

CHULA VISTA URBAN CORE SPECIFIC PLAN MITIGATION MONITORING REPORTING PROGRAM

Introduction

This mitigation monitoring reporting program (MMRP) was prepared for the City of Chula Vista Urban Core Specific Plan to comply with Public Resources Code section 21081.6, which requires public agencies to adopt such programs to ensure effective implementation of mitigation measures. This monitoring program is dynamic in that it will undergo changes as additional mitigation measures are identified and additional conditions of approval are placed on the project throughout the project approval process. Pursuant to Public Resources Code section 21081.6(a)(2), the City of Chula Vista designates the Environment Review Coordinator and the City Clerk as the custodians of the documents or their material which constitute the record of proceedings upon which its decision is based.

This monitoring program will serve a dual purpose of verifying completion of the mitigation identified in the EIR and generating information on the effectiveness of the mitigation measures to guide future decisions. The program includes the following:

- Monitor qualifications
- Specific monitoring activities
- Reporting system
- Criteria for evaluating the success of the mitigation measures

The proposed project is the adoption of the Chula Vista Urban Core Specific Plan (UCSP). The UCSP would govern the development and revitalization of the urban core of the City of Chula Vista. The UCSP includes land use objectives, development regulations (zoning), and development design guidelines to implement the adopted General Plan vision for the urban core. The UCSP's planning horizon is the year 2030.

The City of Chula Vista is located in southern San Diego County, between National City and the southernmost portion of the City of San Diego which abuts the U.S.-Mexican border. The UCSP area occupies 1,700 acres in the northwest portion of the City. A smaller, 690-gross-acre Subdistricts Area was determined to be most in need of revitalization and is the focus of all the regulatory land use provisions of the UCSP. The new zoning, development standards, and design guidelines proposed in the UCSP will apply only to the Subdistricts Area of the UCSP. Existing zoning and land use regulations will not be changed in the remaining portion of the UCSP study area outside the Subdistricts Area. The UCSP Subdistricts Area comprises the traditional downtown area east of I-5, west of Del Mar Avenue, north of L Street, and south of C Street.

Under the proposed Chula Vista Urban Core Specific Plan, the urban core would be organized into three planning districts (Urban Core, Village, and Corridors) and 26 subdistricts.

The proposed Chula Vista Urban Core Specific Plan is described in the Environmental Impact Report (EIR) text. The EIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City of Chula Vista. The issues addressed in the EIR include land use, landform alteration/aesthetics, cultural resources, geology and soils, paleontological resources, population and housing, hydrology and water quality, traffic circulation and access, noise, air quality, public services, public utilities, and hazards/risk of upset. The environmental analysis concluded that for all of the environmental issues discussed, some of the significant and potentially significant impacts could be avoided or reduced through implementation of recommended mitigation measures. Potentially significant impacts requiring mitigation were identified for landform alteration/aesthetics, cultural resources, geology and soils, paleontological resources, water quality, traffic circulation and access, noise, air quality, public services, public utilities (energy), and hazards/risk of upset.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. The monitoring program for the Urban Core Specific Plan therefore addresses the impacts associated with only the issue areas identified above.

Mitigation Monitoring Team

The monitoring activities would be accomplished by individuals identified in the attached MMRP table. While specific qualifications should be determined by the City of Chula Vista, the monitoring team should possess the following capabilities:

- Interpersonal, decision-making, and management skills with demonstrated experience in working under trying field circumstances;
- Knowledge of and appreciation for the general environmental attributes and special features found in the project area;
- Knowledge of the types of environmental impacts associated with construction of cost-effective mitigation options; and
- Excellent communication skills.

Program Procedural Guidelines

Prior to any construction activities, meetings should take place between all the parties involved to initiate the monitoring program and establish the responsibility and authority of the participants. Mitigation measures that need to be defined in greater detail will be

addressed prior to any project plan approvals in follow-up meetings designed to discuss specific monitoring effects.

