Draft Environmental Impact Report

Rohr Wohl Specific Plan

STATE CLEARINGHOUSE NO. 2022100138
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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
3-D	three-dimensional
AB	Assembly Bill
ACC	Advanced Clean Cars
ACM	asbestos-containing materials
ACWM	asbestos-containing waste materials
SDT	Average Daily Traffic
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
ALUCP	Airport Land Use Compatibility Plan
ANSI	American National Standards Institute
AMR	American Medical Response
ATCM	Airborne Toxic Control Measure
ATP	Active Transportation Plan
bgs	below ground surface
BFSA	Brian F. Smith & Associates
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards
CALINE4	California LINE Source Dispersion Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAO	Cleanup and Abatement Order
CAP	climate action plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERT	community emergency response team
CFC	California Fire Code
CFD	Community Facilities District
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	methane
CHP	California Highway Patrol

Acronym/Abbreviation	Definition
City	City of Chula Vista
CIWMB	California Integrated Waste Management Board
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COC	chemical of concern
CPF	Community Purpose Facility
CPSD	Coastal Plain of San Diego
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CTC	California Transportation Commission
CUPA	Certified Unified Program Agency
CVESD	Chula Vista Elementary School District
CVFD	Chula Vista Fire Department
CVMC	Chula Vista Municipal Code
CVPD	Chula Vista Police Department
CVPL	Chula Vista Public Library
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DEH	Department of Environmental Health
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substance Control
DWR	California Department of Water Resources
EDR	Environmental Data Resources Inc.
EIA	U.S. Energy Information Administration
EIR	environmental impact report
EISA	Energy Independence and Security Act of 2007
EMS	emergency medical services
EMT	emergency medical technician
EO	Executive Order
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
ESL	Environmental Screening Level
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency

Acronym/Abbreviation	Definition
FHSZ	Fire Hazard Severity Zone
FHZ	fire hazard zones
FICON	Federal Interagency Committee on Noise
FMZ	Fuel Management Zone
FPP	Fire Protection Plan
FTA	Federal Transit Administration
GDP	General Development Plan
GDPA	General Development Plan Amendment
GHG	greenhouse gas
GMO	Growth Management Ordinance
GMOC	Growth Management Oversight Commission
GPA	General Plan Amendment
gpd	gallons per day
gpm	gallons per minute
GWB	gypsum wallboard
GWh	gigawatt hour
GWP	global warming potential
HAP	hazardous air pollutant
HAZMIT	Hazard Mitigation Plan
HCD	Housing and Community Development
HCFC	hydrochlorofluorocarbon
HERO	California Human and Ecological Risk Office
HFC	hydrofluorocarbon
HHRA	Human Health Risk Assessment
HLIT	Habitat Loss and Incidental Take
HMBP	hazardous materials business plan
HMD	Hazardous Materials Division
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I	Interstate
IBC	International Building Code
IFC	International Fire Code
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ips	inches per second
ISO	International Organization for Standardization
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
ITIP	Interregional Transportation Improvement Program
kg	kilogram
kWh	kilowatt hour
LCP	Local Coastal Program
L_{dn}	day/night average sound level

Acronym/Abbreviation	Definition
LEED	Leadership in Energy and Environmental Design
LEL	lower explosive limit
L_{eq}	energy-equivalent sound level
LEV	Low-Emission Vehicle
LFG	landfill gas
LFGCS	landfill gas control system
LI	Limited Industrial
LMA	Local Mobility Analysis
L_{max}	maximum sound level during the measurement interval
L_{min}	minimum sound level during the measurement interval
LOS	level of service
LOSSAN	Los Angeles to San Diego
LRA	Local Responsibility Area
LUP	Land Use Plan
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
METRO	Metropolitan Wastewater Department
mg	milligrams
mgd	million gallons per day
MM	Mitigation Measure
MMT	million metric tons
MMRP	mitigation monitoring and reporting program
mph	miles per hour
MPO	metropolitan planning organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program
MWD	Metropolitan Water District
MT	metric tons
MUN	municipal and domestic supply
mya	million years ago
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFA	no further action
NHAPS	National Human Activity Pattern Survey
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NOP	Notice of Preparation

Acronym/Abbreviation	Definition
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_2	molecular oxygen
O_3	ozone
OBCF	octave-band center frequency
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OVRP	Otay Valley Regional Park
OWD	Otay Water District
PAD	Park Acquisition and Development
PAH	polycyclic aromatic hydrocarbon
P-C	Planned Community
PCB	polychlorinated biphenyl
PCE	passenger car equivalent
PDP	Priority Development Project
PDF	project design feature
PFC	perfluorocarbon
PFDIF	Public Facilities Development Impact Fee
PFFP	public facilities finance plan
PIF	Project Information Form
PM_{10}	coarse particulate matter
$PM_{2.5}$	fine particulate matter
PPV	peak particle velocity
PRIMP	Paleontological Resources Impact Mitigation Program
project or proposed project	Rohr Wohl Specific Plan Project
psi	pounds per square inch
PWL	sound power level
RAQS	Regional Air Quality Strategy
RASS	Residential Appliance Saturation Survey
RBC	Rocks Biological Consulting
RCNM	Roadway Construction Noise Model
RCP	reinforced concrete pipe
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RFI	remedial feasibility investigation
RFS	Renewable Fuel Standard
RHNA	Regional Housing Needs Assessment
RMP	Risk Management Plan
RMS	root-mean square
RSL	Regional Screening Level
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RWQCB	Regional Water Quality Control Board

Acronym/Abbreviation	Definition
SAFE	Safer Affordable Fuel-Efficient
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCEOP	San Diego County Emergency Operations Plan
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas and Electric Company
SDRWQCB	San Diego Regional Water Quality Control Board
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SLCP	short-lived climate pollutant
SLM	sound level meter
SMARA	Surface Mining and Reclamation Act of 1975
SO2	sulfur dioxide
SP	service population
SPA	Sectional Planning Area
SPCC	spill prevention, control, and countermeasure
SPL	sound pressure level
SQG	small-quantity generator
SR	State Route
ST	short-term
STC	sound transmission class
STIP	State Transportation Improvement Program
SUHSD	Sweetwater Union High School District
SUSMP	Standard Urban Storm Mitigation Plan
SUV	sports utility vehicle
SWEEPS	Statewide Environmental Evaluation and Planning System
SWPPP	stormwater pollution prevention plan
SWQMP	stormwater quality management plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCE	trichloroethylene
TDM	Transportation Demand Management
TM	tentative map
TMDL	total maximum daily load
TPA	transit priority area
TSG	Traffic Study Guidelines

Acronym/Abbreviation	Definition
TSM	Transportation System Management
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
UWMP Act	Urban Water Management Planning Act
VdB	velocity decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicles miles traveled
VOC	volatile organic compound
WQIP	water quality improvement plan
ZEV	zero-emission vehicle
ZNE	zero net energy

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1 Executive Summary

this chapter provides a summary of the environmental impact report (EIR) for the proposed Rohr Wohl Specific Plan Project (project). This summary (1) addresses the purpose of the Draft EIR; (2) summarizes the proposed project's location, setting, and existing uses, project description, and objectives; (3) identifies required permits and/or discretionary approvals; (4) summarizes environmental topics, impacts, mitigation measures, and the level of significance after mitigation in tabular form; (5) describes areas of controversy and issues to be resolved; and (6) summarizes reasonable and feasible alternatives to the proposed project.

1.1 Project Location and Setting

The project site is approximately 44.8 acres located in the City of Chula Vista (City), California. The site is in the northwest portion of the City, directly adjacent to the City of San Diego. More specifically, the project site is located west of Interstate (I) 5, north of H Street, south of G Street, east of Marina Parkway, and 0.5 miles east of the San Diego Bay (Figure 4-1, Project Location). The site Assessor's Parcel Numbers are 571-330-35, 36, 37, 38, 39, 40, 41, 42, 43, 44, and 45.

The project site is divided into three separate planning areas. The eastern portion of the project site, closest to I-5 (between G Street and H Street), is designated as Planning Area A and is 9.29 acres. The largest planning area is Planning Area B-1, totaling 26.13 acres. Planning Area B-2, which is located south of B-1, totals 9.36 acres.

1.2 Project Background

The subject property consists of developed land occupied by the former Rohr Aircraft Facility. The site was developed with several industrial buildings historically used for manufacturing, warehousing, research and development, and related office uses totaling approximately 1,048,841 square feet. One of the industrial buildings in Planning Area A, known as Building 29 (795 H Street), was used for research and development, tooling, and warehousing and distribution of aftermarket products until February 2021. Renovations of that building commenced in 2021, including removal of approximately 50,000 square feet of interior mezzanine office space. The renovations to the building in Planning Area A were completed in 2024. Planning Areas B-1 and B-2 were used for manufacturing operations, which ceased in approximately 2020. Ancillary uses continued operation at the site through the middle of 2021 (e.g., warehouse and outdoor storage for Collins Aerospace, decommissioning of plant equipment, shutdown/salvage of utilities and external site facilities, and employee parking). September 2021 through October 2022 the site was used for parking for Collins Aerospace employees, and October 2022 through March 2023 asbestos abatement of the structures was conducted, steel and copper were salvaged, and site utilities were disconnected. Demolition of the buildings in Planning Areas B-1 and B-2 (totaling approximately 766,837 square feet) commenced in May 2023 in connection with environmental remediation of the site. Demolition in Planning Areas B-1 and B-2 are complete and soil remediation is underway as of the preparation of this EIR.

Historically, the project site was used for agriculture prior to development in 1941 with the existing facility. As a result of residual contaminated soils caused by historical agriculture and industrial uses at the project site, soil remediation and cleanup efforts are necessary. Chemicals associated with historical operations have been identified in soil and groundwater, including, but not limited to, volatile organic compounds (VOCs), metals,

petroleum hydrocarbons, polycyclic aromatic hydrocarbons (PAHs), and polychlorinated biphenyls (PCBs) and have been investigated under the Department of Environmental Health and the San Diego Regional Water Quality Control Board (SDRWQCB). In 1998, SDRWQCB issued Cleanup and Abatement Order No. 98-08 for the Rohr facility to abate discharges from its facility. SDRWQCB issued CAO R9-2021-0042 in July 2021 that includes directives and timelines to remediate soil, soil gas, and groundwater at the property.

Planning Areas A, B-1, and B-2 are located within the Chula Vista Bayfront Local Coastal Program and currently lie within the General Industrial (I) Zoning and Industrial (I) General Plan land use designations. Land uses in the vicinity of the project site include vacant properties, Collins Aerospace, and Seven Mile Casino to the north; Marina, Chula Vista Harbor, and future development as part of the Chula Vista Bayfront Master Plan to the south; Bay Boulevard and I-5 to the east; and Chula Vista RV Resort and future development site for the Gaylord Pacific Resort Hotel and Convention Center to the west.

