Addendum to EIR
Otay Ranch Freeway Commercial Sectional Planning Area (SPA) Plan Planning Area 12

PROJECT NAME: Otay Ranch Planning Area 12

PROJECT LOCATION: City of Chula Vista

PROJECT APPLICANT: City of Chula Vista

DATE: April 15, 2015

1 INTRODUCTION

The *Final Environmental Impact Report for the Otay Ranch Freeway Commercial Sectional Planning Area Plan Planning Area 12* (FEIR) contains a comprehensive disclosure and analysis of potential environmental effects associated with the implementation of the Sectional Planning Area (SPA) Plan and Freeway Commercial (FC) site (referred to as "approved project" or "SPA Plan") in the City of Chula Vista (City) (City of Chula Vista 2003). The SPA Plan was developed to refine and implement the land use plans, goals and objectives of the Otay Ranch General Development Plan (GDP) for the development of Planning Area (PA) 12.

This Addendum addresses proposed modifications to the designations in the General Plan and Otay Ranch GDP for the northern portion of Planning Area 12, which would allow for the construction of 600 multi-family residential units, 15,000 square-feet of commercial space in a mixed use format, and 2.0 acres of public parkland. To achieve this, the definition of the current freeway commercial zone would be modified to allow for residential uses. These proposed residential uses would account for approximately 26.7 acres of the Freeway Commercial 2 (FC-2) site.

2 CEQA REQUIREMENTS

Sections 15162 through 15164 of the CEQA guidelines discuss a lead agency's responsibilities in handling new information that was not included in a project's final environmental impact report (EIR).

Section 15162 of the CEQA Guidelines provides:

a. When an EIR has been certified…for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the EIR…due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows any of the following:
    A. The project will have one or more significant effects not discussed in the [Final] EIR;
    B. Significant effects previously examined will be substantially more severe than shown in the [Final] EIR;
    C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    D. Mitigation measures or alternatives which are considerably different from those analyzed in the [Final] EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In the event that one of these conditions would require preparation of a subsequent EIR, but "only minor additions or changes would be necessary to make the [Final] EIR adequately apply to the project in the changed situation," the City could choose instead to issue a supplement to the FEIR (CEQA Guidelines, § 15163, subd. (a)).

In the alternative, where the changes or new information will result in no new impacts, or no more severe impacts than any that were disclosed in the FEIR for the approved project, the City "shall prepare an addendum" pursuant to CEQA Guideline, § 15164. That section states that an addendum should include a "brief explanation of the decision not to prepare a subsequent EIR pursuant to § 15162," and that the explanation needs to be supported by substantial evidence (CEQA Guidelines, § 15164, subd. (e).) The addendum need not be circulated for public review, but may simply be attached to the FEIR (Ibid.; CEQA Guideline, § 15164, subd. (c)).

Thus, in the following inquiry the City considers under the standards articulated above whether each of these changed circumstances reveal or create previously undisclosed significant environmental impacts or a substantial increase in the severity of previously disclosed impacts (CEQA Guidelines, §15162, 15163, 15164, subd. (a); 15088.5, subds. [a], [b]). As the following discussion demonstrates, it is appropriate for the City to prepare this Addendum to the *Final Environmental Impact Report for the Otay Ranch Freeway Commercial Sectional Planning Area Plan Planning Area 12* project, pursuant to CEQA Guideline, § 15164.

3 PROJECT LOCATION AND REGIONAL SETTING

Otay Ranch lies within the East Planning Area of the City of Chula Vista. The East Planning Area is bordered by Interstate 805 (I-805) to the west, San Miguel Mountain and State Route 54 to the north, the Otay Reservoir and the Jamul foothills to the east, and the Otay River Valley to the south. The SPA Plan is located in the northeastern portion of the Otay Valley Parcel of the 22,899-acre Otay Ranch GDP project area (Figures 1 and 2). The project site, which comprises the FC portion of PA 12 in the adopted Otay Ranch GDP, is located east of State Route 125, west of Eastlake Parkway, south of Olympic Parkway, and north of Birch Road.

The project area is characterized by flat mesa tops and rolling hills including a sloping canyon located in the central portion of the project site, which heads west towards Poggi Canyon. Site elevation ranges from approximately 560 feet above mean sea level (amsl) to approximately 640 feet amsl. The site was previously used for agricultural uses and livestock grazing. The site contains a small system of dirt roads and cattle trails, as well as inactive agricultural fields and non-native grasslands.

The project site is surrounded by other Otay Ranch development areas including Village 6 to the west, Village 11 to the east, a portion of the existing Eastlake community to the north and northeast, Village 7 to the southwest, and the EUC to the south of Birch Road. Eastlake High School and a commercial area are located north of the project site and the Arco Olympic Training Center is located east of the project site, immediately adjacent to Otay Lake. The proposed modifications are located in the northern portion of PA 12, which is identified as FC-2 in the FEIR. FC-1 is fully developed as the Otay Ranch Town Center.

4 PROJECT DESCRIPTION

The project site (SPA Plan area) is comprised of approximately 120.5 acres of commercial land development, and approximately 12.4 acres for circulation improvements. A total of 1,215,000 square feet of commercial uses were proposed including administrative and professional office

services, general commercial uses, and public and semipublic uses. The approved project also included a light rail alignment or transit way and a station site for the San Diego Trolley accompanied by a park-and-ride facility. The project site is divided into two major sections, including FC-1 to the south and FC-2 to the north. Under the proposed modifications, no changes to the FC-1 area would occur as FC-1 is currently developed as the Otay Ranch Town Center. All proposed modifications would occur within the FC-2 portion of the site (Figure 3). Town Center Drive, a north-south oriented road, runs through the center of FC-2 to connect Olympic Parkway to FC-1. All graded material would be balanced on site and would consist of approximately 1,620,000 total cubic yards of grading over the entire site (City of Chula Vista 2003).

This Addendum addresses proposed modifications to the General Plan and Otay Ranch GDP designations to the northern portion of Planning Area 12, which would allow for the construction of 600 multi-family residential units, 15,000 square-feet of commercial space in a mixed use format, and 2.0 acres of public parkland. To achieve this, the definition of the current freeway commercial zone would be modified to allow for residential uses. These proposed residential uses would account for approximately 26.7 acres of the FC-2 site. Commercial space under the proposed modifications would decrease from the approved project (FC-1 and FC-2) as analyzed in the FEIR from 1,215,000 square-feet to approximately 1,092,000 square-feet (including approximately 210,000 square-feet for the hotel uses with the FC-2 site). It should be noted that no changes to the hotel portion of the FC-2 site would occur as a result of the proposed modifications, as it is consistent with the current entitlements; the hotel portion may be included on site plans and throughout parts of the analysis to give a holistic look at the FC-2 site. This action would allow for the only anticipated residential units within the Planning Area 12 SPA boundary and would change the character of the FC-2 site from a general commercial center to a mixed use community offering multifamily residential units, retail commercial, hotels, and a centralized public park. The proposed modification in land use would require amendments to the City of Chula Vista General Plan (GP), the Otay Ranch General Development Plan (GDP). A SPA amendment would also need to be approved at a future date.

The proposed modifications would not require an expansion of the project site from that studied in the Final EIR and the proposed modifications would result in a decrease in trip generation and traffic impacts, and would not substantially change trip distribution patterns. No additional significant impacts beyond those previously analyzed in the FEIR, or substantial increases in any identified significant impacts are anticipated; however, the proposed modification represents new information that was not available at the time that the FEIR was certified. Therefore, the City has prepared this addendum pursuant to CEQA § 15162 to disclose minor changes in the approved project, and minor changes in some of the environmental effects as a result of proposed modifications.

5 IDENTIFICATION OF ENVIRONMENTAL EFFECTS

The following environmental analysis provided in Section 6.0 supports a determination that approval and implementation of the proposed zoning modifications to the FC-2 site on PA 12 would not result in any additional significant environmental effects beyond those previously analyzed under the FEIR for the approved project.

6 ANALYSIS

Aesthetics/Landform Alterations

Impacts to aesthetics are addressed in Section 5.2 of the FEIR. As analyzed in the FEIR, the SPA Plan would not obstruct a scenic vista and no scenic resources are visible from nearby roadways, including Olympic Parkway, which is not a designated scenic highway, but is considered a "scenic corridor" as designated by the City of Chula Vista General Plan. As part of project design, the approved project would include an enhanced landscaped buffer along the border of the project site to minimize impacts along the scenic corridor. Additionally, although the project site is currently undeveloped, the site is located adjacent to large areas of developed land and future planned development areas.

Moreover, the adopted SPA Plan includes design development standards to minimize impacts to visual quality. The proposed modification to the FC-2 site would change a portion of the current commercial land use designation of the site to residential and mixed use and would include a neighborhood park; however, the aesthetic nature of the residential development within these areas would not be substantially different. Additionally, because no changes to the hotel portion of the FC-2 site would occur, no aesthetic changes would occur. The addition of a 2.0 acre park space within the FC-2 site would enhance the visual character through increased greenspace and natural elements. Therefore, the proposed modifications would not result in any significant impacts to scenic vistas or resources.

The FEIR identified significant impacts resulting from additional light and glare to the area as the approved project would introduce new land uses to a currently undeveloped site. The proposed modifications would introduce similar light and glare elements to the area; however, the project site boundaries would remain as analyzed previously and no new light and glare impacts beyond those identified in the FEIR would occur. Therefore, no new mitigation would be required beyond mitigation measures 5.2-1 through 5.2-9 as identified in the FEIR.

