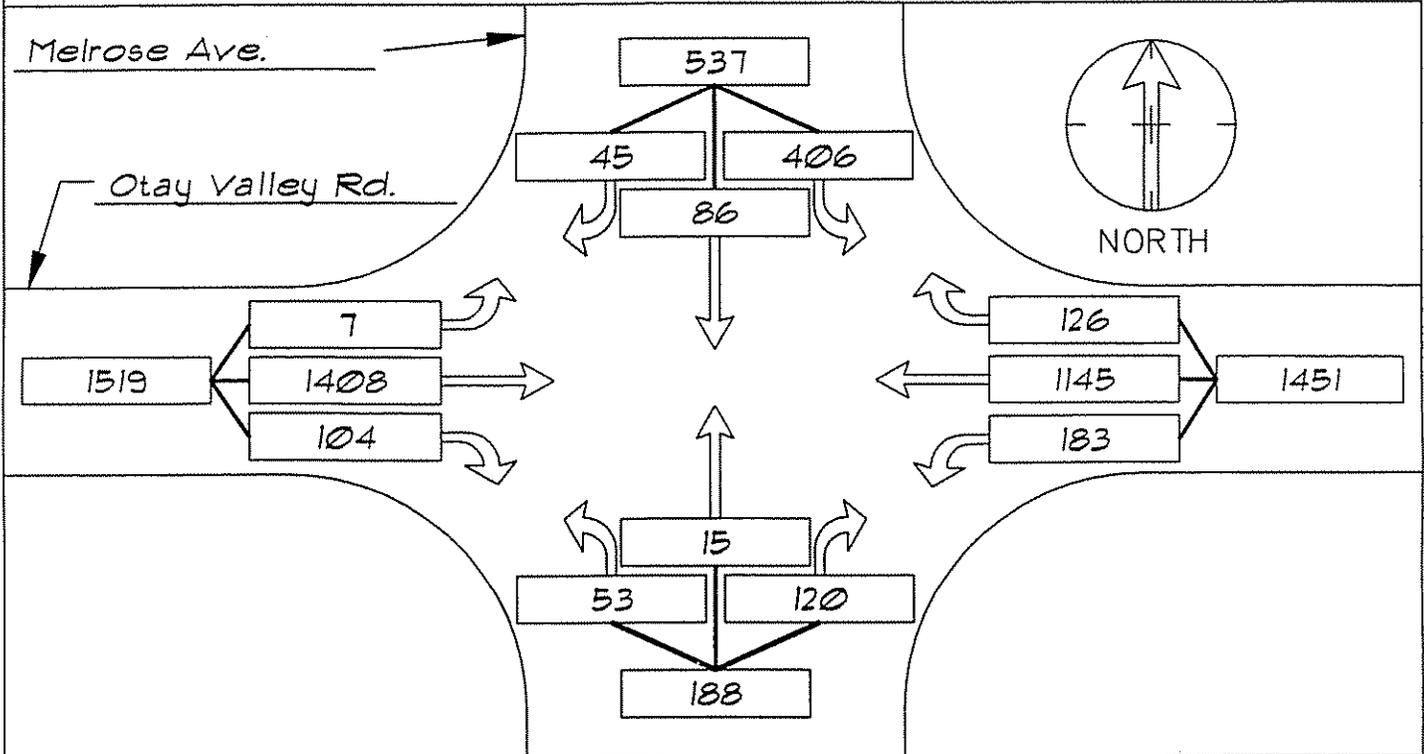
Level of service: F

Intersection: Melrose Avenue
Otay Valley Road

BSI BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project
 Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	53	1500	
NB TH	135	1700	.08
NB RT			
SB LT	406	1500	.27
SB TH	131	1700	
SB RT			
EB LT	7	1500	
EB TH	1512	3400	.44
EB RT			
WB LT	183	1500	.12
WB TH	1271	3400	
WB RT			