1.3 Project Description

The proposed project involves the preparation of a Specific Plan that would govern future development within the three Planning Areas (A, B-1, and B-2) at the project site. Specific plans are a mechanism to ensure that projects develop in an organized and cohesive manner. Specific plans incorporate a development framework for detailed land use, circulation, infrastructure including drainage, sewer, and water facilities, and urban design and landscape plans. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the Specific Plan area ensuring that excellence in design is achieved during project development. The Rohr Wohl Specific Plan establishes the procedures and requirements to approve new development within the Specific Plan area.

A General Plan and Land Use Plan Amendment is proposed to be processed concurrently with Specific Plan adoption, which would change the existing I-G (General Industrial) zoning designation to three new zoning designations: PA-1 (for Planning Area A), PA-2 (for Planning Area B-1), and PA-3 (for Planning Area B-2). These new designations would provide for permitted, conditionally permitted, and prohibited uses within six land use categories: Commercial Retail (CR), Commercial Visitor (CV), Commercial Office (CO), Light Industrial (LI), Regional Technology Park (RTP), and Business Park Flex (BPF). The existing zoning designation of I-G would be amended to complement the Collins Aerospace Campus to allow a flexible combination of light industrial, office, commercial and visitor-oriented uses to complement both the overall Chula Vista Bayfront area and the western part of Chula Vista. California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. The Rohr Wohl Specific Plan has been prepared in conformance with the goals and policies of the City of Chula Vista General Plan as amended, in providing a commercial/light Industrial use on an underutilized property, creating new employment opportunities, and providing regulations that support the success of an employment area of the City.

1.3.1 Project Objectives

Following are the objectives of the proposed project:

1. Generate a diverse spectrum of employment opportunities and regain for Chula Vista the approximately 1,000 jobs that existed on the site during Rohr Industries operations.

2. Foster Chula Vista's capture of leading businesses and employers in existing and emerging economic sectors that drive the regional economy.
3. Encourage clean industrial, research & development, and office use designations (e.g., defense, Port-related, e-commerce, technology, hospitality, and medical device/life sciences).
4. Allow a flexible combination of light industrial, commercial, and visitor-oriented uses to enhance both the existing Collins Aerospace campus and the greater Chula Vista Bayfront area, while taking advantage of its proximity to the I-5 FWY, the Port of San Diego, various defense industry assets and contractors.
5. Attract significant capital investment to Chula Vista at vacant and underutilized property.
6. Highlight the proximity to the "E" Street and "H" Street Trolley Stations to encourage transit usage by visitors and workers.
7. Expand mobility options of today and the future and thoughtfully address Vehicle Miles Traveled ("VMT").
8. Leverage ideal location in the bi-national region, with proximity to Mexico, convenient access by air (SAN, CBX) and enhanced border crossing infrastructure under development.
9. Provide flexibility for land uses and development that evolves as the Chula Vista Bayfront matures over the coming years and decades.
10. Provide for roadways, infrastructure, and utilities to support on-site land uses as the project evolves.
11. Facilitate the establishment of design guidelines and development standards consistent with the citywide design guidelines for commercial and industrial uses and Local Coastal Program guidelines.
12. Develop a plan that is economically feasible and capable of implementation based on reasonably anticipated economic conditions such that no economic burden to the City of Chula Vista would occur.

1.3.2 Approvals and Amendments

The approval of the Rohr Wohl Specific Plan would amend the City's zoning for the property to allow the development of the proposed project with commercial, industrial, and office uses. When adopted by ordinance, the Specific Plan would become the zoning for all uses within the Specific Plan area. Where conflicts occur between the municipal code and the Specific Plan, the Specific Plan would prevail. Where standards are not included in the Specific Plan, the underlying code provisions would apply.

Approval of the proposed project would require the adoption of a General Plan Amendment and a new Specific Plan; amendment of the Development Agreement by and between the City of Chula Vista, the Redevelopment Agency of the City of Chula Vista, and Rohr, Inc., dated December 30, 1999, as amended; certification of the EIR; adoption of CEQA Findings and Statement of Overriding Considerations; and adoption of a mitigation monitoring and reporting program (MMRP).

The documents to be approved are as follows:

- Environmental Impact Report
- Specific Plan
- Tentative Map for Subdivision of Planning Area B-1
- Coastal Development Permit for Planning Area B-1
- Design Review for Planning Area B-1

The documents to be amended are as follows:

- Chula Vista General Plan (City of Chula Vista 2005)
- Chula Vista Local Coastal Program
  - Bayfront Local Coastal Program Land Use Plan (City of Chula Vista 2013)
  - Bayfront Specific Plan (City of Chula Vista 2018)
- Chula Vista Municipal Code Chapter 19
  - Section 19.81: Bayfront Specific Plan – Scope and Purpose
  - Section 19.84: Bayfront Specific Plan – Land Use Zones
  - Section 19.85: Bayfront Specific Plan – Development Criteria

1.4 Areas of Controversy

Section 15123(b)(2) of the CEQA Guidelines requires that areas of controversy known to the lead agency be stated in the EIR summary. To determine the number, scope, and extent of the environmental topics to be addressed in this EIR, the City prepared an NOP and circulated them to interested public agencies, organizations, community groups, and individuals in order to receive input on the proposed project. The City also held a scoping/public information meeting to obtain agency and public input on the proposed project. Based on the NOP scoping process and comments received, among the issues that are addressed in the Draft EIR are the following (the EIR section that addresses the issue raised is provided in parentheses):

1. Biological resource impacts, including consideration of nesting Osprey (Section 5.3, Biological Resources)
2. Cultural resources, including tribal cultural resources and outreach to Native American tribes (Section 5.4, Cultural and Tribal Cultural Resources)
3. Pedestrian and bicycle safety and access (Section 5.15, Transportation)
4. Land use and planning and consistency with planning documents (Section 5.10, Land Use and Planning)
5. Alternatives (Chapter 10, Alternatives).

1.5 Project Alternatives

As part of an alternatives analysis, CEQA requires an EIR to address a No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project.

EIRs should also identify any alternatives that were considered by the Lead Agency but rejected, and briefly explain the reasons why the Lead Agency made such a determination. Among the factors that may be used in an EIR to eliminate alternatives from detailed consideration are (i) failure to meet most of the basic project objectives, (ii) infeasibility, and/or (iii) inability to avoid significant environmental impacts.

In accordance with these requirements and based on comments received during the CEQA Notice of Preparation and scoping process for the proposed project, alternatives to the proposed project were considered and analyzed compared to the proposed project.

1.5.1 No Project/No Build Alternative

No construction would occur on site. Planning Areas B-1 and B-2 would remain vacant with newly remediated soil. Warehouse in Planning Area A would remain in current condition similar to proposed project. All impacts identified as a result of the proposed project would be reduced.

1.5.2 Build to Existing Land Use Designations Alternative

Rather than revising the land use/zoning designations the site would remain zoned General Industrial (I) and remain designated Industrial (I) by the General Plan. Development under this alternative would be required to be consistent with existing permitted uses in the General Industrial zone. Permitted uses in this zone include food service commercial, convenience sales and service commercial, business and communication service commercial, retail business supply commercial, research and development commercial, general wholesale sales commercial, transportation and warehousing commercial, automotive fee parking commercial, custom industrial, light industrial, general industrial, and essential service civic.

1.5.3 Exclusion of Hotel in Planning Area B-2 Alternative

The following alternative would allow some of the project's proposed uses for Planning Area B-2 (such as restaurants, office space, and visitor serving uses) other than a hotel. Exclusion of a potential hotel in Planning Area B-2 would, because of the unique operational characteristics of a hotel, substantially reduce operational impacts associated with air quality, GHG emissions, traffic, and utilities (water supply, wastewater service, and solid waste generation). All of the same approvals and amendments to existing documents as the proposed project would be required under this alternative. The approval of the Rohr Wohl Specific Plan would amend the City's zoning for the property to allow the development of the proposed project with commercial, industrial, and office uses. This would remain the same under the Exclusion of Hotel in Planning Area B-2 Alternative. Site access, internal circulation, and connection to existing utilities would still occur as detailed in Chapter 4, Project Description.

1.5.4 Exclusion of All Planning Area B-2 Alternative

Exclusion of Planning Area B-2 entirely would have reduced construction and operational impacts compared to the proposed project in the near-term. However, B-2 would remain vacant, zoned General Industrial, and future development could still occur in Planning Area B-2, albeit would not be required to adhere to the design guidelines outlined in the Specific Plan. This alternative would reduce near-term traffic impacts because average daily trips would be reduced by 5,000 trips. There would also be a reduction in near-term construction emissions and noise; however, development would still likely occur in Planning Area B-2 at a later date, consistent with the underlying zoning and land use. Therefore, it's unlikely that emissions and noise would be reduced in the long-term. Impacts would not be substantially reduced under this alternative when compared to the proposed project.

1.6 Summary of Significant Environmental Impacts

Table 1-1 provides a summary of the potential significant environmental impacts expected to result from the proposed project pursuant to the CEQA Guidelines Section 15123(b)(1). For more detailed discussion, please see Chapter 5 of this EIR. Table 1-1 also lists the applicable mitigation measures related to the identified significant impacts, as well as the level of significance after mitigation is identified. The proposed project would

result in potentially significant impacts, that would be reduced to less than significant with mitigation in the following areas: air quality; biological resources; cultural and tribal cultural resources; and geology and soils (paleontological resources).