Although the proposed modifications would result in different land uses primarily consisting of residential development, thereby altering previously discussed development patterns, the

modification would maintain all previously analyzed design standards and architectural considerations. Therefore, the proposed modifications from primarily commercial to mixed-use residential would not result in new substantial or significant impacts beyond those previously analyzed in the FEIR.

Agriculture

Impacts to agriculture are addressed in Section 5.9 of the FEIR. The proposed modifications would not result in development outside of previously established boundaries for the approved project development as proposed in the approved SPA Plan. Therefore, no new or increased levels of impacts to agricultural resources would result from implementation of the proposed modifications beyond those previously analyzed in the FEIR. Additionally, an Agricultural Plan has been prepared as part of the previously adopted SPA Plan in accordance with the mitigation identified in the Otay Ranch GDP Program EIR. This plan is intended to allow for interim agricultural activity and to prevent the potential for land use impacts between developed land and ongoing agricultural activities by providing separation between urban and adjacent agricultural uses. The Agricultural Plan includes a requirement for notification of adjacent property owners of pesticide use and other potentially harmful activities, as well as physical barriers, if warranted. Consequently, no new impacts to agriculture beyond those previously analyzed would occur.

Air Quality

Impacts to air quality are addressed in Section 5.4 of the FEIR. The proposed modifications addressed in this Addendum would not result in an increase in overall land use intensity or substantially change traffic distribution patterns, and would result in a decrease in traffic generation.

An air quality technical report was prepared for the proposed modifications by Scientific Resources Associated (SRA 2014a). The air quality technical report analyzed air quality impacts from the proposed modifications. Information provided in the air quality technical report was compared against the analysis in the FEIR for a determination of overall net impacts resulting from the proposed modifications.

Construction emissions as estimated in the air quality technical report would be below all significance thresholds for criteria air pollutants, and would not exceed those levels identified in the FEIR. The site would be watered at least three times daily to control fugitive dust emissions, and vehicle speeds would not exceed 15 miles per hour, per FEIR mitigation measure 5.4-2. In addition, low-VOC paints would be utilized during architectural coatings. With incorporation of these design features, construction emissions were estimated to be below construction emissions

estimated in the FEIR. The FEIR also identified mitigation measures 5.4-1 and 5.4-2, which reflect dust control measures and measures to reduce VOC and NO_x emissions.

With the proposed modifications to land uses, operational emissions would be well below the levels identified in the FEIR. As discussed, the proposed modifications would result in fewer trips than the approved project; therefore, mobile emissions resulting from the proposed modifications would be lower than that previously analyzed in the FEIR. Additionally, mitigation measures 5.4-3 and 5.4-4 are identified in the FEIR, which would further reduce operational emissions.

A health risk assessment was prepared for the proposed modifications in addition to estimates for construction and operational criteria pollutant emissions. Maximum excess cancer risk due to inhalation of diesel particulate matter (DPM) was predicted to be 17.77 in a million at the point of maximum exposure, based on a 70-year scenario. Maximum excess cancer risk for the 9-year scenario was estimated to be 4.44 in a million. The maximum excess cancer risks due to inhalation of DPM at an actual residential dwelling were predicted to be 9.801 in a million based on a 70-year residential exposure scenario. Maximum excess cancer risks for the 9-year exposure scenario at this location were 2.29 in a million. These values are below the significance thresholds of 10 in a million (SRA 2013).

Therefore, no new significant sources of construction or operational air emissions or health risk impacts beyond those identified in the FEIR would occur with implementation of the proposed modifications to the approved project.

Biological Resources

Impacts to biological resources are addressed in Section 5.8 of the FEIR. As indicated in the FEIR, no sensitive habitat or wetlands occur on the project site, and there is a low potential for sensitive plant species to occur on site and no sensitive plant species were observed at the time of surveying. Sensitive animal species observed on site include golden eagles and tricolored blackbirds; however, no nesting activity or suitable habitat for these species were observed. The proposed modifications would not exceed previously established boundaries for project development as approved in the SPA Plan and the proposed modifications would be subject to mitigation as provided in Section 5.8. Therefore, no new or increased levels of impacts to biological resources would result from implementation of the proposed modifications beyond those previously analyzed in the FEIR.

Geology and Soils

Impacts to geology and soils are addressed in Section 5.11 of the FEIR. The geotechnical analysis presented in Section 5.11 of the FEIR was derived from GEOCON, Inc.'s *Geotechnical Investigation Otay Ranch, Village 12* prepared in August of 2001. As previously discussed, the proposed modifications would not exceed previously established boundaries for project development as approved in the SPA Plan, and all proposed modifications would be subject to mitigation provided in Section 5.11. Due to the fact that proposed modifications would not increase acreage undergoing grading and excavation, no new significant impacts beyond those previously identified in the EIR would occur. Therefore, implementation of the proposed modifications would not require additional analysis beyond that which is presented in Section 5.11 of the FEIR, and no new impacts would occur.

Greenhouse Gases

Impacts resulting from greenhouse gas emissions were not addressed in the FEIR. The proposed modifications would not increase the severity of previously identified air quality impacts, nor would it result in any new significant effects related to air emissions that were not previously identified in the FEIR. Additionally, the proposed modifications would result in fewer vehicle trips compared to the approved project as analyzed in the FEIR; therefore, greenhouse gas (GHG) emissions from mobile sources would be less. Moreover, in light of the wide range of global warming activity prior to certification of the FEIR in 2003, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance that was not known and could not have been known when the FEIR was completed has since been identified.

A Global Climate Change Evaluation was prepared for the proposed project by SRA. GHG emissions were calculated in the report for "business as usual" conditions and for conditions with implementation of GHG emission reduction project design features proposed by the proposed project applicants. "Business as usual" is defined as the emissions that would have occurred in the absence of reductions mandated under AB 32, including GHG reductions from implementation of the Pavley 1 and Pavley 2 motor vehicle standard, GHG reductions from implementation of the Low Carbon Fuel Standard, and GHG reductions from implementation of the Renewable Portfolio Standard. "Business as usual" conditions also are based on energy efficiency standards codified in Title 24 as of 2005, and do not take into consideration energy efficiency measures codified in Title 24 as of 2013, nor do they take into account other programs such as the Federal CAFE standards (SRA 2014).

To evaluate impacts from discretionary projects, many lead agencies have set a goal to reduce GHG emissions by a certain amount to demonstrate consistency with AB 32. Different agencies and studies estimate different goals for reduction of emissions to achieve 1990 levels by the year 2020, as set forth in AB 32. Other agencies have estimated a reduction of 28% to 29% based on the ARB's analysis that statewide 2020 business as usual GHG emissions would be 596 $MMTCO_2e$, with 1990 emissions of 427 $MMTCO_2e$, for a reduction of 28.35% (ARB 2010). Based on this goal, a significance threshold of 28.35% below "business as usual" conditions was used in this analysis to evaluate potential significance of impacts from GHG emissions. The City has established a significance threshold of 20% below "business as usual".

GHG emissions associated with the proposed modifications were estimated separately for four categories of emissions: (1) construction; (2) energy use, including electricity and natural gas usage; (3) water consumption; (4) waste management; and (5) transportation. The analysis includes a baseline estimate assuming 2005 Title 24-compliant buildings, which is considered business as usual for the proposed modifications. For "business as usual" conditions, emissions were calculated without implementation of the Pavley standards or Low Carbon Fuel Standard.

The proposed modifications would include a number of project design features that would reduce the project's GHG emissions including land use and community design measures, transit facilities, and building siting and construction, as identified in the Global Climate Change Evaluation. These measures were taken into account when estimating the proposed modifications' total CO_2 equivalent emissions as shown in Table 1 below. As noted in Section 3.0 above, no changes to the hotel portion of the FC-2 site are proposed; however, the GHG emissions calculations include the hotel use in order to achieve a holistic view of the FC-2 site. As such, the GHG emissions from the proposed modifications would be expected to be lower than that outlined in Table 1 below.

Amortized over 30 years, construction would contribute 174 metric tons per year of CO_2 emissions. These emissions were added to the operational GHG emissions to evaluate their significance. The results of the inventory for operational emissions for business as usual are presented in Table 1. These include GHG emissions associated with buildings (natural gas, purchased electricity) and water consumption (energy embodied in potable water).

Table 1
Summary of Estimated Operational Greenhouse Gas Emissions

Emission Source	Annual Emissions (metric tons/year)		
	CO_2	CH_4	N_2O
Operational Emissions			
Electricity Use Emissions	464	0.0193	0.0052
Natural Gas Use Emissions	813	0.0904	0.0015
Water Consumption Emissions	208	0.0087	0.0023
Waste Management Emissions	25	1.14850	—
Vehicle Emissions	4,571	0.0317	0.2093
Amortized Construction Emissions	174	—	—
Total	6,255	1.6351	0.2183
Total CO_2 Equivalent Emissions	6,360		
Business as Usual CO_2 Equivalent Emissions	10,606		
Reduction	38.27%		

Source: SRA 2014

As shown in Table 1, the proposed modifications would meet the significance threshold by reducing operational GHG emissions by 38.27%. Project emissions, with inclusion of GHG reduction measures, would achieve a reduction greater than the City's 20% reduction from "business as usual" threshold. Again, as noted previously, these calculated emissions also include the hotel portion of the FC-2 site, which would not change under the proposed modifications. As such, the GHG emissions resulting from the proposed modifications would be lower than that identified in Table 1 above. The proposed modifications would, therefore, meet the goals of AB 32. Impacts resulting from emissions of greenhouse gases would therefore be less than significant.