An effective reporting system must be established prior to any monitoring efforts. All parties involved must have a clear understanding of the mitigation measures as adopted and these mitigations must be distributed to the participants of the monitoring effort. Those that would have a complete list of all the mitigation measures adopted by the City of Chula Vista would include the City of Chula Vista and its Mitigation Monitor. The Mitigation Monitor would distribute to each Environmental Specialist and Environmental Monitor a specific list of mitigation measures that pertain to his or her monitoring tasks and the appropriate time frame that these mitigations are anticipated to be implemented.

In addition to the list of mitigation measures, the monitors will have mitigation monitoring report (MMR) forms, with each mitigation measure written out on the top of the form. Below the stated mitigation measure, the form will have a series of questions addressing the effectiveness of the mitigation measure. The monitors shall complete the MMR and file it with the MM following the monitoring activity. The MM will then include the conclusions of the MMR into an interim and final comprehensive construction report to be submitted to the City of Chula Vista. This report will describe the major accomplishments of the monitoring program, summarize problems encountered in achieving the goals of the program, evaluate solutions developed to overcome problems, and provide a list of recommendations for future monitoring programs. In addition, and if appropriate, each Environmental Monitor or Environmental Specialist will be required to fill out and submit a daily log report to the Mitigation Monitor. The daily log report will be used to record and account for the monitoring activities of the monitor. Weekly and/or monthly status reports, as determined appropriate, will be generated from the daily logs and compliance reports and will include supplemental material (i.e., memoranda, telephone logs, and letters). This type of feedback is essential for the City of Chula Vista to confirm the implementation and effectiveness of the mitigation measures imposed on the project.

Actions in Case of Noncompliance

There are generally three separate categories of noncompliance associated with the adopted conditions of approval:

- Noncompliance requiring an immediate halt to a specific task or piece of equipment;
- Infraction that warrants an immediate corrective action but does not result in work or task delay; and
- Infraction that does not warrant immediate corrective action and results in no work or task delay.

There are a number of options the City of Chula Vista may use to enforce this program should noncompliance continue. Some methods commonly used by other lead agencies include “stop work” orders, fines and penalties (civil), restitution, permit revocations, citations, and injunctions. It is essential that all parties involved in the program understand the authority and responsibility of the on-site monitors. Decisions regarding actions in case of noncompliance are the responsibility of the City of Chula Vista.

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

The following table summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are recommended as conditions of project approval and are stated herein in language appropriate for such conditions. In addition, once the Chula Vista Urban Core Specific Plan has been approved, and during various stages of implementation, the designated monitor, the City of Chula Vista, will further refine the mitigation measures.