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Table 1-1. Summary of Significant Environmental Impacts and Mitigation

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
5.2 Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan?	The proposed project fosters a development pattern that promotes orderly growth by developing on a site with existing industrial uses. Based on the preceding, it is not anticipated that the project would contribute to substantial population and employment growth and associated VMT that was not anticipated for the project site in the existing General Plan and SANDAG Growth Estimates. However, because the project would be seeking a General Plan Amendment it is possible that the future job growth on the project site may be more intensive than what previously existed and therefore not within job growth projections from SANDAG. The anticipated growth in employment and population and consequently VMT would therefore not be within regional growth forecasts. Implementation of the proposed project could conflict with or obstruct the implementation of the RAQS and/or applicable portions of the SIP, and the impact would be potentially significant without mitigation.	MM-AQ-1 Update the Regional Growth Forecast. The applicant will inform the San Diego Association of Governments (SANDAG) of the project so that SANDAG's next Regional Transportation Plan/Sustainable Communities Strategy, 2025 Regional Plan, can appropriately reflect employment locations and forecasts in Chula Vista. The updated information provided to SANDAG is anticipated be used by the San Diego Air Pollution Control District (SDAPCD) to update their Regional Air Quality Strategy (RAQS) Plan. The applicant shall prepare and submit a letter notifying SDAPCD of this revised forecast for use in the future updates to the plan as required.	Less than significant.
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Daily construction emissions for the project would exceed the SCAQMD's significance thresholds for VOC, primarily from painting emissions. Therefore, the project would have a potentially significant impact related to emissions of criteria air pollutant emissions during construction and mitigation is required to reduce the impact.	MM AQ-2: Low VOC Paints. The project shall use super-compliant VOC paint (defined as less than 10 g/L of VOC) during project construction for architectural coatings.	Less than significant.
Would the project expose sensitive receptors to substantial pollutant concentrations?	The DPM emissions from construction and operation of the project would exceed the maximum Individual Cancer Risk threshold of 10 in a million and would be potentially significant without mitigation.	**Construction** MM AQ-3 Provision of Electrical Infrastructure for Construction and Use of Electric Construction Equipment. After the grading phase of Project construction, the Project Applicant or successor in interest shall provide temporary electrical hook ups to the power grid, rather than diesel-fueled generators, for contractors' electric construction tools, such as saws, drills and compressors. The use of diesel-fueled generators for on-site construction activities shall be prohibited unless electrical infrastructure is not yet available on the Project site. Diesel-fueled generators may be used for off-site construction work. All off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during Project construction must be electric-powered. The Project Applicant or successor in interest shall include these requirements in applicable bid documents, purchase orders, and contracts with successful contractors. MM AQ-4 Tier 4 Final Construction Equipment. Prior to the commencement of any construction activities, the applicant or its designee shall provide evidence to the City of Chula Vista (City) that for off-road equipment with engines rated at 75 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Final. In the event of changed circumstances (e.g., changes in availability of specific types of construction equipment), the applicant may submit a request to the City to apply an equivalent method of achieving project-generated construction emissions that fall below the numeric cancer risk standards established by the South Coast Air Quality Management District (SCAQMD). Documentation using industry-standard emission estimation methodologies shall be furnished to the City Community Development Department demonstrating that estimated project-generated construction emissions	Less than significant.

Table 1-1. Summary of Significant Environmental Impacts and Mitigation

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		would not exceed the applicable SCAQMD cancer risk threshold with the alternate construction method(s). If the documentation demonstrates project-generated construction emissions will remain below the applicable SCAQMD cancer risk threshold, then the City may approve the alternate construction method(s) at the Development Director's discretion. Required construction equipment fleet and methodologies approved by the City shall be included in the in the contract specifications for the applicant's contractor. **Operation** MM AQ-5 Cargo Handling Equipment. All cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be zero-emission vehicles. Each building shall include the necessary charging stations or other necessary infrastructure for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements. MM AQ-6 Tier 4 Emergency Generators. The project operations shall be conditioned to operate with Tier 4 Final certified emergency generators. MM AQ-7 Truck Requirements and Restrictions. Prior to issuance of a building permit, the City shall confirm the following: The loading docks shall be designed to accommodate SmartWay trucks. Applicant shall provide project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required. Prior to issuance of a certificate of occupancy, the City shall confirm the following: Any tenant lease agreement shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks, as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be legally infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include instructions for truck drivers to shut off engines when not in use; instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and telephone numbers of the building facilities manager and CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place. MM AQ-8 Transportation Demand Management. The project shall include contractual language in tenant lease agreements requiring that any facility operator with more than 100 employees require the establishment of a transportation demand management program to reduce employee commute vehicle emissions. Measures to reduce employee commute emissions may include but are not limited to the following:	

Table 1-1. Summary of Significant Environmental Impacts and Mitigation

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		▪ Offering secure bicycle storage, and changing facilities; ▪ Providing free or discounted transit passes to encourage employees to use public transportation; ▪ Establishing carpool or vanpool groups to reduce the number of single-occupancy vehicles on the road; ▪ Establishing a car-sharing or bicycle-sharing program; ▪ Providing on-site amenities such as cafeterias, fitness centers, etc. to reduce the need for employees to travel during the day; ▪ Providing incentives to encourage employees to use alternative modes of transportation.	
5.3 Biological Resources			
Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Wildlife Service?	American peregrine falcon was observed briefly passing through the project site and no evidence of long-term use or nesting was observed. This species has a low potential to nest on site. However, prior to mitigation, impacts would be potentially significant. Regarding direct impacts, osprey have a moderate potential for nesting on the site; therefore, impacts would be potentially significant prior to mitigation. The study area has the potential to support nests that would be protected under the MBTA and/or the California Fish and Game Code Section 3503, under which it is unlawful to "take, possess, or needlessly destroy" avian nests or eggs. Thus, if additional vegetation clearing or grading happens during the breeding season, impacts would be potentially significant. The area is not known to support roosting colonies of special-status bats; therefore, construction is not anticipated to substantially affect either species. Nonetheless, prior to mitigation impacts would be potentially significant.	MM-BIO-1 Nesting Raptors. Vegetation clearing, structure removal, and ground disturbing activities should be conducted outside of the raptor nesting season (January 15–July 31), where feasible. If these activities occur during the raptor nesting season, a qualified biologist shall conduct a nesting raptor survey within 3 days prior to any disturbance of the project site, including tree and shrub removal, disking, demolition activities, and grading. If active raptor nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and no construction activity may occur within the buffer areas until the nests are no longer occupied and the juvenile birds can survive independently from the nests, as determined by the qualified biologist. Raptor species will generally have an avoidance buffer of 500 feet; however, these buffers may be reduced in consultation with the California Department of Fish and Wildlife. In addition, noise reduction measures consistent with the City of Chula Vista Multiple Species Conservation Program Subarea Plan shall be implemented if deemed necessary by the qualified biologist. If active nests are not identified, vegetation clearing, and ground-disturbing activities may commence. If ground-disturbing activities are scheduled outside the raptor nesting season, a nesting raptor survey will not be required. MM-BIO-2 Osprey Nests. Should any osprey nests be established within the project site prior to commencement of construction, nesting structures shall be removed only during the non-breeding season (January 15 to July 31) and subject to monitoring by a qualified biologist during nest removal to ensure there are no direct impacts on osprey who may use the structures as perches during non-breeding season. MM-BIO-3 Nesting Birds. Vegetation clearing, structure removal, and ground-disturbing activities should be conducted outside of the nesting season (generally February 15–August 31). If these activities occur during the nesting season, a qualified biologist will conduct a nesting bird survey within 3 days prior to any disturbance of the project site, including tree and shrub removal, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Bird species other than raptors will have an avoidance buffer of 300 feet. These buffers may be reduced in consultation with the California Department of Fish and Wildlife. If active nests are not identified, vegetation clearing and ground-disturbing activities may commence. If ground-disturbing activities are scheduled outside the nesting season, a nesting bird survey may not be required. MM-BIO-4 Special-Status Bats. Pre-construction surveys for special-status bat species shall be conducted by a qualified biologist prior to demolition of buildings and other structures potentially used for roosting. Pre-construction surveys shall take place no more than 14 days prior to the start of demolition activities. If active roosts are identified, a biological monitor shall be	Less than significant.

Table 1-1. Summary of Significant Environmental Impacts and Mitigation

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		employed to direct avoidance measures (identified in **MM-BIO-5**). Following completion of the survey, a report will be submitted to the City of Chula Vista that documents the findings. MM-BIO-5 Avoidance Measures for Special-Status Bats. If special-status bat species are detected during pre-construction surveys, biological monitoring shall be conducted by a qualified biologist to ensure that project activities do not result in direct take. The biologist shall be present for all demolition activities in areas known or suspected to support roosting bats. The biological monitor shall perform clearance surveys at the start of each workday in areas scheduled for immediate demolition. The monitor will direct project activities away from special-status bat species, should they be found on site, to ensure that impacts on these species are avoided to the fullest extent possible. If present, bats are expected to flush from the project site at the onset of demolition activities. However, if they persist on site through demolition of non-roost site areas, consultation with the California Department of Fish and Wildlife may be required.	
Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	The proposed project would abide by all local policies and ordinances protecting biological resources in the City of Chula Vista. However, in order to ensure the project's compliance with the MSCP Subarea Plan, mitigation would be required. Prior to mitigation impacts would be potentially significant.	MM-BIO-6 MSCP Subarea Plan Consistency and Adjacency. The project must comply with the guidelines set forth in the 'Adjacency Management Issues' discussion of Section 7.5 of the City MSCP Subarea Plan, which requires implementation of best management practices to ensure that adjacency issues do not arise due to project activities. These practices include, but are not limited to, the use of silt fencing or fiber rolls around work areas, restriction of construction activities to daylight hours, and use of non-invasive plant species in ornamental landscaping. In addition, the project will comply with the City's SUSMP which requires measures to control erosion during and following construction.	Less than significant.
5.4 Cultural and Tribal Cultural Resources			
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	The potential for intact cultural deposits to exist within native soils to the depths of proposed ground disturbance is unknown. In the event that unanticipated cultural resources are encountered during project implementation, an assessment and evaluation of the resource would be conducted, potentially resulting in the determination that the resource is historical in accordance with the definition outlined in CEQA Guidelines Section 15064.5. As a result, the project has a potential to impact and thus cause a substantial adverse change in the significance of a yet unknown historical resource. Impacts would be potentially significant and mitigation would be required.	MM-CUL-1 Cultural Resources Avoidance and Curation Measures. A. Prior to beginning construction activities, the project archaeologist and Native American representative shall attend any pertinent preconstruction meetings with the construction manager and/or grading contractor in order to provide recommendations and answer questions relating to the archaeological monitoring program. The project archaeologist shall be familiar with the cultural inventory conducted for the current project and shall be prepared to introduce any pertinent information concerning expectations and probabilities of discovery during ground-disturbing activities. Prior to the initiation of construction, the cultural consultant shall acquire all evaluation information and the draft evaluation report, if a report was prepared. B. Both an archaeological monitor familiar with local resources and a Native American monitor shall be present full time during the initial disturbance of soil with potential to contain cultural deposits. All areas of initial project-related subsurface disturbance shall be assumed to have the potential to contain cultural deposits. Monitoring of initial ground disturbance shall not exceed a depth of 5 feet (1.5 meters) unless cultural resources are identified or if, through direct inspection of subsurface exposures bythe project Archaeologist, an area is observed to have the potential to support the presence of archaeological deposits at greater depths. Cultural resources monitoring may be reduced from initial full-time monitoring to periodic spot checks, or discontinued if appropriate, once the project archaeologist determines that there is little or no risk of encountering cultural material. C. Daily archaeological and Native American monitoring logs shall be prepared. Logs shall include monitor names and affiliations, a description of general activities observed, cultural discoveries, as well as comments or concerns as applicable. D. In the event of an archaeological discovery, and when requested by the archaeological monitor or Native American monitor, the resident contractor will divert, redirect, or temporarily halt ground disturbing activities in the area of discovery or impacts to allow for preliminary inspection of	