Water Resources and Water Quality

Impacts to water quality are addressed in Section 5.10 of the FEIR. SPA-level water quality technical reports were completed for the approved project as analyzed in the FEIR.

The proposed modifications would continue to comply with all applicable rules and regulations including compliance with NPDES permit requirements for urban runoff and storm water discharge. Best Management Practices (BMPs) for design, treatment and monitoring for storm water quality would be implemented as delineated in the FEIR with respect to municipal and construction permits. Compliance with all applicable rules and regulations governing water quality as well as implementation of all mitigation measures outlined in Section 5.10 of the FEIR would ensure no additional impacts to water quality beyond those previously analyzed would occur as a result of the proposed modifications.

Noise

The Acoustical Assessment (Dudek 2015) concludes that the future noise levels from traffic would exceed the City's maximum exterior noise level criterion of 65 dBA CNEL above the first floor at the both the residential units fronting SR-125 and the Bus Rapid Transit corridor. Additionally, the noise levels at the exterior use areas for the mixed use buildings on the northeastern portion of the site would exceed the City's limit. However, the Otay Ranch GDP has policies in place to require appropriate sound attenuation project features for all required residential open space and public open space areas that are exposed to a noise level of 65 dBA CNEL or greater. Consistent with these policies, balconies planned on these residential units that are counted toward any open space requirements would incorporate appropriate sound attenuating project features around the perimeter of the balconies. As a result, these outdoor areas would not exceed the 65 dB CNEL threshold. This analysis also demonstrates that HVAC, truck traffic, loading and unloading, and trash collection would not exceed the City's applicable limits established in the noise ordinance in accordance with Mitigation Measure 5.5-1 of the approved FEIR. Additionally, consistent with Mitigation Measure 5.5-2 of the approved FEIR, the proposed project would not result in noise levels that exceed 70 dBA CNEL at patron-occupied exterior areas of the proposed commercial land uses. Therefore, no new significant impacts would occur beyond what is analyzed in the FEIR.

Traffic, Circulation, and Access

Impacts to traffic are addressed in Section 5.3 of the FEIR. A traffic analysis has been conducted to evaluate the potential traffic impacts associated with the proposed modifications (Chen Ryan 2015). The trip generation rate utilized for the entire PA 12 (Freeway Commercial land use) as analyzed in the FEIR was 40 trips per 1,000 square-feet of commercial space. The FC-2 site, when accounting for the proposed modifications, consists of hotel uses, residential, mixed- use commercial, and park, and is located within 1,500 feet (less than 10 minutes of walking) of the Otay Ranch Town Center, grocery, banking, drugstore, postal services, both fast food and sit-down restaurants, as well as a future BRT station (this area encompasses the FC-1 portion of PA 12). A 15% trip reduction was utilized in the project's traffic analysis to account for the mixed-use nature of the project as well as its proximity to transit, consistent with SANDAG guidance (Chen Ryan 2015).

With a 15% transit and mixed-use reduction, the FC-2 site would generate approximately 7,506 daily trips, which is lower than the entitled land use trip generation of approximately 12,145 daily trips for the FC-2 site. Additionally, the traffic analysis accounted for the hotel portion of the FC-2 site; under the proposed modifications, the hotel portions for the FC-2 site would not

change. Therefore, the proposed modifications would result in fewer trips than analyzed in the traffic analysis. Since the proposed modified land uses would generate less traffic than the entitled land uses, there would be no additional traffic impacts associated with the proposed modifications. Therefore, no new significant impacts would occur beyond what is analyzed in the FEIR.

Public Services and Utilities

Impacts to public services and utilities are addressed in Section 5.12 of the FEIR. A Water System Evaluation memorandum was prepared by Dexter Wilson for the project (Dexter Wilson 2014a). Additionally, a Sewer System Evaluation was prepared for the proposed project (Dexter Wilson 2014b).

Water Demand and Water System

The approved project water demands were included in the 2010 Water Resources Master Plan. Table 2 summarizes the approved project water demands as presented in the Water Resources Master Plan and projected demand based on the proposed modifications. As shown, projected water demand from the proposed modifications would increase by 136,378 gallons per day, or 13 acre-feet per year from that assumed in the Water Resources Master Plan (Dexter Wilson 2014).

Table 2
Proposed Project Water Demand Summary

Land Use	Acres	Building Units	Unit Demand Factor	Total Demand (gpd)
Approved Water Demand (2010 WRMP)				
Commercial	29.9	--	1,785 gpd/ac	53,372
Proposed Modification Potable Water Demand				
Multi-Family Residential	--	600	255 gpd/unit[1]	153,000
Hotels	--	300	115 gpd/unit[1]	34,500
Commercial	1.4	--	1,607 gpd/ac[1]	2,250
			Subtotal	*189,750*
			Increased Water Demand	136,378

Source: Dexter Wilson 2014a
Notes: gpd = gallons per day
[1] Assumes recycled water to be used for irrigation

The recommended water system was outlined in the 2002 Sub Area Master Plan for the approved project and included in the 2010 Water Resources Management Plan. As shown in Table 2, the

water demand for the project exceeds what was estimated in the 2010 Water Resources Management Plan. On April 1, 2015 the Otay Water District approved a Water Supply Assessment and Verification Report for the proposed project. The Water Supply Assessment and Verification Report projected an approximately 173 acre-feet per year increase in demand beyond what was estimated in the 2010 Water Resources Master Plan, and an approximately 46 acre-feet per year increase in demand beyond what was estimated in the 2013 Water Supply Assessment and Verification Report for a prior iteration of the proposed project. The demand is accounted for through the Accelerated Forecasted Growth demand increment of the Water Authority's 2010 Urban Water Management Plan.

The sizing of the existing 16-inch water line in Olympic Parkway, 20-inch line in Eastlake Parkway, and 12-inch line in Town Center Drive, and 12-inch lines within FC-1 are adequate to support the proposed modifications and, therefore, no changes to the approved project water system as analyzed in the FEIR are necessary as a result of the proposed modifications (Dexter Wilson 2014). Additionally, the proposed modifications would comply with the City of Chula Vista Guidelines for water conservation, including the use of recycled water for landscaping and implementation of additional water conservation measures such as hot water pipe insulation, pressure reducing valves, and water efficient dishwashers.

Regarding recycled water use, the proposed modification would use recycled water for irrigation of the park site and common areas associated with the commercial and residential sites. Table 3 shows the average recycled water demand associated with the proposed project.

Table 3
Proposed Project Projected Recycled Water Demand

Land Use	Quantity	Recycled Water Factor	Net Recycled Acreage	Unit Rate	Average Demand
Multi-Family Residential	600 units	15%	--	45 gpd/unit	27,000
Commercial	1.4 acres	10%	0.4	2,155 gpd/ac	300
Park	2.0 acres	100%	2.0	2,155 gpd/ac	4,310
			Total	31,610 gpd	

Source: Dexter Wilson 2014a
Notes: gpd = gallons per day

As shown in Table 3, the estimated average recycled water demand for the proposed modifications is 31,610 gallons per day, or 35.4 acre-feet per year (Dexter Wilson 2014).

Wastewater Demand and Wastewater System

The August 2004 approved SPA plan provided projected wastewater flows. Table 4 shows a comparison between projected wastewater flows for the approved project and wastewater flows based on the land uses of the proposed modifications.

Table 4
Proposed Modifications Wastewater Flow Summary

Land Use	Acres	Building Units	Generation Factor	Average Flow (gpd)
Previously Approved Wastewater Flow				
Commercial	34.5	--	2,500 gpd/ac	86,250
Proposed Project Wastewater Flow				
Multi-Family Residential	--	600	182 gpd/unit	109,200
Hotels	--	300	76 gpd/unit[1]	22,800
Park	2.0	--	410 gpd/ac	820
Commercial	1.4	--	1,401 gpd/ac	1,960
			Subtotal	*134,780*
			Increased Wastewater Flow	48,530
			Increased Wastewater EDUs	211

Source: Dexter Wilson 2014b
Notes: gpd = gallons per day, EDU = equivalent dwelling unit
[1] Assumes recycled water to be used for irrigation

As shown, an increase of 211 equivalent dwelling units is estimated from that estimated as part of the approved project (Dexter Wilson 2014).

The Poggi Canyon Basin Gravity Sewer Development Impact Fee Update (DIF report) was completed in April 2009, which projected wastewater flows associated with the Poggi Canyon Interceptor. Table 5 shows a comparison of wastewater flows associated with the proposed modifications and projected flows as presented in the DIF report.