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
LANDFORM/ALTERATION AND AESTHETICS			
<p><i>Aesthetics/Visual Character.</i> To accommodate a three-fold increase in population projected for the urban core by the year 2030, redevelopment and new development within the UCSP Subdistricts Area would change the existing visual character from mostly low-rise (up to 48 feet in height) single-use commercial blocks surrounded by multi-family residential blocks, to a mix of low-rise (up to 45 feet in height) and mid-rise (up to 84 feet in height) mixed-use commercial/office and residential blocks, with high-rise structures (up to 210 feet in height) allowed in the areas surrounding the existing E Street and H Street trolley stations. Potentially significant changes to existing visual character, blue sky views, solar access, and ventilation conditions would result from this intensification in land use.</p> <p>To ensure avoidance of potentially significant visual character impacts, all subsequent development projects in the UCSP Subdistricts Area will be required to comply with relevant UCSP provisions, as outlined in Mitigation Measure 5.2.5-1.</p>	<p>5.2.5-1: All subsequent development projects in the UCSP Subdistricts Area shall comply with UCSP development regulations and design guidelines which are necessary to reduce or avoid potential impacts to landform alteration and visual quality (including blue sky views, solar access, and ventilation), and which may include but not be limited to the special development regulations for mixed-use projects (p. VI-43), the NTCD and TFA regulations (p. VI-40), and the siting and architectural design guidelines for each district (Chapter VII). Prior to approval of a subsequent development project, the Community Development Director or Planning and Building Director of the City shall identify the specific provisions of the UCSP which shall be included in the conditions of approval in order to avoid or to reduce potential impacts to below significance.</p>	<p>Prior to the approval of Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
LANDFORM/ALTERATION AND AESTHETICS (cont.)			
<p>Light and Glare Effects. Light sensitive activities (e.g. sleeping) could potentially be adversely impacted by light or glare in excess of baseline conditions due to buildout of the UCSP and intensification of land use. However, various provisions in the UCSP development regulations and design guidelines (UCSP Chapters VI and VII) serve to control light and glare sources and ensure that light pollution and glare would be minimal.</p> <p>To ensure avoidance of potential light and glare impacts, all subsequent development projects in the UCSP Subdistricts Area will be required to comply with relevant UCSP provisions as outlined in Mitigation Measure 5.2.5-2.</p>	<p>5.2.5-2: All subsequent development projects in the UCSP Subdistricts Area shall comply with UCSP development regulations and design guidelines which are necessary to reduce or avoid potential adverse impacts to light or glare and which may include but not be limited to the provisions included in section 5.2.3.3 a through e of this EIR. Prior to approval of a subsequent development project, the Community Development Director or Planning and Building Director of the City shall identify the specific provisions of the UCSP which shall be included in the conditions of approval in order to avoid or to reduce potential light and glare impacts to below significance.</p>	<p>Prior to the approval of Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
CULTURAL RESOURCES			
<p>Architectural Resources. So far eleven buildings or sites within the UCSP Subdistricts Area have been locally designated or determined to be eligible to be designated as historically significant as defined in the CEQA Guidelines. Six of the eleven sites are currently listed on the Chula Vista List of Historic Sites. The other five sites were determined by a focused survey in September 2005 to be eligible for local listing. Without mitigation, demolition or substantial alteration of any of these eleven historic resources as a result of future development in accordance with the proposed UCSP would comprise a significant historical architectural resources impact.</p> <p>The area around Third Avenue and F Street is considered the traditional heart of the City and includes important elements of the early residential and business activities of the City. The potential for the existence of other unidentified historic properties is highly probable given the number of older commercial and residential structures throughout the UCSP Subdistricts</p>	<p>5.3.5-1: For a structure listed on, or eligible for listing on, the Chula Vista List of Historic Sites or State and Federal historic registers, the project applicant shall retain the structure in-place and maintain, repair, stabilize, rehabilitate, restore, preserve or reconstruct the structure in a manner consistent with the Secretary of the Interior's <i>Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings</i> (1995), Weeks and Grimmer ("Secretary's Standards"). Prior to issuance of an Urban Core Development Permit (UCDP) or other discretionary permit, the project applicant shall prepare detailed construction plans under the supervision of a qualified architectural historian or historic architect for review and approval by the Community Development Director. The Community Development Director shall retain, at the project applicant's expense, a qualified historic architect to review the plans and to certify that the project will comply with the Secretary's Standards and would not result in the loss of the structure's listing, or eligibility for listing, on the City, State or Federal register of historic resources.</p>	<p>Prior to the approval of Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