Table 1-1. Summary of Significant Environmental Impacts and Mitigation

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		potentially significant archaeological resources or impacts. The significance of the discovered resources or impacts shall be determined by the archaeologist, in consultation with the City of Chula Vista (City). For significant cultural resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts before grading activities in the area of discovery shall be allowed to resume. E. The project archaeologist shall be responsible for ensuring that all cultural materials collected will be cleaned, catalogued, and curated permanently with an appropriate institution; that a letter of acceptance from the curation institution has been submitted to the City; that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material will be identified as to species; and that specialty studies are completed, as appropriate. The project archaeologist shall make a good-faith effort to ensure that all archaeological material collected through previous work is appropriately curated with any material recovered through construction monitoring. F. If human remains are discovered, work shall halt in that area and procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) shall be followed by the archaeological monitor after notification to the County Coroner by the project Archaeologist. If Native American remains are present, the County Coroner shall contact the Native American Heritage Commission to designate a Most Likely Descendant, who shall arrange for the dignified disposition and treatment of theremains. G. Within 3 months following the completion of monitoring, two copies of a monitoring results report (even if negative) and/or evaluation report, if applicable, that describes the results, analysis, and conclusions of the archaeological monitoring program (with appropriate graphics) shall be submitted to City. H. For significant archaeological resources encountered during monitoring, the Research Design and Data Recovery Program shall be included as part of the final evaluation monitoring report. Two copies of the final monitoring report for significant archaeological resources, if required, shall be submitted to the City. This final monitoring report should also incorporate a summary of the evaluation results and analyses previously conducted within the project area. I. The archaeologist shall be responsible for recording (on the appropriate CA DPR 523 Series forms) any significant or potentially significant resources encountered during the archaeological monitoring program in accordance with Section 106 and the City's Cultural Resources Guidelines, and submittal of such forms to the South Coastal Information Center at San Diego State University with the final monitoring results report.	
Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?	Given the presence of resources in proximity to the project site, there is potential that buried archaeological deposits are present within the boundaries of the project site, which may have been masked by current conditions at the site. Therefore, it is recommended that implementation of a cultural resources monitoring program be conducted by an archaeologist and Native American representative during any additional grading activities. Prior to implementation of mitigation, impacts would be potentially significant.	**See MM-CUL-1.**	Less than significant.
Disturb any human remains, including those interred outside of formal cemeteries?	No evidence of human remains, including those interred outside of formal cemeteries, was discovered during the records search, literature review, field survey, or site testing and evaluation. Further, the site has never been used as a formal cemetery and it is not anticipated that the project would result in the disturbance of human remains. However, in the unlikely event that excavation	**See MM-CUL-1.**	Less than significant.

Table 1-1. Summary of Significant Environmental Impacts and Mitigation

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	activities during construction inadvertently uncover buried human remains, they would require handling in accordance with existing regulations. Prior to mitigation impacts would be potentially significant.		
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	In the event that unanticipated resources are encountered during project implementation, an assessment and evaluation of the resource would be conducted, potentially resulting in the determination that the resource is historical in accordance with the definition outlined in CEQA Guidelines Section 15064.5. As a result, the project has the potential to cause a substantial adverse change in the significance of a yet unknown historical resource. Therefore, impacts would be potentially significant and mitigation would be required. it is not anticipated that the project would result in the disturbance of human remains. However, in the unlikely event that excavation activities during construction inadvertently uncover buried human remains, impacts could occur. Therefore, there is still potential for unknown subsurface TCRs to be present on site. Proposed grading activities have the potential to disturb unknown subsurface TCRs. Therefore, impacts would be potentially significant and mitigation is required.	**See MM-CUL-1.**	Less than significant.
5.6 Geology and Soils			
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Any proposed excavation activities that extend deep enough to encounter previously undisturbed deposits of these geologic units (i.e., below the depth of artificial fill, young alluvial flood plain deposits, or any previously disturbed sediments present within the project site) have the potential to impact the paleontological resources preserved therein. Therefore, impacts would be potentially significant and would be required.	MM-GEO-1 Paleontological Resources Impact Mitigation Plan. Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist per the 2010 Society of Vertebrate Paleontology guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the 2010 SVP guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the proposed project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent/applicant. The qualified paleontologist shall attend the preconstruction meeting and a qualified paleontological monitor shall be on site during any proposed excavation activities that extend deep enough to encounter previously undisturbed deposits of the Bay Point and San Diego Formations. In the event that paleontological resources (e.g., fossils) are unearthed during excavation, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot-radius buffer. Once documentation and collection of the find is completed, the paleontological monitor will remove the rope and allow grading to recommence in the area of the find.	Less than significant.

2 Introduction

This chapter of the environmental impact report (EIR) describes the purpose, scope, and legislative authority of the EIR, the intent of the California Environmental Quality Act (CEQA) and other pertinent environmental rules and regulations, and the environmental review process. The section also includes the structure, required contents, and relationship of the EIR to other potential responsible or trustee agencies.

2.1 Project Purpose and Background

This EIR addresses the environmental effects associated with the proposed Rohr Wohl Specific Plan Project (project or proposed project). The proposed project will redevelop and repurpose land that has been developed and operated for industrial purposes since about 1941. Implementation of the project requires an approval of the EIR, Specific Plan, Tentative Map for Subdivision of Planning Area B-1, Coastal Development Permit for Planning Area B-1, Design Review for Planning Area B-1, Chula Vista General Plan Amendment, Local Coastal Plan Amendment, Chula Vista Municipal Code Chapter 19 Amendment (Sections 19.81, 19.84, 19.85), and a rezone.

This EIR was prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (14 CCR 15000 et seq.), and the City of Chula Vista (City) environmental review procedures. The City is the lead agency for the EIR and for processing of the project.

This EIR provides decision makers, public agencies, and the public with detailed information about the potential for significant adverse environmental impacts to occur as a result of the proposed project. Similarly, responsible agencies will use this EIR to fulfill their legal authority associated with permits issued for the project. The analysis and findings in this document reflect the independent judgment of the City.

2.2 Hierarchy of Planning Documents

2.2.1 City of Chula Vista General Plan

California law requires that each county and city adopt a General Plan “for the physical development of the County or City, and of any land outside its boundaries which … bears relation to its planning” (California Government Code, Section 65300). Each General Plan must be internally consistent and all discretionary land use plans and projects must also be consistent with the General Plan.

The City of Chula Vista City Council adopted an updated General Plan on December 13, 2005 (Resolution Nos. 2005-424, 2005-425, 2005-426; City of Chula Vista 2005). The General Plan outlines goals, objectives, and policies for land use in the City in response to the community’s vision for the City. This General Plan also guides day-to-day decision making to ensure that there is continuing progress toward attaining the General Plan goals.

The General Plan includes area plans for specific parts of the City, including the Bayfront Planning Area, where the project site is located. The Bayfront Planning Area encompasses approximately 2,620 acres, which includes uplands or filled areas above mean high tide; and wetlands. Most of the developed area within the Bayfront Planning Area currently consists of industrial and commercial uses. The remainder of the uplands is underutilized and either

vacant or used for smaller industrial warehouse and commercial purposes. The existing development consists of low-rise buildings and open parking areas.

2.2.2 Bayfront Local Coastal Program

The Bayfront Local Coastal Program Amendment Bayfront Specific Plan was adopted in 2012 and amended in 2015 and 2018 (City of Chula Vista 2018). It governs the development of 722 acres of the City's bayfront. The Bayfront Local Coastal Program designates the project site for Industrial General uses. This zone and land use designation provides for large-scale and more intensive industrial uses such as manufacturing and public utility plants.

The land use designation under the Bayfront Local Coastal Program reflects the historic industrial uses of the site associated with the Rohr aerospace industry. The land uses proposed under this Specific Plan are intended as a departure from heavy industrial uses to light industrial uses, business park, and visitor-serving uses, which are more compatible with and complement other uses planned for in the Specific Plan.

2.2.3 City of Chula Vista Multiple Species Conservation Program

The municipalities of southern San Diego County collaborated in producing the Multiple Species Conservation Program (MSCP) Subregional Plan. The MSCP Subregional Plan is implemented through individual Subarea Plans adopted by each jurisdiction and would allow "take" authorization for covered species through specific conditions of coverage pursuant to Section 4(d) of the federal Endangered Species Act. The Chula Vista MSCP Subarea Plan provides for conservation of upland habitats and species through preserve design, regulation of impacts and uses, and management of the preserve (City of Chula Vista 2003).

The MSCP outlines covered projects, which include projects involving land use development within the City for which hardline preserve boundaries have been established pursuant to the approved MSCP Subarea Plan, and where conservation measures consistent with the MSCP Subregional Plan and Chula Vista Subarea Plan have been or will be specified as biding conditions of approval in such projects' plans and approval. The proposed project was not identified as a covered project in the MSCP and it is not located within the boundaries of the preserve area.

2.3 Scope of the EIR

Pursuant to Section 15161 of the CEQA Guidelines, this document was prepared as a project EIR; as such, it is "focused primarily on the changes in the environment that would result from the development" (i.e., the buildout of the proposed project). Where environmental impacts have been determined to be potentially significant, this EIR presents mitigation measures directed at reducing those adverse environmental effects. The development of mitigation measures provides the lead agency with ways to substantially lessen or avoid the significant effects of the project on the environment, to the degree feasible. Alternatives to the proposed project are presented to evaluate whether there are alternative development scenarios that can further minimize or avoid significant impacts associated with the project.

2.4 Environmental Procedures

2.4.1 CEQA Compliance

The California Public Resources Code (Section 21000 et seq.) requires the preparation and certification of an EIR for any project that a lead agency determines may have a significant effect on the environment. This EIR has been prepared in compliance with all criteria, standards, and procedures of the CEQA Guidelines (14 CCR Section 15000 et seq.).

2.4.2 Notice of Preparation and Scoping

CEQA establishes mechanisms whereby the public and decision makers can be informed about the nature of a proposed project and the extent and types of impacts that the project and its alternatives would have on the environment, should the project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) dated October 7, 2022, to begin a 30-day public scoping period, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Governor's Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2022100138) to this EIR.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR.

Comments received during the NOP public scoping period were considered during the preparation of this EIR. The NOP and comments are included in Appendix A to this EIR.

2.4.3 Overview of the EIR Process

This EIR will be made available to members of the public, public agencies, and interested parties for a 45-day public comment period in accordance with Section 15105 of the CEQA Guidelines. Public comment of the EIR is intended to focus "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The Notice of Completion of the EIR will be filed with the State Clearinghouse as required by Section 15085 of the CEQA Guidelines. In addition, the Notice of Availability of the EIR will be distributed pursuant to Section 15087 of the CEQA Guidelines. Interested parties may provide comments on the EIR in written form. This EIR and all related technical appendices are available for review upon request during the 45-day public comment period by the following means:

- The EIR is available to review electronically at: https://www.chulavistaca.gov/departments/development-services/planning/public-notices/environmental-notices
- For additional options to review, please contact Arturo Ortuno, by email at aortuno@chulavistaca.gov or phone at 619.409.-5864.