Table 5
Proposed Project and Poggi Basin Wastewater Flow Summary

Description	Quantity	Unit Flow Factor	Average Flow, gpd	EDUs
2009 DIF Study				
C-1	30.4 ac	2,500 gdp/ac	76,000	330.4
C-2	8.2 ac	2,500 gdp/ac	20,500	89.1
			Subtotal 2009 DIF Study	*420*

Table 5
Proposed Project and Poggi Basin Wastewater Flow Summary

Description	Quantity	Unit Flow Factor	Average Flow, gpd	EDUs
Proposed Modifications				
Multi-Family Residential	600 units	182 gpd/unit	109,200	474.8
Hotels	300 units	76 gpd/unit	22,800	99.1
Park	2.0 acre	410 gpd/ac	820	3.6
Commercial	1.4 acre	1,401 gpd/ac	1,960	8.5
			Subtotal Proposed Modifications	*586*
Increase				166

Source: Dexter Wilson 2014b
Notes: gpd = gallons per day

As shown, the proposed modifications exceed the Poggi Basin projections in the 2009 DIF report by approximately 166 equivalent dwelling units. The proposed on-site wastewater system would consist of gravity sewer lines that would convey flow to the Poggi Canyon Interceptor in Olympic Parkway. Based on the average flow presented in Table 4 and a peak factor of 2.28 from the City Subdivision Manual, the projected peak flow for the proposed modifications is 0.39 million gallons per day. An 8-inch gravity sewer line with a minimum slope of 0.53% is adequate to convey this projected total flow. Additionally, the proposed modifications do not require additional reaches of the Poggi Interceptor to be upgraded in the future. Therefore, although the proposed modifications would exceed the units anticipated in the 2009 Poggi DIF report, the limits of the required DIF improvements remain the same. Additionally, the proposed modifications would be required to update the Poggi DIF study as a condition of approval (Dexter Wilson 2014b). The project is consistent with FEIR Mitigation Measures 5.12-11 through 5.12-13, which require the applicant to demonstrate adequate capacity in the Poggi Canyon sewer line. As demonstrated above, there is adequate sewer capacity. Also, when the proposed project comes forward for approval, it will be conditioned to pay sewer fees and connect to the sewer system.

Summary

When compared to what was previously analyzed in the FEIR, the proposed project would represent an increase in water and wastewater demand. However, the proposed modifications would not exceed the capacities of the existing water and wastewater systems as well as those proposed under the FEIR. Additionally, on April 1, 2015 the Otay Water District approved a Water Supply Assessment and Verification Report for the proposed project. As such, the

proposed modifications would not result in any new significant environmental effects beyond those previously analyzed under the FEIR for the approved project.

7 CONCLUSION

This document has identified all changed circumstances and new information and memorializes in detail the City's reasoned conclusion that none of these changes create the conditions requiring the preparation of a Subsequent or Supplemental EIR pursuant to CEQA Guidelines, Sections 15162 and 15163.

Pursuant to Section 15164 of the State CEQA Guidelines and based upon the above discussion, I hereby find that approval and implementation of the proposed project will result in only minor technical changes or additions, which are necessary to make the FEIR adequate under CEQA.

Name/Title

4/20/15
Date

Attachments: *Figures 1–3*
Summary of Impacts and Mitigation – Otay Ranch Planning Area 12 FC SPA Plan

REFERENCES

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City of Chula Vista. 2003. Final Environmental Impact Report for the Otay Ranch Freeway Commercial Sectional Planning Area (SPA) Plan Planning Area 12. SCH # 1989010154.

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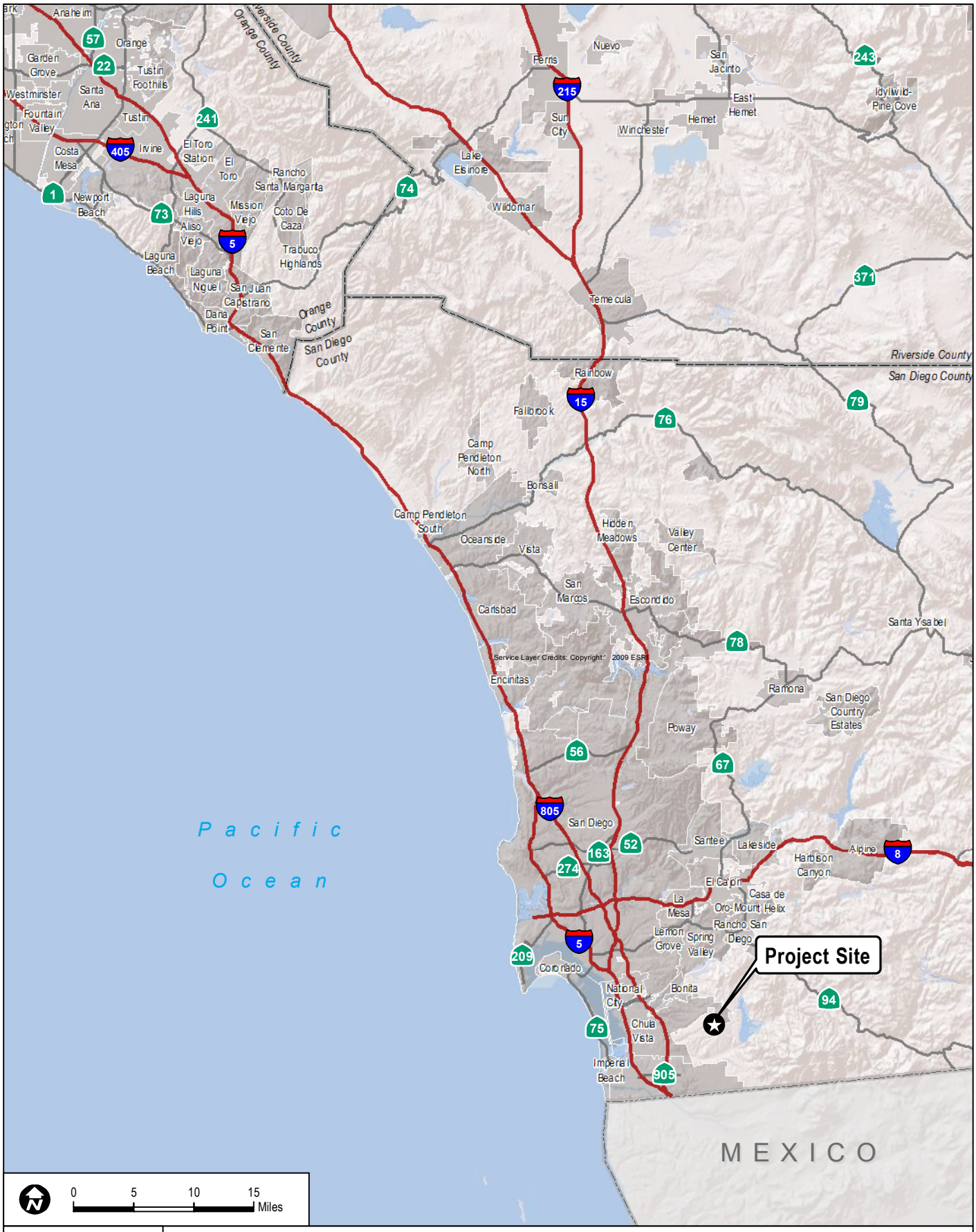
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FIGURE 1
Regional Map

Otay Ranch Freeway Commercial SPA Plan - Planning Area 12 Addendum

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AERIAL SOURCE: BING MAPPING SERVICE

FIGURE 2
Vicinity Map

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Otay Ranch Freeway Commercial SPA Plan - Planning Area 12 Addendum

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SOURCE: BALDWIN AND SONS, LLC

FIGURE 3
Site Plan

Otay Ranch Freeway Commercial SPA Plan - Planning Area 12 Addendum

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Table 1-1. Summary of Impacts and Mitigation
Otay Ranch Planning Area 12 FC SPA Plan

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 LAND USE, PLANNING, AND ZONING			
Land Use Compatibility: Landscaping, grading, and buffering standards have been incorporated into the SPA Plan to avoid land use interface impacts between uses, both internally and externally.	No significant impacts.	No mitigation measures are required.	Impacts would not be significant.
Established Community Character: Development of the property would result in a significant change in the character of the site from rural open space to an urban use.	Significant	No feasible mitigation measures have been identified to reduce this impact.	Significant and not mitigable cumulative impacts.
Relevant Plans, Policies, and Ordinances: Land use policies that are provided in the SPA Plan include landscape design concepts, building siting and construction, grading policies, buffering guidelines, and provision of public facilities. These policies are part of the project design and are not included as mitigation measures.	No significant impacts.	No mitigation measures are required.	Impacts would not be significant.
5.2 LANDFORM ALTERATION/AESTHETICS			
Landform Alteration/Aesthetics: There would be an overall change from existing Otay Ranch area topography and landscape from predominantly rural to more urban /developed character. There are no scenic vistas in the area or are there at present scenic highways. The existing visual character of open space would be degraded.	Significant.	No feasible mitigation measures have been identified to reduce this impact.	Significant unmitigated visual impacts would occur.
Light and Glare: Light and glare impacts would increase with development of the FC Site and nighttime illumination impacts would increase with implementation of the FC Site	Significant.	5.2-1 All street lighting shall conform to City standards. The design of poles and fixtures shall be consistent with those adopted for the Otay Ranch community.	Impacts would not be significant.
		5.2-2 Parking areas, access, drives, and internal vehicular circulation areas shall have sufficient illumination for safety and security. Lighting fixtures shall be a zero cutoff at the project edges. The parking lot illumination level shall achieve a uniformity ratio of 3:1 (average to minimum with a minimum of 1.0 foot candles.	

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		5.2-3 Light standards shall not exceed 35 feet in height.	
		5.2-4 Unless otherwise specifically approved in the Design Review process, exterior pole lighting shall be either High Pressure Sodium (HPS) or Metal Halide (MH).	
		5.2-5 Lighting shall be indirect, except for parking areas. Overhead pole mounted downward lighting shall be implemented. Light fixtures shall not be placed more than 35 feet above grade.	
		5.2-6 Lighting levels shall emphasize walking areas so as to clearly identify the pedestrian walkway and direction of travel.	
		5.2-7 Outdoor pedestrian use areas, such as courtyards, entryways, and walkways, shall have sufficient illumination for safety and security. Primary pedestrian use area lighting shall achieve a uniformity ratio of 3:1, with an average illumination of 0.60-foot candles and a minimum of 1.0 foot candles.	
		5.2-8 Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover shall be permitted.	
		5.2-9 Earthen berms, walls, or dense landscaping shall be provided as appropriate throughout the site to minimize off-site spill lighting from vehicular headlights in parking lots.	