Total intersection utilization: .91
 Level of service: E

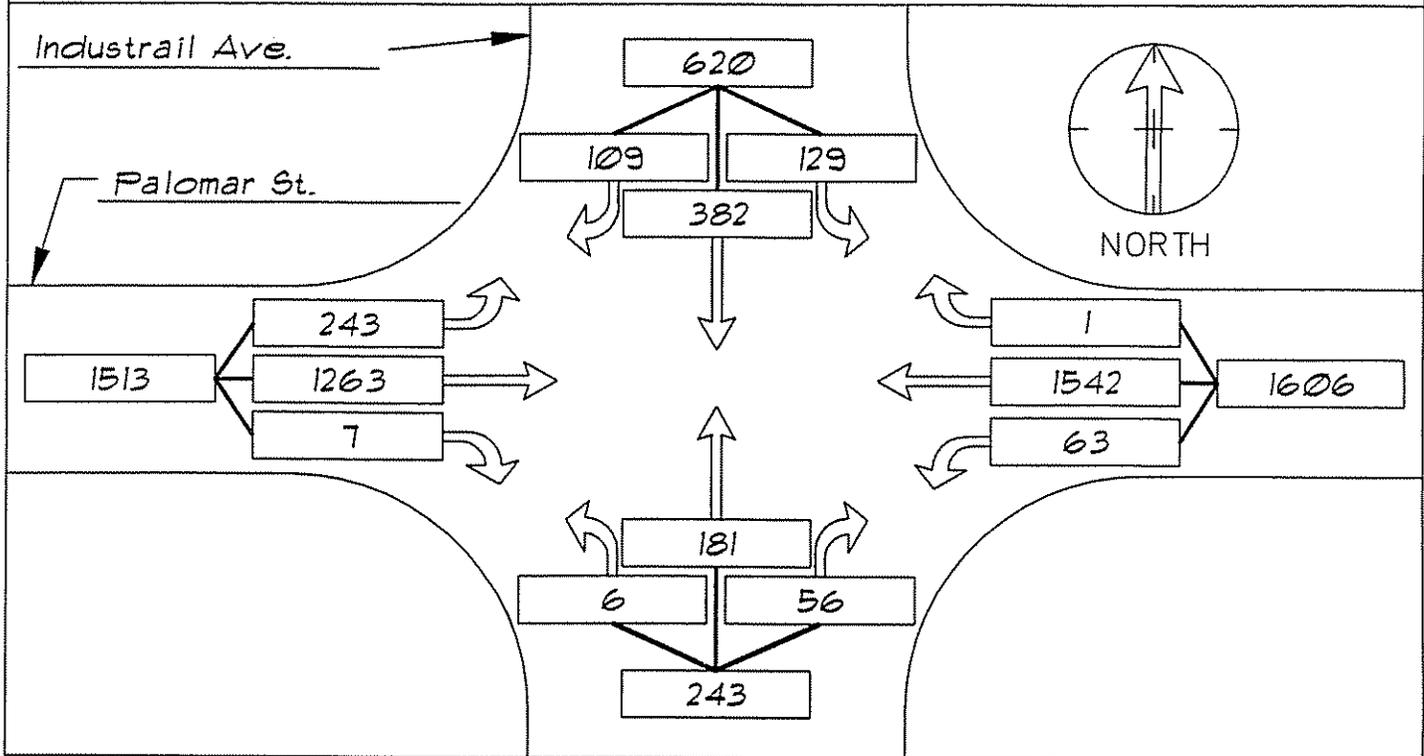
Intersection: Industrial Avenue
Palomar Street



BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project
 Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/90



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	6	1500	.00
NB TH	237	1700	
NB RT			
SB LT	129	1500	
SB TH	491	1700	.29
SB RT			
EB LT	243	1500	.16
EB TH	1270	5100	
EB RT			
WB LT	63	1500	
WB TH	1543	5100	.30
WB RT			