Once the 45-day public comment period has concluded, the City will review all public comments on the EIR, provide written responses to comments, and authorize revisions to the EIR text, if necessary. The final mitigation monitoring

and reporting program (MMRP) will be incorporated into the Final EIR. Mitigation measures contained in the EIR consider future monitoring requirements and are written in sufficient detail to address impacts of the proposed project, referencing the appropriate implementing permits and plans. If one or more significant environmental impacts are determined, written findings for each of those significant effects, accompanied by an overriding justification and rationale for each finding in the form of a statement of overriding considerations will also be included in the Final EIR, if necessary. The Final EIR includes all comment letters received, final written response to comments, a Final EIR preface, if applicable, edits made to the EIR as a result of public review/comment, and findings of fact and statement of overriding considerations, if necessary.

2.5 Intended Uses of the EIR

According to Section 21002.1(a) of CEQA, "[t]he purpose of an environmental impact report is to identify the significant effects of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." This EIR provides relevant information concerning the potential environmental effects associated with construction and operation of the proposed project and identifies and evaluates potentially significant effects that may result from implementation of the proposed project. It is intended for use by decision makers and the public.

As the designated lead agency, the City has assumed responsibility for preparing this EIR. When deciding whether to approve the proposed project, the City will use the information provided in this EIR to consider potential impacts to the physical environment associated with the proposed project. The City will consider all written comments received on the EIR during the 45-day public comment period in making its decision to certify the EIR as complete and in compliance with CEQA and in making its determination whether to approve or deny the project. In the final review of the document, environmental considerations, and economic and social factors will be weighed to determine the most appropriate course of action.

After certification of the Final EIR, agencies with permitting authority over all or portions of the project will use the Final EIR as the basis for their evaluation of environmental effects related to the project and approval or denial of other applicable permits or authorizations.

2.6 Organization and Content of the EIR

This EIR is organized to provide a tiered project-level analysis of the potentially significant environmental impacts, mitigation measures, and alternatives for the proposed project. To describe the direct, indirect, and cumulative impacts, mitigation measures, and alternatives for the proposed project, this EIR is organized as follows:

- **Chapter 1,** Executive Summary, outlines the conclusions of the environmental analysis and a summary of the project as compared to the alternatives analyzed in the EIR. This section also includes a table summarizing all environmental impacts identified in this EIR along with the associated project design features and mitigation measures proposed to reduce or avoid each impact.
- **Chapter 2,** Introduction, serves as a foreword to this EIR, introducing the project background, relevant planning documents, the scope of the EIR, applicable environmental review procedures, the intended use and organization of the EIR, and the MMRP.
- **Chapter 3,** Environmental Setting, describes the project location and physical environmental setting.

- **Chapter 4,** Project Description, provides a thorough description of the proposed project and required discretionary approvals, along with project design features used as part of the City's standard practice to minimize project impacts.
- **Chapter 5,** Environmental Impact Analysis, provides an analysis of the potentially significant environmental impacts identified, and proposed mitigation measures to reduce or avoid any potentially significant impacts.
- **Chapter 6,** Cumulative Impacts, provides an analysis of the cumulative effects of the proposed project.
- **Chapter 7,** Growth Inducement, discusses the project's potential growth-inducing impacts.
- **Chapter 8**, Significant Irreversible Environmental Changes, addresses impacts that have been identified as significant and irreversible.
- **Chapter 9,** Effects Found Not to Be Significant, addresses impacts that were determined to not be significant during the scoping process.
- **Chapter 10,** Alternatives, analyzes a range of reasonable alternatives to the proposed project that would lessen or avoid significant environmental effects of the proposed project.
- **Chapter 11,** References, provides a compiled list of references cited in each section of the EIR.
- **Chapter 12,** List of Preparers, provides a list of persons who contributed to the preparation of this EIR.
- **Appendices** include various technical studies and correspondence prepared for the project, as listed below and in the table of contents:
  - A: NOP and Comment Letters
  - B: Specific Plan
  - C: Air Quality and GHG Report
  - D: Biological Resources Report
  - E: Phase I Cultural Resources Survey
  - F: Paleontological Resources Records Search
  - G1: Geotechnical Investigation Parcel A
  - G2: Geotechnical Investigation Parcel B
  - H1: Phase 1 ESA Parcel A
  - H2: Phase 1 ESA Parcel B
  - H3: Cleanup and Abatement Order No. R9-2021-0042
  - I1: Preliminary Drainage Report
  - I2: Priority Development Project Stormwater Quality Management Plan
  - J: Noise Report
  - K: Local Mobility Analysis
  - L1: Water Service Analysis
  - L2: Sewer Service Analysis
  - L3: Water Supply Assessment

2.7 Mitigation Monitoring and Reporting Program

The City will prepare an MMRP prior to project approval. The MMRP will include all mitigation measures outlined in the EIR, the responsible entity for implementation, implementation timing (prior to construction, during construction, post-construction), and any follow-up reporting requirements (such as submittal of materials to regulatory agencies). The City, as the designated lead agency, is responsible for enforcing and verifying that each mitigation measure is implemented as required.

3 Environmental Setting

This chapter of the environmental impact report (EIR) provides a description of the existing site conditions, surrounding land uses, and land use planning context relevant to the proposed Rohr Wohl Specific Plan (project or proposed project). Additionally, this chapter includes a description and map of related projects and growth factor assumptions for the project area.

3.1 Existing Site Conditions

Planning Area A is currently developed with an approximately 282,004-square-foot building. Known as Building 29 (795 H Street), the building was used for research and development, tooling, and warehousing and distribution of aftermarket products until February 2021. The buildings in Planning Areas B-1 and B-2 included 2 large buildings totaling 733,977 square feet and 11 outbuildings totaling 32,860 square feet, for a total building square footage of approximately 766,837. The buildings were used for manufacturing, warehouse, and distribution operations, which ceased in approximately 2020. On-site structures in Planning Areas B-1 and B-2 have been demolished, All building debris has been hauled off-site to appropriate disposal facilities, and Raytheon Technologies Corporation, of which Rohr is a wholly owned company, is completing soil and groundwater remediation in accordance with San Diego Regional Water Quality Control Board (RWQCB) Cleanup and Abatement Order (CAO) No. R9-2021-0042, which was issued to Rohr in July 2021.The existing building in Planning Area A remains and will not be demolished as part of the CAO or the proposed project.

A 40-foot-wide San Diego Gas and Electric Company (SDG&E) right-of-way with an abandoned rail line and a 150-foot-wide SDG&E easement runs north–south through the project site. An SDG&E substation is also located on the north end of the project site.

3.1.1 Surrounding Land Uses

Land uses surrounding the project site include vacant properties, Collins Aerospace, and Seven Mile Casino to the north; Marina, Chula Vista Harbor, and future development as part of the Chula Vista Bayfront Master Plan to the south; Bay Boulevard and Interstate 5 to the east; and Chula Vista RV Resort and future development site for the Gaylord Pacific Resort Hotel and Convention Center to the west.

3.1.2 Existing Topography and Soils

Existing on-site grades are relatively flat with elevations of approximately 8 to 12 feet above mean sea level on the west and east, respectively. The site is located on the western portion of the coastal plain of San Diego County. The site is underlain by two surficial soil types (consisting of undocumented fill and Holocene-age Bay. Deposits) and two formational unit (consisting of Old Paralic Deposits and the San Diego Formation).

Undocumented fill associated with the existing site improvements is present across the majority of the site to depths of about 5 to 10 feet. In general, the fill consists of loose to medium dense, moist to wet, silty sand and possesses a “very low” to “low” expansion index (expansion index of 50 or less). The fill located below the groundwater elevation possesses a potential for liquefaction. Additionally, a zone of debris fill is located along the previous shoreline of the bay (along the western edge of the project stie). These materials are composed of concrete and

trash debris mixed with soils that extend to depths of 5 to 10 feet below ground surface. The upper portion of the undocumented fill is likely unsuitable for the support of proposed structures or structural fill and will require remedial grading limited to the groundwater elevation and/or saturated soil conditions (Appendices F and G).

Groundwater is encountered at a depth of approximately 5 to 20 feet below the existing ground surface across the plan area (approximate elevation of 1 to 7 feet above mean sea level). Groundwater will likely have a significant influence on construction of deep utilities (if constructed), and during remedial grading. Dewatering will likely be required for excavations below the fluctuating groundwater elevation.

3.1.3 Climate

The San Diego Air Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The weather of the San Diego region, as in most of Southern California, is influenced by the Pacific Ocean and its semi-permanent high-pressure systems that result in dry, warm summers and mild, occasionally wet winters. The average temperature ranges (in degrees Fahrenheit) from the mid-40s to the high 90s. Most of the region's precipitation falls during November through April, with infrequent (approximately 10%) precipitation during the summer. The average seasonal precipitation in the City of Chula Vista is approximately 9.7 inches; the amount increases with elevation as moist air is lifted over the mountains to the east (WRCC 2023).

3.1.4 Access

The project site is bounded to the north by G Street, to the east by Bay Boulevard, and to the south by H Street. All these streets currently provide direct access to the project site.

3.2 Existing Land Use Designations

3.2.1 Existing General Plan Designations

The Chula Vista General Plan was adopted in 2005 and was recently amended in 2021 and includes policies and standards to guide the development of the City (City of Chula Vista 2005). The project site is designated in the City's General Plan as Industrial (I). Per the General Plan, this designation is intended to allow all uses identified for the "Research" and "Limited Industrial" categories, plus heavier manufacturing, large-scale warehousing, transportation centers and public utilities.

3.2.2 Existing Zoning

The Zoning Ordinance is the primary tool for implementing the General Plan and is designed to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the people. The project site is currently zoned General Industrial (I-G). According to the City's Municipal Code, the intent of this designation is to provide regulations for exclusive use of industrial development.

3.2.3 Local Coastal Plan

The purpose of the Chula Vista Bayfront Local Coastal Plan is to provide a detailed plan for orderly growth, development, redevelopment, and conservation of the City jurisdictional parcels located within the Chula Vista Bayfront coastal area. The Chula Vista Bayfront Local Coastal Plan also designates the project site Industrial-General (I-G). Per the Local Coastal Plan, this designation provides for large-scale and more intensive industrial uses such as manufacturing and public utility plants.

3.2.4 Development Agreement

Development Agreement by and Between City of Chula Vista, Redevelopment Agency of the City of Chula Vista, and Rohr, Inc., operating as BF Goodrich Aerospace Aerostructures Group, dated December 30, 1999 (approved by City Ordinance No. 1999-2800), as amended by Amendment to Development Agreement recorded March 23, 2011 as Document No, 2011-0153006 (approved by City Ordinance No. 3178).