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3 TRANSPORTATION, CIRCULATION, AND ACCESS			
Direct Impacts **Existing + Project Scenario (1,215,000 square feet)** The following driveways would be directly impacted with implementation of the project. Olympic Parkway/Eastlake Commercial/Project Driveway	Significant.	**Direct Impacts** Existing + Project Scenario 5.3-1 Olympic Parkway/Eastlake Commercial/Project Driveway intersection: Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to issuance of building permits triggering the construction of the intersection improvement, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal, including interconnect wiring, mast arms, signal heads, and associated equipment, underground improvements, standards and luminaries at the Olympic Parkway/Eastlake Commercial/Project Driveway intersection. Provide intersection lane geometry as shown in Figure 29 on opening day. The design of the signal shall be to the satisfaction of the City Engineer. Provide turn lane storage lengths as indicated in Table 20 of the Freeway Commercial Traffic Report (hereinafter referred to as Traffic Report).	Impacts would not be significant
Eastlake Parkway/Village 11 Access/Project Driveway	Significant.	5.3-2 Village 11/Eastlake Parkway Access/Project Driveway intersection: Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to the issuance of building permits triggering the construction of intersection improvements, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal, including interconnect wiring,	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		mast arms, signal heads, and associated equipment, underground improvements, standards and luminaries at the Eastlake Parkway/Village 11 Access/Project Driveway intersection. Provide intersection lane geometry as shown in Figure 29 on opening day. The design of the signal shall be to the satisfaction of the City Engineer. Provide turn lane storage lengths as indicated in Table 20 of the Traffic Report.	
Year 2005 without SR 125 at 871,000 square feet Olympic Parkway/Eastlake Commercial/Project Driveway	Significant.	5.3-3 Olympic Parkway/Eastlake Commercial/Project Driveway: Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to the issuance of building permits triggering the construction of intersection improvements, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal, including interconnect wiring, mast arms, signal heads and associated equipment, underground improvements, standards and luminaries at the Olympic Parkway/Eastlake Commercial/Project Driveway (Street A) intersection. Provide intersection lane geometry as shown in Figure 29 of the Traffic Report. The design of the signal shall be to the satisfaction of the City Engineer. Turn lane storage lengths shall be provided as indicated in Table 20 of the Traffic Report.	Impacts would not be significant.
Eastlake Parkway/Village 11 Access/Project Driveway	Significant.	5.3-4 Village 11/Eastlake Parkway Access/Project Driveway: Phasing of the following improvements shall be consistent with the project PFFP and to the	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			satisfaction of the City Engineer. Prior to the issuance of building permits triggering the construction of intersection improvements, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal, including interconnect wiring, mast arms, signal heads and associated equipment, underground improvements, standards and luminaries at the Eastlake Parkway/Village 11 Access//Project Driveway (Street "B") intersection. Provide intersection lane geometry as shown in Figure 29 of the Traffic Report. The design of the signal shall be to the satisfaction of the City Engineer. Turn lane storage lengths shall be provided as indicated in Table 20 of the Traffic Report.	
Birch Road/EUC Access/Project Driveway	Significant.	5.3-5	Birch Road/EUC Access/Project Driveway: Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to the issuance of building permits triggering the construction of intersection improvements, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal, including interconnect wiring, mast arms, signal heads and associated equipment, underground improvements, standards and luminaries at the Birch Road/EUC Access//Project Driveway intersection. Provide intersection lane geometry as shown in Figure 29 of the Traffic Report. The design of the signal shall be to the satisfaction of the City Engineer. Turn lane storage lengths shall be provided as indicated in Table 20 of the Traffic Report.	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impacts **Existing + Project (1,215,000 square feet)** East "H" Street from I-805 to Hidden Vista Drive	Significant.	**Cumulative Impacts** 5.3.6 East "H" Street – I-805 to Hidden Vista Drive (Existing + Project) Prior to issuance of building permits, the applicant shall contribute to the Traffic Development Impact Fee (TDIF) program toward adding a 4th westbound lane on East "H" Street between I-805 and Hidden Vista Drive.	Impacts would not be significant.
Year 2005 without SR 125 at 871,000 square feet Telegraph Canyon Road/Paseo Ranchero Intersection	Significant.	5.3.7 Telegraph Canyon Road/Paseo Ranchero Intersection (Year 2005 Without SR 125) Prior to issuance of building permits, the applicant shall contribute to the TDIF toward providing northbound and eastbound right-turn overlap phasing.	Impacts would not be significant.
Telegraph Canyon Road/Otay Lakes Road Intersection	Significant.	5.3-8 Telegraph Canyon Road/Otay Lakes Road intersection (Year 2005 Without SR 125) Prior to issuance of building permits, the applicant shall contribute to the TDIF toward providing a third northbound through lane at the intersection and continue the third northbound lane north of the intersection.	Impacts would not be significant.
Year 2005 without SR 125 with entire project (1,215,000 square feet) East "H" Street/Paseo Ranchero Intersection	Significant.	5.3-9 East "H" Street/Paseo Ranchero Intersection – Year 2005 without SR 125 with entire project Prior to issuance of building permits, the applicant shall contribute to the TDIF toward providing a new eastbound right-turn lane on East "H" Street at Paseo Ranchero if the entire project is constructed before SR 125.	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Eastlake Parkway/Otay Lakes Road Intersection	Significant.	5.3-10 Eastlake Parkway/Otay Lakes Road Intersection – Year 2005 without SR 125 with entire project Prior to issuance of building permits, the applicant shall contribute to the TDIF toward adding a fourth through lane on Otay Lakes Road west of Eastlake Parkway, and a southbound right-turn lane on Eastlake Parkway if the entire project is constructed before SR 125.	Impacts would not be significant.
Telegraph Canyon Road/Paseo Ranchero Intersection	Significant.	5.3.11 Telegraph Canyon Road/Paseo Ranchero Intersection Prior to issuance of building permits, the applicant shall contribute to the TDIF toward providing northbound and eastbound right-turn overlap phasing.	Impacts would not be significant.
Telegraph Canyon Road/Otay Lakes Road Intersection	Significant.	5.3-12 Telegraph Canyon Road/Otay Lakes Road intersection Prior to issuance of building permits, the applicant shall contribute to the TDIF toward providing a third northbound through lane at the intersection and continue the third northbound lane north of the intersection.	Impacts would not be significant.
East "H" Street from I-805 to Hidden Vista Drive.	Significant.	5.3-13 East "H" Street – I-805 to Hidden Vista Drive Prior to issuance of building permits, the applicant shall contribute to the TDIF toward adding a 4th westbound lane on East "H" Street between I-805 and Hidden Vista Drive.	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Year 2010 (1,215,000 square feet) Otay Lakes Road north of "H" Street	Significant.	5.3-14 Otay Lakes Road – North of "H" Street Prior to issuance of building permits, the applicant shall contribute to the TDIF toward widening to 6 lanes or towards an intersection improvement, which provides additional capacity along Otay Lakes Road to the satisfaction of the City Engineer.	Impacts would not be significant.
Year 2020 (1,215,000 square feet) Telegraph Canyon Road between I-805 and Paseo del Rey	Significant.	5.3-15 Telegraph Canyon Road – I-805 to Paseo Del Rey Prior to issuance of building permits, The applicant shall contribute to the TDIF toward the planned City project to add a 4th westbound lane on Telegraph Canyon Road between I-805 and the Vons Driveway.	Impacts would not be significant.
Freeways (1,215,000 square feet) **Existing + Project** I-805 East "H" Street to Telegraph Canyon Road	Significant.	5.3-16 I-805 East "H" Street to Telegraph Canyon Road Additional lanes would be required to maintain acceptable LOS. Continued freeway planning efforts and deficiency planning by Caltrans and SANDAG will determine mitigation strategies for the regional freeway system.	Impacts would remain significant.
Year 2005 without SR 125 (1,215,000 square feet) I-805 Bonita Road to East "H" Street	Significant.	5.3-17 I-805 – Bonita Road to East "H" Street Additional lanes would be required to maintain acceptable LOS. Continued freeway planning efforts and deficiency planning by Caltrans and SANDAG will determine mitigation strategies for the regional freeway system.	Impacts would remain significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
I-805 East "H" Street to Telegraph Canyon Road	Significant.	5.3-18	I-805 – East "H" Street to Telegraph Canyon Road Additional lanes would be required to maintain acceptable LOS. Continued freeway planning efforts and deficiency planning by Caltrans and SANDAG will determine mitigation strategies for the regional freeway system.	Impacts would remain significant.
Year 2005 with SR 125 (1,215,000 square feet) I-805 Bonita Road to East "H" Street	Significant.	5.3-19	I-805 – Bonita Road to East "H" Street Additional lanes would be required to maintain acceptable LOS. Continued freeway planning efforts and deficiency planning by Caltrans and SANDAG will determine mitigation strategies for the regional freeway system.	Impacts would remain significant.
I-805 East "H" Street to Telegraph Canyon Road	Significant.	5.3-20	I-805 – East "H" Street to Telegraph Canyon Road Additional lanes would be required to maintain acceptable LOS. Continued freeway planning efforts and deficiency planning by Caltrans and SANDAG will determine mitigation strategies for the regional freeway system.	Impacts would remain significant.
Internal Circulation (1,215,000 square feet) Street "A" (Spine Road) Driveway 5 Intersection		5.3.21	Street "A" (Spine Road)/Driveway 5 Intersection Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to issuance of building permits triggering the construction of the intersection improvements, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal including interconnect wiring, mast arms, signal heads, and associated equipment, underground improvements, standards and luminaries at the Street "A"	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			(Spine Road)/Driveway 5 intersection. The design of the signal shall be to the satisfaction of the City Engineer. The applicant shall provide turn lane storage lengths as illustrated in Appendix K of the Traffic Report.	
Street "A" (Spine Road)/Driveway 6 Intersection	Significant.	5.3.22	Street "A" (Spine Road)/Driveway 6 Intersection Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to issuance of building permits triggering the construction of the intersection improvements, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal including interconnect wiring, mast arms, signal heads, and associated equipment, underground improvements, standards and luminaries at the Street "A" (Spine Road)/Driveway 6 intersection. The design of the signal shall be to the satisfaction of the City Engineer. The applicant shall provide turn lane storage lengths as illustrated in Appendix K of the Traffic Report.	Impacts would not be significant.
Street "A" (Spine Road)/Street "B" Intersection	Significant.	5.3.23	Street "A" (Spine Road)/Street "B" Intersection Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to issuance of building permits triggering the construction of the intersection improvements, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal including interconnect wiring, mast arms, signal heads and associated equipment, underground improvements, standards and luminaries at the Street "A"	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			(Spine Road)/Street "B" intersection. The design of the signal shall be to the satisfaction of the City Engineer. The applicant shall provide turn lane storage lengths as illustrated in Appendix K of the Traffic Report.	
PFFP (1,215,000 square feet) Street "A" (Spine Road), Olympic Parkway to Birch Road	Significant.	5.3-24	Street "A" (Spine Road)– Olympic Parkway to Birch Road Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to issuance of building permits triggering the construction of these street improvements, the applicant shall enter into an agreement to design, construct, and secure full street improvements.	Impacts would not be significant.
Eastlake Parkway, Olympic Parkway to Birch Road	Significant.	5.3-25	Eastlake Parkway – Olympic Parkway to Birch Road Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to issuance of building permits triggering the construction of these street improvements, the applicant shall enter into an agreement to design, construct, and secure full street improvements.	Impacts would not be significant.
Birch Road, La Media Road to Eastlake Parkway	Significant.	5.3-26	Birch Road – La Media Road to Eastlake Parkway: Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to issuance of building permits triggering the construction of these street improvements, the applicant shall enter into an agreement to	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			design, construct, and secure full street improvements	
La Media Road, Olympic Parkway to Birch Road	Significant.	5.3-27	La Media Road – Olympic Parkway to Birch Road: Phasing of the following improvements shall be consistent with the project PFFP and to the satisfaction of the City Engineer. Prior to issuance of building permits triggering the construction of these street improvements, the applicant shall enter into an agreement to design, construct, and secure full street improvements.	Impacts would not be significant.
Transit	Significant.	5.3-28	All transit crossings within the project site and at the project driveways shall conform to MTDB standards. MTDB will likely conduct a traffic report at the time of introducing rapid transit on-site.	Impacts would not be significant.
5.4 AIR QUALITY				
Construction: Estimated construction emissions of NO_x would exceed the threshold. With the use of commercial power, the estimated NO_x emissions would be less than the threshold.	Significant.	5.4-1	The following measures shall be specified as notes on the project grading plans, and shall be implemented to minimize VOC and NO_x construction emissions: • Bring commercial power to the site prior to construction and require contractors to use commercial power wherever feasible • Develop a ride-share plan for workers • Develop a site construction traffic management plan to minimize vehicle traffic and vehicle idling time • Consolidate construction deliveries • Develop a plan for maximizing loads during hauling operations	Air quality impacts would remain significant with implementation of the mitigation measures.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Prohibit truck idling in excess of two minutes • Use solar, battery or electrically powered lighted signs • To the extent possible, use vehicles powered by natural gas (CNG, LNG) rather than diesel or gasoline engines • Use architectural coatings with the lowest VOC content feasible	
		5.4-2 Although PM_{10} construction emissions would not be a significant impact on regional air quality, the following measures shall be specified as notes on the project grading plans, and shall be implemented to minimize construction fugitive dust PM_{10} emissions: • Apply non-toxic soil stabilizers or area covers to all inactive construction areas • Replace ground cover in disturbed areas as quickly as possible • Enclose, cover, water or apply soil stabilizers to exposed piles • Water active sites at least twice daily and unpaved roads at least three times daily, particularly at the end of the days construction operations • Suspend all excavating and grading operations when wind gust speeds exceed 25 mph • All haul trucks to be covered or maintain at least two feed of freeboard • Maintain vehicle speeds on unpaved roads to 15 mph or less • Pave or use gravel at all construction access roads at least 100 feet on to the site from the main road(s)	