CULTURAL RESOURCES (cont.)			
<p>Area. If significant historic resources occur among these unidentified structures, their loss or substantial alteration would comprise a significant historical architectural resources impact.</p> <p>Implementation of Mitigation Measures 5.3.5-1, 5.3.5-2 and 5.3.5-4 would reduce potential impacts to historic resources to below a level of significance. In some circumstances, implementation of Mitigation Measure 5.3.5-3, which provides for documentation of an historic resource, would not mitigate significant impacts to a point where clearly no significant effect on the environment would occur. In that event, a potential impact to historic resources may be significant and unavoidable.</p>	<p>5.3.5-2: Where there is substantial evidence that it is not feasible for a structure listed on or eligible for listing on the Chula Vista List of Historic Sites or State or Federal historic registers to be retained in-place, the project applicant shall provide for relocation and maintenance, repair, stabilization, rehabilitation, restoration or preservation of the structure in a manner consistent with the Secretary of the Interior's <i>Standards for the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings</i> (1995), Weeks and Grimmer ("Secretary's Standards") at a new location subject to the approval of the City. Prior to issuance of an Urban Core Development Permit (UCDP) or other discretionary permit, the project applicant shall prepare detailed relocation plans under the supervision of a qualified architectural historian or historic architect for review and approval by the Community Development Director. The Community Development Director shall retain, at the project applicant's expense, a qualified historic architect to review the plans and to</p>	<p>Prior to the approval of Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
CULTURAL RESOURCES (cont.)			
	<p>certify that the project will comply with the Secretary's Standards and would not result in the loss of the structure's listing, or eligibility for listing, on the City, State or Federal register of historic resources.</p> <p>5.3.5-3: Where there is substantial evidence, as determined by CEQA Guidelines Section 15064.5 (b) (4), that it is not feasible for a structure listed on or eligible for listing on the Chula Vista List of Historic Sites or State or Federal historic registers to be retained in-place or to be relocated to another location satisfactory to the City, the project applicant shall:</p> <p style="padding-left: 40px;">Provide for documentation of the historical structure before it is removed from the development site, including but not limited to photographic documentation of the exterior and interior of the structure, and "as built" drawings of the structure according to the standards of the Historic American Building Survey (HABS, Level I). Such historical documentation shall be provided to the CVRC or RCC, as applicable, before a demolition permit is issued by the City for the structure.</p>	<p>Prior to the approval of Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
CULTURAL RESOURCES (cont.)			
<p>5.3.5-4: For those structures 45 years or older and not previously evaluated, a determination of historic significance shall be made based on the significance criteria in Section 5.3.2 (and repeated below) prior to the issuance of a demolition permit.</p>	<p>A site or structure may be listed on the Chula Vista List of Historic Sites if it possesses integrity (of location, design, setting, materials, workmanship, feeling and association), and meets at least one of the following criteria:</p> <ul style="list-style-type: none"> • Is associated with events that have made a significant contribution to the broad patterns of history at the local, regional, state or national level. • Is associated with the lives of significant persons in the past on a local, regional, state or national level. • Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values. 	<p>Prior to the approval of Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
CULTURAL RESOURCES (cont.)			
<p>Archaeological Resources. The UCSP Subdistricts Area is mapped as having low sensitivity for the occurrence of archaeological resources. Although the likelihood of encountering significant archaeological resources and human remains is low, the potential does exist. In the unlikely event that prehistoric cultural materials are found during subsurface disturbance resulting from future developments, there would be a significant archaeological impact.</p>	<ul style="list-style-type: none"> • Has yielded or may be likely to yield, information important in history or prehistory. <p>If a resource is determined by the City to be historically significant pursuant to the above listed criteria, Mitigation Measure 5.3.5-2, 5.3.5-3, or 5.3.5-4 shall be implemented as applicable.</p> <p>5.3.5-5: The likelihood of encountering archaeological resources is low within the UCSP Subdistricts Area. The following mitigation shall only be applied to projects which involve subsurface excavation to the depth of greater than or equal to six feet, or for any project site that has not had substantial previous excavation. Prior to approval of any construction permits, including but not limited to, the first Grading Permit, Demolition Permit, and Urban Core Development Permit, the Community Development Director shall verify that the requirements for Archaeological Monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents.</p>	<p>Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