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4 Project Description

This chapter of the environmental impact report (EIR) provides a description of the proposed Rohr Wohl Specific Plan Project (project or proposed project). The proposed project will redevelop and repurpose land that has been developed and operated for industrial purposes since about 1941. As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this chapter includes the precise location of the project site, a statement of the project objectives, a general description of project characteristics that accounts for public service facilities, and a summary of the discretionary actions that would be required.

4.1 Location

The project site is approximately 44.8 acres located in the City of Chula Vista (City), California. The site is in the northwest portion of the City, directly adjacent to the City of San Diego. More specifically, the project site is located west of Interstate (I) 5, north of H Street, south of G Street, east of Marina Parkway, and 0.5 miles east of the San Diego Bay (Figure 4-1, Project Location). The site Assessor's Parcel Numbers are 571-330-35, 36, 37, 38, 39, 40, 41, 42, 43, 44, and 45.

The project site is divided into three separate planning areas. The eastern portion of the project site, closest to I-5 (between G Street and H Street), is designated as Planning Area A and is 9.29 acres. The largest planning area is Planning Area B-1, totaling 26.13 acres. Planning Area B-2, which is located south of B-1, totals 9.36 acres (Figure 4-2, Site Plan).

4.2 Background

The subject property consists of developed land occupied by the former Rohr Aircraft Facility. The site was developed with several industrial buildings historically used for manufacturing, warehousing, research and development, and related office uses totaling approximately 1,048,841 square feet. One of the industrial buildings in Planning Area A, known as Building 29 (795 H Street), was used for research and development, tooling, and warehousing and distribution of aftermarket products until February 2021. Renovations of that building commenced in 2021, including removal of approximately 50,000 square feet of interior mezzanine office space. The renovations to the building in Planning Area A were completed in 2024. Planning Areas B-1 and B-2 were used for manufacturing operations, which ceased in approximately 2020. Ancillary uses continued operation at the site through the middle of 2021 (e.g., warehouse and outdoor storage for Collins Aerospace, decommissioning of plant equipment, shutdown/salvage of utilities and external site facilities, and employee parking). September 2021 through October 2022 the site was used for parking for Collins Aerospace employees, and October 2022 through March 2023 asbestos abatement of the structures was conducted, steel and copper were salvaged, and site utilities were disconnected. Demolition of the buildings in Planning Areas B-1 and B-2 (totaling approximately 766,837 square feet) commenced in May 2023 in connection with environmental remediation of the site. Demolition in Planning Areas B-1 and B-2 are complete and soil remediation is underway as of the preparation of this EIR.

Historically, the project site was used for agriculture prior to development in 1941 with the existing facility. As a result of residual contaminated soils caused by historical agriculture and industrial uses at the project site, soil remediation and cleanup efforts are necessary. Chemicals associated with historical operations have been

identified in soil and groundwater, including, but not limited to, volatile organic compounds (VOCs), metals, petroleum hydrocarbons, polycyclic aromatic hydrocarbons (PAHs), and PCBs and have been investigated under the Department of Environmental Health DEH and the San Diego Regional Water Quality Control Board (SDRWQCB). In 1998, SDRWQCB issued Cleanup and Abatement Order No. 98-08 for the Rohr facility to abate discharges from its facility. SDRWQCB issued CAO R9-2021-0042 in July 2021 that includes directives and timelines to remediate soil, soil gas, and groundwater at the property.

Planning Areas A, B-1, and B-2 are located within the Chula Vista Bayfront Local Coastal Program and currently lie within the General Industrial (I) Zoning and Industrial (I) General Plan land use designations. Land uses in the vicinity of the project site include vacant properties, Collins Aerospace, and Seven Mile Casino to the north; Marina, Chula Vista Harbor, and future development as part of the Chula Vista Bayfront Master Plan to the south; Bay Boulevard and I-5 to the east; and Chula Vista RV Resort and future development site for the Gaylord Pacific Resort Hotel and Convention Center to the west.

4.3 Project Objectives

Following are the objectives of the proposed project:

1. Generate a diverse spectrum of employment opportunities and regain for Chula Vista the approximately 1,000 jobs that existed on the site during Rohr Industries operations.
2. Foster Chula Vista's capture of leading businesses and employers in existing and emerging economic sectors that drive the regional economy.
3. Encourage clean industrial, research & development, and office use designations (e.g., defense, Port-related, e-commerce, technology, hospitality, and medical device/life sciences).
4. Allow a flexible combination of light industrial, commercial, and visitor-oriented uses to enhance both the existing Collins Aerospace campus and the greater Chula Vista Bayfront area, while taking advantage of its proximity to the I-5 FWY, the Port of San Diego, various defense industry assets and contractors.
5. Attract significant capital investment to Chula Vista at vacant and underutilized property.
6. Highlight the proximity to the "E" Street and "H" Street Trolley Stations to encourage transit usage by visitors and workers.
7. Expand mobility options of today and the future and thoughtfully address Vehicle Miles Traveled ("VMT").
8. Leverage ideal location in the bi-national region, with proximity to Mexico, convenient access by air (SAN, CBX) and enhanced border crossing infrastructure under development.
9. Provide flexibility for land uses and development that evolves as the Chula Vista Bayfront matures over the coming years and decades.
10. Provide for roadways, infrastructure, and utilities to support on-site land uses as the project evolves.
11. Facilitate the establishment of design guidelines and development standards consistent with the citywide design guidelines for commercial and industrial uses and Local Coastal Program guidelines.
12. Develop a plan that is economically feasible and capable of implementation based on reasonably anticipated economic conditions such that no economic burden to the City of Chula Vista would occur.

4.4 Project Description

The proposed project involves the preparation of a Specific Plan that would govern future development within the three Planning Areas (A, B-1, and B-2) at the project site. Specific plans are a mechanism to ensure that projects develop in an organized and cohesive manner. Specific plans incorporate a development framework for detailed land use, circulation, infrastructure including drainage, sewer, and water facilities, and urban design and landscape plans. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the Specific Plan area ensuring that excellence in design is achieved during project development. The Rohr Wohl Specific Plan establishes the procedures and requirements to approve new development within the Specific Plan area.

A General Plan and Land Use Plan Amendment is proposed to be processed concurrently with Specific Plan adoption, which would change the existing I-G (General Industrial) zoning designation to three new zoning designations: PA-1 (for Planning Area A), PA-2 (for Planning Area B-1), and PA-3 (for Planning Area B-2). These new designations would provide for permitted, conditionally permitted, and prohibited uses within six land use categories: Commercial Retail (CR), Commercial Visitor (CV), Commercial Office (CO), Light Industrial (LI), Regional Technology Park (RTP), and Business Park Flex (BPF). The existing zoning designation of I-G would be amended to complement the Collins Aerospace Campus to allow a flexible combination of light industrial, office, commercial and visitor-oriented uses to complement both the overall Chula Vista Bayfront area and the western part of Chula Vista. California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. The Rohr Wohl Specific Plan has been prepared in conformance with the goals and policies of the City of Chula Vista General Plan as amended, in providing a commercial/light Industrial use on an underutilized property, creating new employment opportunities, and providing regulations that support the success of an employment area of the City.

The land uses shown in Table 4-1 represent proposed land uses for each of the three Planning Ares.

Table 4-1. Proposed Land Uses

Land Use Category	Allowed Services
Commercial Retail (CR)	Designates areas for general commercial activities and services of a more intensive nature, including but not limited to shopping facilities, major service-oriented uses, food uses, and other retail uses that are designed to serve the city or the region as a whole and are typically located primarily along major transportation routes.
Commercial Visitor (CV)	Designates areas for large-scale commercial development that serves both local and regional needs. The regulations of this zone are designed to encourage the provision of lodging, restaurants, service stations, and other activities providing for the convenience, welfare, or entertainment of the traveler. Sites are easily accessible from freeways and may contain a variety of goods and services, such as eating and drinking establishments, hotels, and motels.
Commercial Office (CO)	Designates areas for activities that cater to business support and personal services. Uses typically include medical and health care clinics, travel agencies, insurance agencies, copy centers, and other similar land uses.

Table 4-1. Proposed Land Uses

Land Use Category	Allowed Services
Light Industrial (LI)	Designates areas for industrial firms seeking an attractive and pleasant working environment and a location which has prestige value. The district allows light industrial uses, office and administration facilities, research and development laboratories, and limited types of warehousing, as well as support businesses and commercial service uses.
Regional Technology Park (RTP)	Designates areas reserved for manufacturing, processing, warehousing and storage, e-commerce distribution, light industrial research parks, retail uses to complement the primary use; supportive amenities and services; and convenient transit access, and a broad range of similar clean industrial practices and processes that typically generate less truck traffic and noise.
Business Park Flex (BPF)	Designates areas to support a complementary mix of uses such as, research and development, e-commerce, light and custom manufacturing, engineering and design services, breweries, and maker spaces, as well as accessory office, retail uses to compliment the primary use; supportive amenities and services; and convenient transit access. This zoning district encourages light industrial activities with low environmental impacts and supports the growth of creative industries, incubator businesses, and innovative design and manufacturing. The zoning district can allow for small scale, context sensitive warehousing, distribution, and manufacturing to support small business development.

The purpose and intent of the land uses proposed is to provide for commercial/light industrial uses on the underutilized project site, creating new employment opportunities and successfully restoring what was a major job center for the City. The Planning Areas would each include the land uses shown in Table 4-2.

Table 4-2. Proposed Land Uses for Planning Areas

Planning Area	Specific Plan Land Use	Acreage	Max Floor Area Ratio	Building Size Square Footage	Max Building Heights (feet)
A	Business Park Flex	9.29	3.0	198,000	80
B-1	Regional Technology Park/Light Industrial/Commercial Office	26.13	1.0	470,000	45
B-2	Commercial Retail/Commercial Visitor/Commercial Office	9.36	2.0	Hotel: 254,100 Restaurant: 36,000	60

4.4.1 Approvals and Amendments

The approval of the Rohr Wohl Specific Plan would amend the City's zoning for the property to allow the development of the proposed project with commercial, industrial, and office uses. When adopted by ordinance, the Specific Plan would become the zoning for all uses within the Specific Plan area. Where conflicts occur between the municipal code and the Specific Plan, the Specific Plan would prevail. Where standards are not included in the Specific Plan, the underlying code provisions would apply.

Approval of the proposed project would require the adoption of a General Plan Amendment and a new Specific Plan; amendment of the Development Agreement by and between the City of Chula Vista, the Redevelopment Agency of the City of Chula Vista, and Rohr, Inc., dated December 30, 1999, as amended; certification of the EIR; adoption of CEQA Findings and Statement of Overriding Considerations; and adoption of a mitigation monitoring and reporting program (MMRP).