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Use track-out and grizzlies to remove soil and dust from vehicles leaving the site • Wash construction vehicles regularly	
Operation Estimated operations emissions of CO, VOC and NO_x would exceed the guideline thresholds in both 2005 and 2010.		5.4-3 The following measures shall be implemented to reduce mobile source operation emissions: • Provide preferential parking spaces for carpools and vanpools • Encourage ride-sharing • Encourage low emission fleet vehicles such as natural gas powered vehicles • Encourage use of public transportation • Work with local officials to provide efficient public transportation • Provide on-site or nearby access locations for bus or trolley stops • Encourage the use of shuttles to major transit stations and multi-modal centers • To the extent feasible, provide bicycle trails, paths and lanes • Include bicycle parking facilities • Encourage tenants to provide showers for bicycling employees use • Schedule truck deliveries and pickups for off-peak hours • Require on-site truck loading zones	
		5.4-4 To the extent feasible, the following measures shall be implemented to reduce stationary area source operation emissions: • Use solar or low-emission and energy efficient water heaters • Use central water heating systems • Use double-paned glass in windows • Use energy efficient parking lot lights	

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Use lighting controls and energy efficient interior and exterior lights • Use energy efficient systems to control interior HVAC systems • Keep interior building temperatures at levels consistent with energy efficiency and human health and comfort • Use light-colored roof materials to reflect heat • Increase wall and attic insulation • Include passive solar building designs	
5.5 NOISE			
Construction: No significant impacts have been identified.	No significant impacts.	No mitigation measures are required.	Impacts would not be significant.
Operation: **Noise-Land Use Compatibility:** There would be a significant noise impact if commercial land uses on the project site are developed such that persons using the properties would be exposed to noise in excess of 70 dBA CNEL. There would be a significant noise impact if a school or school-type use is included in the project, and is located such that students and staff are exposed to noise levels in excess of 65 dBA CNEL. **Noise Generated on the Project Site:** There would be a significant noise impact if stationary HVAC equipment generated noise in excess of the limits of the Chula Vista noise ordinance. There would be a significant noise impact if trucking, loading, and trash disposal activities on the site generated noise in excess of the limits of the Chula Vista noise ordinance. **Project-Generated Traffic Noise:** There would be a significant noise impact to the homes and school adjacent to Eastlake Parkway south of Clubhouse Drive.	Significant.	5.5-1 Prior to the approval of site development plans, the Applicant shall submit a supplemental noise analysis acceptable to the Director of Planning and Building demonstrating the following: • Noise levels at exterior use areas of proposed hotels would not exceed 65 dBA CNEL; • Interior noise levels in habitable rooms of proposed hotels would not exceed 45 dBA CNEL; • Noise levels at student and staff-occupied areas of proposed school or day care facilities, including playgrounds, would not exceed 65 dBA CNEL; • Noise levels generated on the project site, being the combined noise levels of HVAC equipment, truck traffic, loading and unloading, and trash collection, where these may occur simultaneously, would not exceed the applicable limits of the noise ordinance. • The sound wall to be constructed adjacent to the loading dock at the northeastern portion of	With the mitigation measures described, there would be no significant noise-land use compatibility impacts, and no significant impacts from noise generated on site.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		the McMillin property shall be designed to ensure that sound levels generated from the loading dock do not exceed 65 dBA CNEL for exterior use areas and 45dBA CNEL for habitable rooms, for a planned hotel to be located at the southeastern portion of the Otay Ranch Company portion of the site. 5.5-2 If the applicant proposes outdoor uses (i.e., dining or recreation), prior to issuance of building permits, the applicant shall submit a supplemental noise analysis for outdoor uses proposed in the locations identified as impacted (70 dBA CNEL) in Figure 5.5-1 of the EIR. The noise analysis shall demonstrate the following: • Noise levels at patron-occupied exterior areas of proposed commercial land uses would not exceed 70 dBA CNEL;	
5.6 CULTURAL RESOURCES			
No significant impacts to cultural resources would occur. No archaeological or historical resources were identified during the cultural resource survey and through research conducted on the property.	No significant impacts.	Since no prehistoric or historic resources were identified on the FC property, no mitigation measures are required.	Impacts would not be significant.
5.7 PALEONTOLOGICAL RESOURCES			
Grading impacts from development of the site could result in potentially significant impacts to buried paleontological resources in the Otay Formation. This could result in significant long-term direct impacts if fossils are found during the grading process.	Significant.	In accordance with the Program EIR mitigation measures, the following mitigation measures are required for the development of the Planning Area 12- FC SPA and Tentative Map (TM) area: 5.7-1 Prior to issuance of grading permits, the applicant shall confirm to the City of Chula Vista that a qualified paleontologist has been retained to carry out an appropriate mitigation program. The paleontologist shall attend pregrading meetings to consult with grading and excavation contractors. A qualified	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques. 5.7-2 A paleontological monitor shall be present on-site at all times during the original cutting of previously undisturbed sediments of highly sensitive geologic formations (the Otay Formation) to inspect cuts for fossils. The paleontological monitor shall work under the direction of a qualified paleontologist. The monitor shall also periodically inspect original cuts in deposits with unknown resource sensitivity. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. In the event fossils are discovered in unknown sensitive formations, it may be necessary to increase the per-day field monitoring time. Conversely, if fossils are not discovered, the monitoring effort may be reduced. 5.7-3 When fossils are discovered, the paleontologist or paleontological monitor shall recover them. In situations where recovery requires an extended salvage time, the paleontologist or paleontological monitor shall be allowed to direct, divert, or halt grading to allow recovery of fossil remains. Where deemed appropriate by the paleontologist or paleontological monitor, a screen-washing operation for small fossil remains shall be employed. 5.7-4 Prepared fossils, along with copies of all pertinent field notes, photographs, and maps shall be deposited at a scientific institution with paleontological collections, such as the San Diego Natural History Museum. A final summary report shall be completed that outlines the results of the mitigation program.	