CULTURAL RESOURCES (cont.)			
	<ul style="list-style-type: none"> • The applicant/developer shall submit documentation to the Community Development Director identifying the qualified Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, the areas to be monitored, and a construction schedule indicating when and where monitoring will occur. • During construction, the monitor shall be present full-time during soil remediation and grading/excavation/trenching activities which could result in impacts to archaeological resources, and shall document field activity and in the case of any discoveries. • In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the resident engineer or building inspector, as appropriate. The monitor shall immediately notify the PI (unless the Monitor is the PI) of the discovery and the PI and Native American representative, if applicable, shall evaluate the significance of the resource. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
CULTURAL RESOURCES (cont.)			
	<ul style="list-style-type: none"> • Once encountered, artifacts associated with an archaeological feature or deposit are required to be documented in place, analyzed in a laboratory setting and prepared for curation in accordance with CEQA provisions and local guidelines. • If human remains are discovered, work shall halt in that area and the procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
GEOLOGY/SOILS			
<p>Geologic Hazards. The UCSP area is potentially subject to strong ground shaking by an earthquake along the active Rose Canyon fault zone, or other active faults in the region. The UCSP Subdistricts Area may additionally be subject to liquefaction along its western boundary. Compressible and expansive soils also have the potential to be encountered by future development throughout the Subdistricts Area. Buildout of the UCSP would result in an increase in housing, office space, retail space, and hotels that would be subject to these potentially significant seismic and soils hazards. Therefore, there would be a proportionate increase in personal and property damage as the population within the urban core increases.</p>	<p>5.4.5-1: Prior to the approval of each subsequent development project, the project applicant shall submit a comprehensive soil and geologic evaluation of the project site to the City Engineer and/or Building Official for review and approval. The evaluation shall be prepared by a licensed geotechnical engineer in order to identify site-specific conditions and to determine whether potential soil and geologic hazards exist on the site. The evaluation shall include, but not be limited to, a delineation of specific locations where liquefiable, compressive, and expansive soils would affect structural stability and where graded slopes would expose bedrock susceptible to instability. Liquefiable, expansive, or compressive soils shall be removed from the site and shall be replaced with compacted fill.</p>	<p>Prior to the approval of any building permits, including but not limited to the Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
GEOLOGY/SOILS (cont.)			
<p>Implementation of project-specific mitigation measures would be required to reduce or avoid significant impacts resulting from groundshaking, liquefaction, and compressible and expansive soils.</p> <p>Construction on liquefiable soils could result in injuries or loss of property during ground shaking of sufficient magnitude and duration. Expansive soils within pavement, foundation, or slab subgrade could heave when wetted, resulting in cracking or failure of these development improvements. Development on compressible soils could potentially settle under increased load and damage structures, roads, and property.</p>	<p>5.4.5-2: Prior to the issuance of a building permit for each subsequent development project, the City Building Official shall verify that the design of all structures proposed for a specific site comply with the requirements of all federal, state and local building codes and regulations governing earthquake safety and structural stability and with the standard practices of the Association of Structural Engineers of California.</p>	<p>Prior to the approval of any building permits, including but not limited to the Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PALEONTOLOGICAL RESOURCES			