The documents to be approved are as follows:

- Environmental Impact Report
- Specific Plan
- Tentative Map for Subdivision of Planning Area B-1
- Coastal Development Permit for Planning Area B-1
- Design Review for Planning Area B-1

The documents to be amended are as follows:

- Chula Vista General Plan (City of Chula Vista 2005)
- Chula Vista Local Coastal Program
  - Bayfront Local Coastal Program Land Use Plan (City of Chula Vista 2013)
  - Bayfront Specific Plan (City of Chula Vista 2018)
- Chula Vista Municipal Code Chapter 19
  - Section 19.81: Bayfront Specific Plan – Scope and Purpose
  - Section 19.84: Bayfront Specific Plan – Land Use Zones
  - Section 19.85: Bayfront Specific Plan – Development Criteria

4.4.2 Access and Circulation Network

4.4.2.1 Site Access

The project site is bounded to the north by G Street, to the east by Bay Boulevard, and to the south by H Street (Figure 4-3, Circulation). All these streets currently provide direct access to the project site. The following information provides a description of these existing roadways and what is proposed with the project.

G Street: This roadway is a Private Street along the western two thirds of the frontage with Planning Area B1 and a Public Street with no access, curb, gutter, or sidewalk and is only 40 feet wide, between the former SD&AE railroad

and the San Diego Gas and Electric Company (SDG&E) substation. Across the frontage of Planning Area A, G Street is a Public Street with a curb, gutter, and sidewalk.

This roadway would primarily serve as a service road providing "back-of-house" access to the proposed uses on site, while also serving as an access to many public utility corridors and an SDG&E substation. All trucking activities occurring on/within Planning Area B-1 would utilize G Street exclusively.

Bay Boulevard: This roadway runs parallel to I-5 along the east property line and is designated as a Class III Collector. This roadway would also serve as a service access road.

H Street: This roadway is designated as a four-lane Major Arterial. Recent and existing street improvements include new sidewalks, landscape, palm trees, lighting, and a separated bicycle path on the south side of the street. This roadway would also provide several access points into the project site, including a future curb cut in the future raised median in H Street to provide full access at the main project driveway.

Public Transit: The Metropolitan Transit Station (MTS) H Street Transit Station is the closest transit center to the project site, within 0.25 miles, located on H Street immediately east of I-5. The MTS E Street Transit station is located 0.6 miles north of the project site immediately east of I-5. Both stops provide access to the MTS Blue Line Trolley and several bus routes. Bus Routes 932, 709, 705, 704, and 701 are accessible from these two stations.

4.4.2.2 Internal Circulation

Private Streets: Circulation internal to the project site is provided through several private drives.

Pedestrian and Bicycle Circulation: Pedestrian walkways and/or corridors would be provided between buildings, parking areas, and all site facilities for safe access. Cross circulation between vehicles and pedestrians would be minimized.

4.4.3 Public Service and Utilities

4.4.3.1 Wet Utilities

Water Facilities: Water service would be provided via existing water connections to the public water system. Water service to the project site is provided by the Sweetwater Authority. Planning Areas A and B-1 are served by a 12-inch potable water main located within G Street. Planning Areas A and B-2 are served by a 16-inch water main located in H Street. Refer to Section 5.16, Utilities and Service Systems, for a detailed description of water service and connection.

Sewer Facilities: Sewer service would be provided by the City via existing connections to the public sewer system. The City of Chula Vista provides sewer collection and conveyance but does not operate its own wastewater treatment facilities. Wastewater treatment is provided by the City of San Diego Metropolitan Wastewater Authority. Wastewater from the project site would be conveyed by the City of Chula Vista's local 12-inch main sewer line located in G Street and main line in the utility corridor of former Marina Parkway.

Wastewater from Planning Area B-2 flows north through private easements across Planning Area B-1, and combined flow to a single point of connection in Marina Parkway. Planning Area B-1 flows north to a single point of connection in (private) G Street. Planning Area A is also served by the City sewer main in G Street. No sewer mains exist within Bay Boulevard. The City main sewer line in G Street flows to the existing City Sewage Pump Station sited at the

northwest corner of Planning Area B-2, which then lifts the sewage into dual force mains in G Street, prior to connecting to the 78-inch City of San Diego Interceptor at G Street and the former SD&AE railroad corridor.

4.4.3.2 Drainage and Stormwater Facilities

On-site runoff is collected and transported by concrete gutters into storm drains located along the western property line of Planning Areas B-1 and B-2. These private storm drains connect to large-diameter City storm drains located at the southwest and northwest corners of Planning Areas B-1 and B-2. Planning Area A drains as overland flow into a ditch along its western property line before entering the City's storm drain system along H Street.

All drainage facilities will be designed in consideration of the following goals:

- Low Impact Development/water quality features will be incorporated on site, through a combination of site-specific and regional methods.
- Water quality features will include a combination of controls within each building lot or site, as well as the downstream area of the planning areas.
- Water quality features will include swales, bioretention features, and mechanical treatment.

4.4.3.3 Dry Utilities

Dry utilities would be extended underground throughout the project site, primarily within drive aisles. Telephone, cable television, and internet service would be provided by companies such as Cox Communications, Time Warner, and AT&T. Gas and electric services would be provided by SDG&E. Gas and electric services exist at service points fronting G Street (private) and H Street and additional points of connection may be established. The existing overhead electrical distribution line running within the 150-foot-wide SDG&E easement corridor will remain. The existing overhead electrical distribution line running within the private portion of G Street will remain. All other utility lines within the public streets fronting the property are underground, except for the overhead electrical line along the south side of public G Street, which will remain.

4.4.3.4 Schools

The City of Chula Vista is served by the Chula Vista Elementary School District and the Sweetwater Union High School District. The nearest schools to the project site are Mueller Charter School and Chula Vista Middle School, which are less than 1 mile from the project site. Chula Vista High School is within 2 miles of the project site.

4.4.3.5 Police and Fire Services

The Chula Vista Police Department provides police protection for the City and will also serve the project site. The Chula Vista Police Station on 315 4th Avenue will provide police protection for the project and is located approximately 1 mile from the project site.

The Chula Vista Fire Department provides fire protection services and emergency first response services to the project site and to approximately 275,000 people within the Chula Vista Fire Protection District. The Chula Vista Fire Department currently operates nine fire stations. The nearest fire station to the site is Fire Station No. 1, located less than 1 mile from the site (447 F Street, Chula Vista, California).

4.4.3.6 Parks

The closest park to the project site is in the Bayfront at Bayside/Marina Park. No public park space would be provided as part of the project.

4.4.4 Construction Phasing and Conceptual Grading

It is anticipated that development of the proposed project elements for Planning Areas B-1 and B-2 would occur over approximately 5 years. The anticipated sequence of construction is as follows, with some phases overlapping:

Planning Area B-1

- Demolition (B-1 and B-2): Completed prior to start of proposed project in connection with site remediation.
- Site Preparation (Phase 1; B-1 and B-2): 2 weeks
- Grading (Phase 1): 1.5 months
- Building Construction (Phase 1): 21 months
- Paving (Phase 1): 1 month
- Architectural Coating: 1 month

Planning Area B-2

- Minimal Grading (Phase 2; B-2): 1 month
- Building Construction (Phase 2): 11 months
- Paving (Phase 2): 1 month
- Architectural Coating (Phase 3): 1 month

Construction is proposed to occur Monday through Saturday, between 7:00 a.m. and 7:00 p.m., to comply with Section 19.68 of the City's Code of Ordinances.

4.4.5 Project Design Features

The project would include several sustainability design features in pursuit of the project's objectives to reduce potential energy and water usage, promote pedestrian and bicycle travel, and reduce potential greenhouse gas emissions. The proposed sustainability features include the following and will be made Conditions of Approval:

Air Quality Project Design Features

PDF-Site Management (SM)-1: Standard construction practices would be employed to reduce fugitive dust emissions and include watering of the active sites and exposed surfaces up two times per day, depending on weather conditions; watering unpaved roads, and limiting vehicle speeds on unpaved roads. Construction of the Project would be subject to San Diego Air Pollution Control District (SDAPCD) Rule 55 – Fugitive Dust Control. Compliance with Rule 55 would limit fugitive dust that may be generated during grading and construction activities.

Greenhouse Gas Project Design Features

PDF-Regulation Compliance (RC)-1: The project shall implement the following measures.

- Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and (3) telephone numbers of the building facilities manager and CARB to report violations. Prior to the issuance of an occupancy permit, the City of Chula Vista shall conduct a site inspection to ensure that the signs are in place.
- Tenants shall train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. Staff in charge of keeping vehicle records shall be trained in diesel technologies and compliance with CARB regulations by attending CARB-approved courses as well as maintaining on-site records demonstrating compliance.
- Leasing preference shall be given to prospective tenants with a facility-owned and operated fleet that is alternative/zero-emissions.
- Prior to tenant occupancy, the developer or successor(s) in interest shall provide documentation to the City of Chula Vista demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.
- The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided prior to issuance of a Certificate of Occupancy. In addition, the buildings shall include electrical infrastructure sufficiently sized to accommodate the potential installation of additional automobile EV charging stations in the future. Electrical infrastructure shall be provided such that EV charging stations can be installed on 20% of the Project's total automobile parking spaces. Buildings shall include an electrical system and other infrastructure sufficiently-sized to accommodate the potential expanded installation of EV charging stations in the future. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage which informs future occupants/owners of the existence of this infrastructure.
- Tenants shall be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation.

PDF-RC-2: The Project shall implement the following measures.

- The project shall be designed such that each building features skylights that cover a minimum of 3% of the total roof area of the Project.
- Photovoltaic infrastructure shall be provided on the rooftops of project buildings such that a minimum of 25% of the total roof area of the project includes photovoltaic arrays at Project buildout. Project buildings shall include an electrical system and other infrastructure sufficiently sized to accommodate the potential installation photovoltaic arrays in the future up to 50% of the total roof area of the project. The electrical system and infrastructure must be

clearly labeled with noticeable and permanent signage which informs future occupants/owners of the existence of this infrastructure.

- Project building plans shall specify that all fixtures installed in restrooms and employee break areas shall be U.S. Environmental Protection Agency (EPA) Certified WaterSense or equivalent.
- Project building plans shall specify that all heating, cooling, lighting, and appliance fixtures installed be Energy Star-rated. Information on energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs shall be provided to future tenants of the project.
- Prior to the issuance of permits that would allow the installation of landscaping, the City of Chula Vista shall review and approve landscaping plans for the site that require: (1) a plant palette emphasizing drought-tolerant plants; (2) use of water-efficient irrigation techniques; and (3) sufficient shade trees are provided so that at least 30% of the automobile parking areas will be shaded within 15 years after project construction is complete (excluding the truck courts where trees cannot be planted due to interference with truck maneuvering). The City of Chula Vista shall inspect for adherence to these requirements after landscaping installation.
- Structures shall be equipped with outdoor electric outlets in the front and rear of the structures to facilitate use of electrical lawn and garden equipment.