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		This report shall include discussion of the methods used, stratigraphy exposed, fossils collected, and the significance of the recovered fossils.	
5.8 BIOLOGICAL RESOURCES			
There would be direct impacts to biological resources because burrowing owl and northern harrier have been identified on the site.	Direct impacts would be significant.	5.8-1 Focused surveys for burrowing owl shall be conducted prior to grading. If occupied burrows are detected, passive relocation of the species shall be conducted to avoid impacts from grading. 5.8-2 Focused surveys for active nests of the northern harrier shall be conducted prior to grading. If active nests are detected, and if construction activities occur between March 1 and July 31, construction activities shall be restricted within 900 feet of active nest sites. 5.8-3 Prior to recordation of each final map, the applicant shall convey land within the Otay Ranch RMP Preserve at a ratio of 1.188 acres for each acre of development area as defined in the RMP, for a total of 135 acres.	Impacts would not be significant with implementation of the mitigation measures.
Implementation of the Freeway Commercial site would eliminate approximately 133 acres of agricultural fields, which could be used as foraging areas for raptor species. The Program EIR 90-01 identified loss of raptor habitat as a significant impact, and development of the Freeway Commercial site would cumulatively contribute to this significant impact.	No mitigation is available to lessen this impact.	None are available.	Significant and unmitigable cumulative impacts.
5.9 AGRICULTURAL RESOURCES			
The loss of agricultural grazing land and land suitable for the production of crops would result in a significant impact due to the incremental loss of agricultural resources. These impacts were assessed in the Program EIR (EIR 90-01) for the larger Otay Ranch GPA/GDP/SRP project, and were determined to be significant and not fully mitigated. The loss of 132+ acres of land	Direct impacts would not be significant. Cumulative impacts would be significant.	None available for the cumulative loss of agricultural land.	Significant and not mitigable.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
would incrementally contribute to the loss of agricultural land in this region.			
The impacts of continued agricultural use of the land with adjacent land uses could also be significant upon those uses. Noise, odors, insects, rodents, and chemicals associated with agricultural operations would result in indirect, short-term, potentially significant impacts between the agricultural uses and the adjacent developing urban uses.	Significant and mitigable.	5.9-1 The agricultural plan in the Planning Area 12 FC SPA Plan shall be implemented. The plan includes, the following measures, which shall be implemented to the satisfaction of the Director of Planning and Building: • A 200-foot buffer shall be placed between property boundaries and agricultural operations; • If permitted interim agricultural uses require the use of pesticides, limits shall be established as to the time of day and the type of pesticide applications that may be used; • The use of vegetation along field edges to shield adjacent urban development (within 400 feet) from agriculture activities shall be encouraged; • Notification of adjacent property owners of potential pesticide applications through newspaper advertisement shall be accomplished prior to spraying; and • Fencing, where necessary, shall be installed to ensure the safety of Planning Area 12 FC patrons.	Impacts would not be significant.
5.10 HYDROLOGY AND DRAINAGE			
Hydrology/Surface Water: Development of the proposed Planning Area 12-FC site would result in an increase in the amount of runoff during storms due to the overall increase in impervious surfaces in the area. Based on the amount of additional development area, the surface runoff in a 50-year and 100-year storm event would increase with the implementation of the Planning Area 12-FC site.	Significant.	5.10-1 Prior to issuance of each grading permit, a detailed drainage system design study shall be prepared in accordance with the City of Chula Vista's standards and shall be approved by the City Engineer.	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
Water Quality: Potential contamination of surface water could result from mishandling of fuel or other hazardous materials used in the construction of the project. Construction activities and equipment would utilize fuels and other hazardous substances that could be subject to runoff.	Significant.	5.10-2	Prior to issuance of each grading permit, the project proponent shall submit an NOI and obtain an NPDES Permit for Construction Activity from SWRCB. Adherence to all conditions of the General Permit for Construction Activity is required. The permit requires development of a SWPPP and a Monitoring Plan for all phases of project construction. The SWPPP shall be incorporated into the grading and drainage design plans and shall provide for implementation of construction and postconstruction BMPs on-site to reduce the amount of pollutants and sediments in construction and postconstruction surface runoff before it is discharged into the natural drainages. The grading plans will note the condition requiring a SWPPP and Monitoring Program Plan. No grading will be performed during the rainy season (October 1 through April 30) without special erosion control measures approved by RWQCB.	
Groundwater Hydrology: The proposed development of the Planning Area 12-FCsite could increase the amount of impermeable surfaces, which could result in increased runoff and reduced on-site water percolation.	No significant impacts.	5.10-3	Prior to construction, all parties involved shall meet to discuss the BMPs required by the erosion control plan and identified in the SWPPP prepared by the contractor pursuant to NPDES. The applicant shall be responsible for implementing, monitoring, and maintaining the required BMPs to ensure that the measures are working properly, until the construction area has been permanently stabilized.	Impacts would not be significant.
Groundwater Quality: Although the increased exposure to urban pollutants could affect the quality of water recharging groundwater, filtering would occur during percolation and the Planning Area 12-FC site has not been identified as a source of significant groundwater recharge	No significant impacts.	5.10-4	Prior to approval of the TM and/or Site Plan by the Design Review Committee, whichever occurs first, the applicant shall demonstrate compliance with the City of Chula Vista Storm Water and Discharge Control Ordinance and the National Pollutant Discharge Elimination System (NPDES)	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Municipal Permit (including the Final Model SUSMP for the San Diego Region). The applicant shall obtain the approval of the City Engineer of a report that includes the following elements: i. Description of project characteristics, site conditions, flow patterns, pollutants emanating from the project site, and conditions of concern. ii. Description of site design and source control BMPs considered and to be implemented. iii. Description of applicable treatment control BMPs considered and to be implemented to reduce or treat the identified pollutants. iv. Justification for selection of the proposed treatment control BMP(s) including 1) targeted pollutants, justification, and alternative analysis, 2) design criteria (including calculations), 3) pollutants removal information (other than vendors specifications), and 4) literature references. v. Site plan depicting locations of the proposed treatment control BMPs; and vi. Operation and maintenance plan for the proposed treatment control BMPs.	
		5.10-5 Prior to issuance of each grading permit, a SWPPP shall be prepared to the satisfaction of the City Engineer to ensure implementation of the BMPs required by the erosion control plan. Potential BMPs that could be used include the following. However, this does not preclude the use of other BMPs that would meet the requirements of the NPDES: i. Short-term placement of sediment trapping facilities such as sand bags, matting,	

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		mulch, brush barriers, filters, berms, hay bales, silt fences, and/or sediment pools or other similar devices, along with all pertinent graded areas to minimize off-site sediment transport. Such facilities would likely be required for the base of manufactured slopes, as well as all areas adjacent to, or upstream of, major drainage courses and wetlands. ii. Hydroseeding of manufactured slopes following construction, together with provision of adequate water (through irrigation or truck watering) for an appropriate establishment period to be determined by the City Engineer. iii. Reclamation of all disturbed areas as soon as practicable after completion of grading. iv. Placement of temporary and/or permanent (if applicable) desilting basins, dikes, check dams, sediment basins, riprap, or other appropriate structures at applicable points upstream of all drainage courses and wetlands, or where substantial drainage alteration is proposed. v. Placement of energy dissipating structures (e.g., sediment basins, riprap aprons, water bars, or drop structures) at all storm drain, subdrain, and pipe outlets, as well as all drainage crossings, downstream outlets at all culverts and brow ditches, and applicable areas within drainage ditches or swales. vi. Use of subdrains in applicable areas to redirect subsurface flows. vii. Stabilization of construction vehicle and equipment access points by temporary paving, graveling, and/or use of sediment trapping devices to reduce the movement of sediment onto public roads and rights-of-way.	