<p>Paleontological Sensitivity. The UCSP area contains a large expanse of moderate paleontological resource sensitivity. Exposure or disturbance of unnamed nearshore marine sandstone and the Linda Vista Formation would potentially significantly impact paleontological resources. Because the UCSP area is fully developed with urban uses, future grading would typically be minimal except in areas with sub-garages and sub-floors. Development proposed in areas of moderate sensitivity that propose to grade in excess of 2000 cubic yards and five feet deep will require mitigation.</p>	<p>5.5-1: Subsequent development projects that propose grading in excess of 2,000 cubic yards and five feet depth in areas of moderate sensitivity for paleontological resources shall be required to implement a pre-construction or construction monitoring program, or both, as a condition of approval. All mitigation programs shall be performed by a qualified professional paleontologist, defined here as an individual with a M.S. or Ph.D. in paleontology or geology who has proven experience in San Diego County paleontology and who is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined here as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist.</p>	<p>Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PALEONTOLOGICAL RESOURCES (cont.)			
	<p>Pre-construction mitigation. This method of mitigation is only applicable to instances where well-preserved and significant fossil remains, discovered in the assessment phase, would be destroyed during initial clearing and equipment move-on. The individual tasks of this program include:</p> <ol style="list-style-type: none"> 1. Surface prospecting for exposed fossil remains, generally involving inspection of existing bedrock outcrops but possibly also excavation of test trenches; 2. Surface collection of discovered fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster jacketing of large and/or fragile specimens or more elaborate quarry excavations of richly fossiliferous deposits; 3. Recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting; 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PALEONTOLOGICAL RESOURCES (cont.)			
	<p>4. Laboratory preparation (cleaning and repair) of collected fossil remains, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens;</p> <p>5. Cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database;</p> <p>6. Transferal, for storage, of cataloged fossil remains to an accredited institution (museum or university) that maintains paleontological collections (including the fossil specimens, copies of all field notes, maps, stratigraphic sections, and photographs); and</p> <p>7. Preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection.</p>		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PALEONTOLOGICAL RESOURCES (cont.)			
	<p>Construction mitigation. Under this program, mitigation occurs while excavation operations are underway. The scope and pace of excavation generally dictate the scope and pace of mitigation. The individual tasks of a construction mitigation program typically include:</p> <ol style="list-style-type: none"> 1. Monitoring of excavation operations to discover unearthed fossil remains, generally involving inspection of ongoing excavation exposures (e.g., sheet graded pads, cut slopes, roadcuts, basement excavations, and trench sidewalls); 2. Salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits; 3. Recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting; 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PALEONTOLOGICAL RESOURCES (cont.)			
	<ol style="list-style-type: none"> 4. Laboratory preparation (cleaning and repair) of collected fossil remains, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens; 5. Cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database; 6. Transferal, for storage, of cataloged fossil remains to an accredited institution (museum or university) that maintains paleontological collections, including the fossil specimens, copies of all field notes, maps, stratigraphic sections and photographs; and 7. Preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HYDROLOGY/WATER QUALITY			
<p>Surface and Ground Water Quality. Implementation of the proposed UCSP would allow a three-fold increase in population and associated intensification of existing urban land uses which would likely result in a substantial increase in direct runoff to drainage basins, municipal storm sewer systems, and eventual drainage to surface water and/or the ocean. This runoff will likely contain typical urban runoff pollutants such as sediment, pathogens, heavy metals, petroleum products, nutrients (phosphates and nitrates) and trash. This comprises a potentially significant long-term water quality impact.</p> <p>The potential long-term impacts to water quality which may result from implementation of the proposed UCSP would be required to be reduced to acceptable levels through the mandatory controls imposed by local, state, and federal regulations.</p>	<p>5.7-1: Prior to approval of subsequent individual development projects, compliance with all applicable federal, state and local laws and regulations regarding water quality (e.g. JURMP, SUSMP, NPDES, SWPP, and City Development and Redevelopment Projects Storm Water Manual) shall be demonstrated to the satisfaction of the City Engineer.</p>	<p>Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HYDROLOGY/WATER QUALITY (cont.)			