Total intersection utilization: .75
 Level of service: C

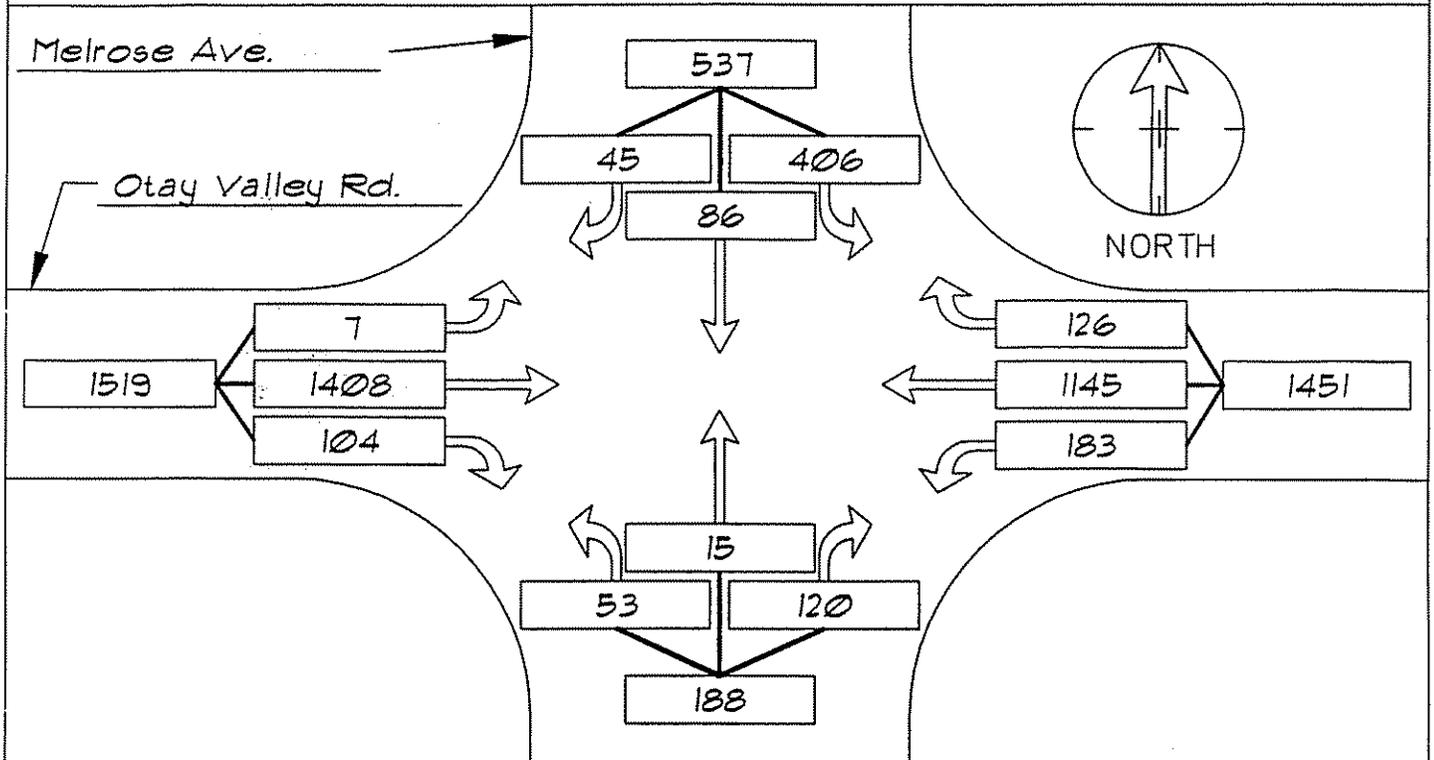
Intersection: Melrose Avenue
Otay Valley Road



BSI Consultants, Inc.
 16880 W Bernardo Dr.
 San Diego, CA 92127
 (619) 451-6100

Project Name: Southwest Redevelopment Project
 Time Period Analyzed: 2010 Forecast - Peak Hour

Date: 9/30



INTERSECTION CAPACITY UTILIZATION

Direction	Volume	Capacity	V/C
NB LT	53	1500	
NB TH	135	1700	.08
NB RT			
SB LT	406	1500	.27
SB TH	131	1700	
SB RT			
EB LT	7	1500	
EB TH	1512	5100	.30
EB RT			
WB LT	183	1500	.12
WB TH	1271	5100	
WB RT			

Total intersection utilization: .77
 Level of service: C