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		viii. Restriction of grading during the rainy season, October 1 through April 30, unless related erosion and sedimentation control measures are implemented to the satisfaction of the City Engineer. Erosion and sedimentation control measures shall be in place a minimum of five days prior to any forecasted rain and shall include, but not be limited to: • Silt fencing shall be placed in all locations along the corridor where grading is higher than adjacent natural areas. • Silt fencing shall be maintained in a functioning condition until site preparation for the next phase of construction begins. • Sand bags will be used as necessary to ensure that the silt fence adequately maintains its integrity. A solid line of sand bags will be placed on the silt fence adjacent to any body of water or creek. • Construction fencing shall be placed along the corridor to keep vehicles and equipment from inadvertently entering natural areas. • Adequate liners will be used to eliminate the potential for soil migration which might be caused by precipitation from construction areas where there is bare soil.	
5.11 GEOLOGY AND SOILS			
Surface Rupture: The project site is not located within an Alquist-Priolo Earthquake Study Zone and no evidence of active faults or potentially active faults was found during the field investigations.	No significant impacts.	No mitigation measures are required.	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Seismicity: The closest active fault is the Rose Canyon fault zone, approximately 11 miles to the west of the site. A major earthquake occurring on this fault or other regional active faults in Southern California could subject the proposed development to moderate-to-severe ground shaking. Impacts from ground shaking would be significant. Exposure of people to earthquakes along off-site faults would be a direct, long-term and significant impact.	Direct, long-term, significant impacts could occur.	The use of site-specific foundation, building, and seismic designs, as well as special construction equipment, techniques and materials can mitigate or avoid significant geologic impacts as indicated below. Designs for the project components must demonstrate conformance standards adhering to the UBC, the City of Chula Vista Grading Ordinance, current seismic design specifications of the Structural Engineering Association of California, and other various regulatory requirements. The following measures shall be implemented. 5.11-1 Prior to the issuance of each grading permit, the applicant shall verify that the applicable recommendations of the geotechnical investigation prepared by Geotechnics, Incorporated, Section 8, dated September 2002, for the McMillin Otay Ranch property have been incorporated into the project design and construction documents to the satisfaction of the City Engineer of the City of Chula Vista.	Impacts would not be significant.
		5.11-2 Prior to the issuance of each grading permit, the applicant shall verify that the applicable recommendations of the geotechnical investigation prepared by Geocon, Inc., Section 8, dated August 30, 2001, for the Otay Ranch Company property have been incorporated into the project design and construction documents to the satisfaction of the City Engineer of the City of Chula Vista.	Impacts would not be significant.
Landslides and Lateral Spreading: The colluvium, alluvium, and residuum, as well as the predominantly clayey sand and sandy clay material within the Otay Formation, have a moderate to high expansion potential. Expansive soils in contact with pavement, foundation, or slab subgrade could heave when wetted, resulting in cracking or failure of the development improvements.	Significant.	See Mitigation Measures 5.11-1 and 5.11-2.	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Colluvium, alluvium, and residuum were compressible soils found on site. Development on compressible soils could potentially settle under increased loads, or due to an increase in moisture content from site irrigation or changes in drainage conditions. This settlement could result in damage to structures, roads, and property. Several locally continuous claystone beds were observed which may intersect the proposed cut slopes around the perimeter of the site. Daylighting or exposure of these claystone layers could potentially result in surficial slope failures. Due to the bentonite interbed found on site and the extrapolated layer from Village 6, it is anticipated future site grading may reveal beds of bentonite. Where the bentonite daylights in cut slopes, there is the potential for surficial slope failures. If bentonite beds are found, special consideration with respect to placement of fill, undercutting pad and street subgrade and buttressing slope stability may be required.			
Tsunamis, Seiches, and Earthquake-Induced Flooding: Given the distance of the project from the coast, the property will not be affected by tsunamis or seiches. In regard to earthquake-induced flooding, the site is elevated above the floodplain and will not be affected by flooding that could occur that would be associated with an earthquake.	Not significant.	As impacts are not significant, no mitigation measures are required.	Impacts would not be significant.
5.12 PUBLIC SERVICES AND UTILITIES/COMPLIANCE WITH CITY THRESHOLDS AND STANDARDS POLICY			
Potable Water: Development of the proposed project would result in an incremental increase in water consumption and place additional demands on water storage and pumping facilities.	Significant.	5.12-1 The final Subarea Water Master Plan shall be approved prior to the approval of each TM. The Master Plan shall include the design of water system infrastructure including timing and cost of development and must be in compliance with the OWD Master Plan. 5.12-2 Prior to approval of each TM, the applicant shall provide the City with a letter from the OWD stating that adequate pumping and	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		storage capacities are available or would be available concurrent with need. 5.12-3 Prior to approval of each Final Map, the applicant shall provide the City with a letter from the OWD stating that adequate storage capacity exists or would be available to serve the FC need. 5.12-4 Water facilities improvements shall be financed or installed on- and off-site in accordance with the fees and phasing in the approved Public Facilities Finance Plan (PFFP) for the Planning Area 12 FC site. 5.12-5 Prior to approval of the first TM, the applicant shall submit a Sub-Area Master Plan (SAMP) for the FC site. The SAMP shall ensure an adequate supply of water on a long-term basis for the McMillin and Otay Ranch Planning Area 12 SPA- Freeway Commercial properties.	
Recycled Water: Development of the proposed project would result in an incremental increase in the need for recycled water and place additional demands on water storage and pumping facilities.	Significant.	5.12-6 Prior to the approval of the first Final Map, the applicant shall provide for adequate recycled water storage and distribution facilities, which shall be constructed in accordance with the Subarea Water Master Plan and to the satisfaction of the OWD. These water infrastructure improvements are described in the Planning Area 12 FC PFFP and SPA Plan. The proposed PFFP identifies development impact fees that the applicant shall pay to mitigate impacts, the estimated cost of the facility, the applicant's responsibility to construct or pay for necessary mitigation, and the phasing improvements. 5.12-7 Prior to approval of the first Final Map, the applicant shall provide written proof from the OWD that adequate water storage and	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		distribution facilities are available to serve the proposed project site. 5.12-8 A complete Subarea Water Master Plan shall be required prior to approval of the TM. The recycled water system shall be designed at that time and the timing and cost shall be identified by phase of development. 5.12-9 The final Subarea Water Master Plan shall be submitted to the City for review and approved by OWD prior to approval of each TM. The Master Plan shall include the design of water system infrastructure including timing and cost of phase of development and must be in compliance with the OWD Master Plan. 5.12-10 The proposed project shall be responsible for constructing all potable and recycled water improvements necessary to serve the projects, which include but are not limited to the proposed water lines along Eastlake Parkway and Birch Road. The proposed project shall adequately provide potable and recycled water service without relying on any proposed water construction phasing by other developments.	
Sewer: The existing sewage disposal system does not currently have sufficient capacity to accommodate flows from the FC site, which would result in a near-term significant impact until upgrades to the system, currently underway, are completed.	Significant.	5.12-11 Prior to the recordation of the first Final Map, the applicant shall demonstrate to the City Engineer that the Poggi Canyon Interceptor has adequate capacity in the interim to handle projected sewage flows for the entire SPA. 5.12-12 Sewer facility improvements shall be financed or installed on- and off-site in accordance with the fees and phasing in the approved PFFP. 5.12-13 The project shall be responsible for constructing all sewer improvements necessary to serve the project, which include but are not limited to the proposed sewer lines	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		along Birch Road east and west of SR 125 and La Media Road to connect to the existing Poggi Canyon Sewer. The proposed project shall adequately provide sewer service without relying upon any proposed sewer construction phasing by other developments. The developer shall also underwrite the cost of all studies and reports needed to support the addition of sewer flows to existing lines.	
Solid Waste Management: Sufficient capacity is available in the local waste management system.	Not significant.	No mitigation measures are required.	Impacts would not be significant.
Law Enforcement: The Chula Vista Police Department does not currently meet the threshold standard for the response time for the City. However, a new facility is planned at Fourth and F Street in the City of Chula Vista to meet law enforcement requirements as population growth in the service area warrants.	Significant.	5.12-14 Police service facilities shall be financed or provided in accordance with the fees and phasing in the approved PFFP for the FC site. 5.12-15 The City will monitor Police Department responses to emergency calls and report the results to the GMOC on an annual basis to the satisfaction of the City.	Impacts would not be significant.
Fire Protection and Emergency Medical Services: The Chula Vista Fire Department does not currently meet the threshold standard for the response time for the City, including the Otay Ranch community. However, as population growth in the service area warrants, fire stations would be constructed with Villages Two and Nine of the Otay Valley parcel and within Village Thirteen of the Proctor Valley Parcel.	Significant.	5.12-16 Fire service facilities shall be financed or provided in accordance with the fees and phasing in the approved PFFP for the FC site. 5.12-17 The City will monitor Fire Department responses to emergency fire and medical calls and report the results to the GMOC on an annual basis to the satisfaction of the City.	Impacts would not be significant.
Schools: Schools are not required for implementation of the FC Site since the development would be for commercial purposes. However, payment of school fees is still required per the PFFP.	Significant.	5.12-18 Prior to issuance of building permits, the applicant shall pay all required school mitigation fees.	Impacts would not be significant.
Library Service: Library services are not required for implementation of the FC Site since the development would be for commercial purposes.	No significant impacts.	No mitigation measures are required.	Impacts would not be significant.

Potential Environmental Impacts	Significance Determination Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Parks and Recreation: The project would not impact parks or recreation services since the development would be for commercial purposes.	No significant impacts.	No mitigation measures are required.	Impacts would not be significant.
5.13 HAZARDS AND HAZARDOUS MATERIALS			
Hazards and Hazardous Materials: Potentially significant impacts related to hazardous materials could result from implementation of the FC site because hazardous materials could be used or transported to the site as a result of the proposed commercial facility.	Significant.	5.13-1 The use, transport, and disposal of hazardous materials on the site shall be conducted in accordance with the relevant regulations of federal, state, and local agencies, including the EPA, the California DHS, and Caltrans.	Impacts would not be significant.