<p>Selected provisions of the UCSP that allow and encourage native plant landscaping and sustainable building practices (water input and waste efficiencies, living roofs, bioswales, etc.) would potentially lessen future runoff volumes, flow rate and pollutant concentration.</p> <p>The construction activities of subsequent individual projects would also potentially cause short-term water quality impacts through direct discharge of pollutants, soil excavation/sedimentation, and through encountering of shallow groundwater during subfloor grading. This comprises a potentially significant short-term water quality impact.</p>	<p>5.7-2: Prior to approval of subsequent individual development projects, project applicants shall demonstrate to the satisfaction of the City Engineer that the proposed on-site storm drain systems fully mitigate drainage impacts and meet all federal, state, and regional water quality objectives and all City standards and requirements. Land development construction drawings and associated reports shall include details, notes, and discussions relative to the required or recommended Best Management Practices (BMPs). Permanent storm water BMP requirements shall be incorporated into the project design and all subsequent individual development projects are required to complete the applicable Storm Water Compliance Form and comply with the City of Chula Vista's Storm Water Management Standards Requirements Manual.</p>	<p>Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HYDROLOGY/WATER QUALITY (cont.)			
5.7-3:	<p>The City of Chula Vista requires that all new development and significant redevelopment projects comply with the requirements of the NPDES Municipal Permit, Order No. 2001-01. According to said permit, all projects falling under the Priority Development Project Categories are required to comply with the Standard Urban Storm Water Mitigation Plans (SUSMP) and Numeric Sizing Criteria. Future projects shall comply with all applicable regulations, established by the United States Environmental Protection Agency (USEPA), as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for urban runoff and storm water discharge, and any regulations adopted by the City of Chula Vista pursuant to the NPDES regulations and requirements. Further, the applicant shall file a Notice of Intent (NOI) with the State Water Resource Control Board to obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction Activity and shall</p>	<p>Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HYDROLOGY/WATER QUALITY (cont.)			
5.7-4:	<p>implement a Storm Water Pollution Prevention Plan (SWPP) concurrent with the commencement of grading activities. The SWPP shall include both construction and post-construction pollution prevention and pollution control measures, and shall identify funding mechanisms for the maintenance of post-construction control measures.</p> <p>Prior to issuance of an Urban Core Development Permit or other discretionary permit, all subsequent individual development projects shall demonstrate to the satisfaction of the Community Development Director, conformance with Mediterranean/indigenous landscaping and other relevant design recommendations provided in UCSP Chapter VII Development Design Guidelines.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION			
<p>Road Segments and Intersections Level of Service. A substantial increase in traffic on area roadways and at area intersections will result from planned population growth in the urban core area over the next 25 years. Without the intersection and roadway improvements envisioned in the proposed UCSP, by year 2030 conditions, 2 road segments and 19 intersections would operate at unacceptable LOS E or worse during peak traffic periods. This comprises a significant traffic impact prior to mitigation.</p> <p>The significant impacts to intersections will be mitigated to below significance by implementation of the improvements recommended in Mitigation Measure 5.8.5-1, with the exception of #27 Broadway/H Street, #33 Hilltop Drive/H Street and #54 Third Avenue/J Street. Impacts to these 3 intersections would remain significant and unmitigated.</p>	<p>5.8.5 -1: Intersection Improvements. Impacts to the 19 affected intersections will be mitigated to below significance by the implementation of improvements that have been divided into three tiers for phased implementation based on need and enhancement of the overall street network. Generally, time frames associated with the tiered improvements are anticipated as short-, mid- and long-term. In each tier, the City's existing TMP will determine the order in which projects are implemented during the biannual CIP program review. The Tier 1 improvements would be included in the current CIP and subsequently monitored for improvement within the first five years of implementation of the UCSP. It should be noted that three of the intersections (#7, #16, and #21) are proposed as project features rather than as needed to improve intersection LOS and most likely will be related to and timed with implementation of streetscape improvements along Third Avenue.</p>	<p>Three-tiered phasing of implementation based on need. Tier 1, short-term, improvements are to occur within the first five years of implementation of the UCSP or as may be modified by results of the annual Traffic Monitoring Program (TMP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>Recommendations at intersections #27, #33, and #54 do not improve conditions to an acceptable LOS due to ROW and design constraints. The following describes the constraints at the three intersections:</p> <ul style="list-style-type: none"> At the Broadway/H Street intersection (#27), an additional northbound and southbound through lane would be required in order to achieve an acceptable LOS D conditions. However, this improvement would require extensive widening of Broadway and H Street to allow for lane drops. Furthermore, this widening would create longer pedestrian crossings. As such, the recommended improvements of the eastbound queue jumper lane and the additional westbound through and right-turn lanes would improve the intersection from LOS F to LOS E conditions. 	