Noise Project Design Features

PDF-Noise Best Practices (NBP)-1: The following is a list of best practices for limiting construction noise that would be implemented by the contractor:

- The project contractor will, to the extent feasible, schedule construction activities to avoid concurrent operation of several pieces of construction equipment proximate to an offsite noise-sensitive receptor.
- All construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers.
- Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and adjacent residences, and use of electric air compressors and similar power tools, rather than diesel equipment, will be used where feasible.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions will be implemented and a report of the action provided to the reporting party.

General Project Design Features

PDF-Building Materials: All proposed buildings should be constructed with high-quality and durable building materials to minimize the replacement costs and construction waste that result from periodic renovations. Where possible, developments should incorporate materials with recycled content to divert the amount of waste generated by construction and demolition.

PDF-Interior Finishes: Developments are encouraged to use regional materials (locally harvested, manufactured and/or appropriate to local climate) and rapidly renewable materials for interior finishes.

PDF-Reduction in Ambient Temperatures: Where possible, developments should reduce the amount of site paving; provide paving material that stays cool and allows water to filter through the soil; increase landscaped areas; and provide shade throughout the site in order to reduce ambient temperatures and solar heat gain on constructed surfaces.

PDF-Exterior Lighting: Exterior lighting should be directed and designed to prevent direct glare into adjacent dwelling units and onto neighboring uses/ properties.

PDF-Weather Resistance: All buildings should be designed to increase shade and to protect residents from wind, sun, and rain with architectural features (such as, recessed windows and entrances).

PDF-Building Materials: New construction should incorporate non-polluting and non-toxic materials and finishes with zero or low volatile organic compounds (VOCs).

PDF-Noise Attenuation: Insulating materials and landscaping should be used to attenuate the noises generated within and outside the project site.

PDF- Landscape Water: To maximize water efficiency, new landscape designs should incorporate landscape material that is drought tolerant, native, and/ or water efficient in accordance with the Chula Vista Landscape Water Conservation Ordinance (CVMC 20.12). The use of California-friendly plants, shrubs and trees is also encouraged.

PDF-Organic Waste Reduction: Landscapes within the Specific Plan area shall incorporate the use of certified compost and mulch in accordance with SB1383 regulations for organic waste reduction.

PDF-Construction Energy Use: The project will provide temporary electricity to the project site during the building construction phases and prohibit the use of diesel-fueled/natural gas fueled generators during the building construction phases.

PDF-EV Parking: The project will provide electric vehicle and bicycle parking.

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SOURCE: SANGIS 2023

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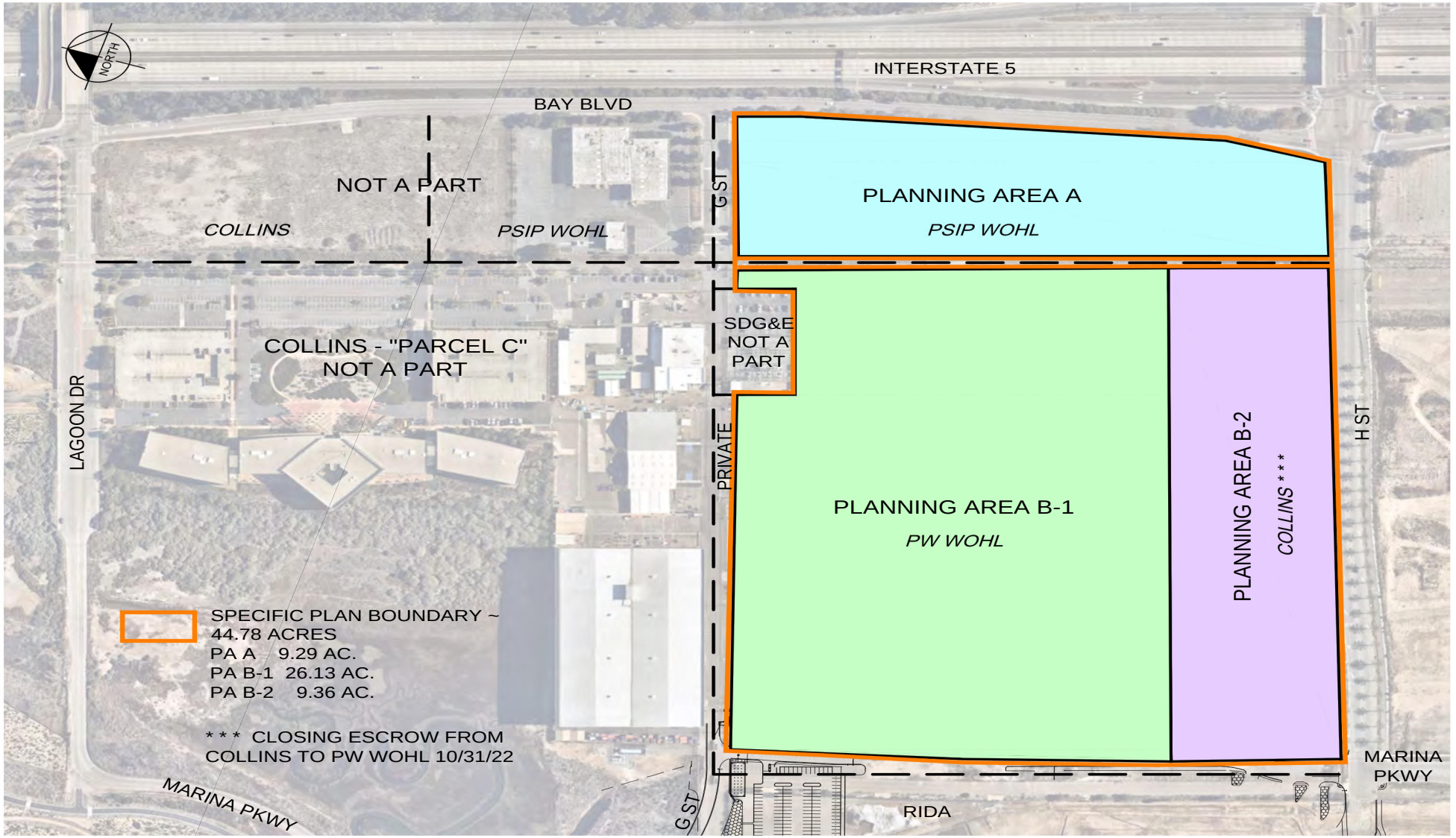
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FIGURE 4-1

Project Location

Rohr Wohl Specific Plan

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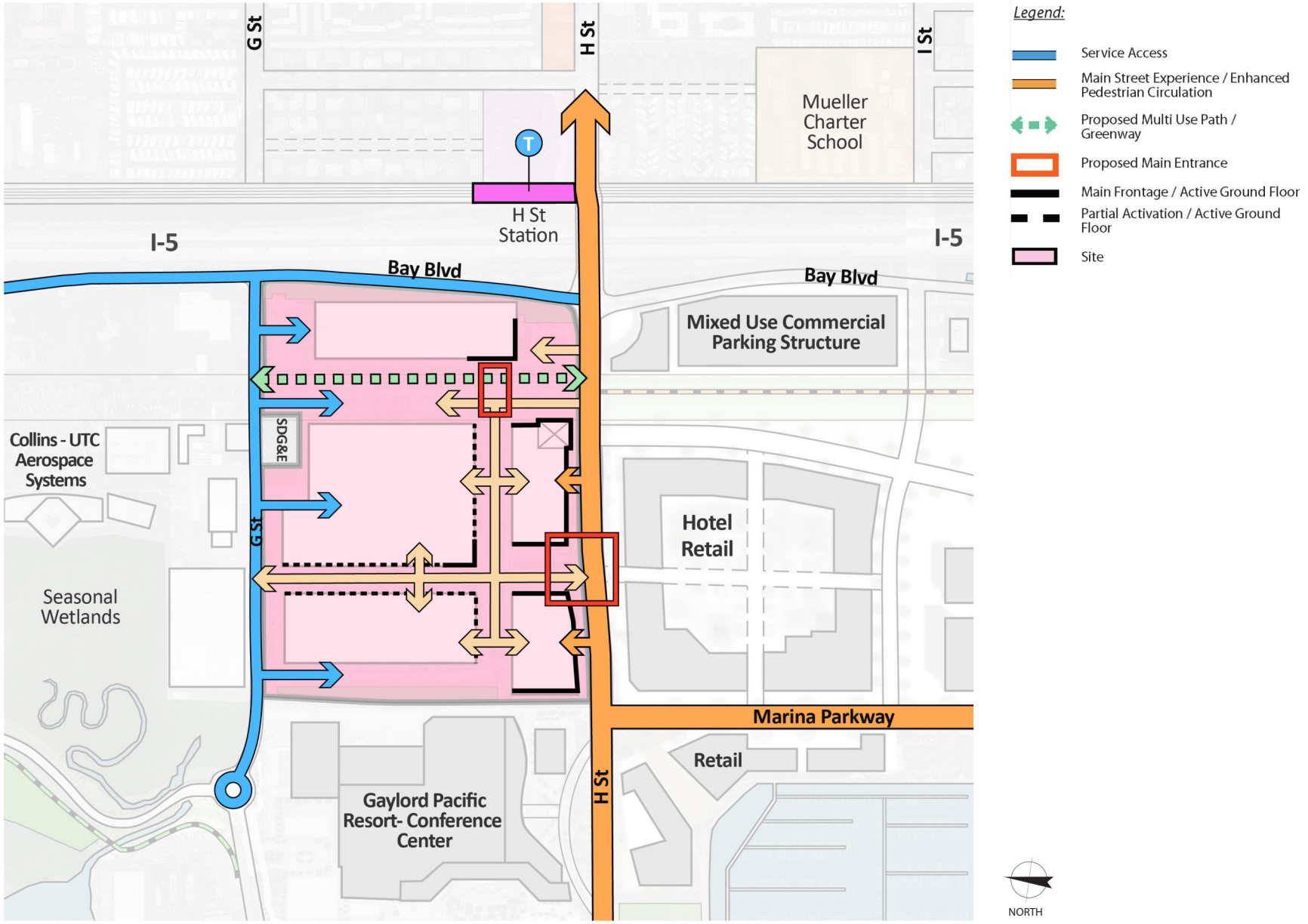
COLLINS WOHL BAYFRONT SPECIFIC PLAN
PLANNING AREAS
JULY 29, 2022

SOURCE: COLLINS WOHL BAYFRONT SPECIFIC PLAN, 2022

FIGURE 4-2
Site Plan
Rohr Wohl Specific Plan

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*This map is conceptual and is shown for illustrative purposes only

SOURCE: NV 5, 2021

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FIGURE 4-3

Circulation

Rohr Wohl Specific Plan

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