<p>The intersection numbers in the improvements described below correspond to the intersection numbering system used in the TIA (Appendix C of this EIR):</p> <p>a. Tier 1 Improvements</p> <ul style="list-style-type: none"> #1 Bay Boulevard/I-5 Southbound Ramp/E Street: Add an eastbound through and right-turn lane, southbound right-turn lane, and northbound right-turn lane. Coordination with Caltrans will be required for this improvement. #2 I-5 Northbound Ramp/E Street: Add a westbound right-turn lane. Coordination with Caltrans will be required for this improvement #7 Third Avenue/E Street: Convert the northbound and southbound shared right-through lane into exclusive right-turn lanes. #16 Third Avenue/F Street: Separate the southbound shared through-right lane into an exclusive through and right-turn lanes, convert the northbound shared through-right lane into an exclusive right-turn lane. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<ul style="list-style-type: none"> At the Hilltop Drive/H Street intersection (#33), no improvements would be recommended due to ROW constraints. The poor LOS at this intersection is primarily caused by the high traffic volumes in the eastbound/westbound movements. Additional through and/or turn lanes would be required in order to improve this intersection to an acceptable LOS. With no improvements, this intersection would remain at LOS E during both peak periods. At the Third Avenue/J Street intersection (#54), the required improvement of an additional southbound right-turn lane would impact the existing commercial building (Henry's Marketplace), which is built adjacent to the sidewalk. Therefore, this improvement is not recommended. 	<ul style="list-style-type: none"> #21 Third Avenue/G Street: Convert the northbound/southbound shared through-right lane into exclusive right-turn lanes. #24 I-5 Southbound Ramp/H Street: Add a southbound left, eastbound through and right-turn lanes. Coordination with Caltrans will be required for this improvement. #25 I-5 Northbound Ramp/H Street: Add a westbound through and right-turn lane and restripe south approach to accommodate dual left-turn lanes. Coordination with Caltrans will be required for this improvement. #26 Woodlawn Avenue/H Street: Change Woodlawn Avenue to a one-way couplet. This improvement is required to serve the intense redevelopment occurring on both sides of H Street. The couplet improvement is not required mitigation further north toward E Street. #27 Broadway/H Street: Add an eastbound transit queue jumper lane and westbound through and right-turn lanes. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>As a result, the LOS would remain at LOS E. However, if the property were to redevelop in the future, additional ROW could be obtained for the southbound right-turn lane.</p> <p>While existing TransNet funding is expected to cover some of the costs of roadway and transit improvements and existing traffic signal fees currently collected as new development occurs would be applied, as appropriate, to identified signal-phasing improvements, the Facilities Implementation Analysis (FIA) has identified proposed development fees that may be needed to fund some of the recommended traffic improvements. In addition, some of the improvements will require right of way dedications either as part of the development process or concurrent with capital improvements, and/or coordination with Caltrans.</p>	<ul style="list-style-type: none"> • #28 Fifth Avenue/H Street: Change the northbound/southbound approaches to include protective plus permissive phasing and add a westbound right-turn lane. • #29 Fourth Avenue/H Street: Add an eastbound/westbound right-turn lane. • #44 Fourth Avenue/SR-54 Eastbound Ramp: Add an eastbound right-turn lane. Coordination with Caltrans will be required for this improvement. <p>b. Tier 2 Improvements</p> <ul style="list-style-type: none"> • #34 Broadway/SR-54 Westbound Ramp: Add a westbound right-turn lane. Coordination with Caltrans will be required for this improvement. • #59 J Street/I-5 Northbound Ramp: Add an eastbound left-turn and westbound right-turn lane. Coordination with Caltrans will be required for this improvement. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
	<ul style="list-style-type: none"> • #61 L Street/Bay Boulevard: Signalize the intersection, add a southbound left-turn lane, and a northbound right-turn overlap phase to the traffic signal. • #63 Bay Boulevard/I-5 Southbound Ramp: Signalize the intersection. Coordination with Caltrans will be required for this improvement. • #64 Industrial Boulevard/I-5 Northbound Ramp: Signalize the intersection. Coordination with Caltrans will be required for this improvement. • H Street from four lanes to six lanes from I-5 to Broadway <p>c. Tier 3 Improvements</p> <ul style="list-style-type: none"> • #13 Broadway/F Street: Add an eastbound right-turn lane. • #45 Fourth Avenue/Brisbane Street: Add a southbound right-turn overlap phase to the traffic signal. • #57 Second Avenue/D Street: Convert to an all-way stop controlled intersection. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
	<p>On an annual basis during buildout of the UCSP, the City shall apply the TMP to monitor actual performance of the street system in the Subdistricts Area by conducting roadway segment travel time studies in accordance with the City's Growth Management Program and Traffic Threshold Standards. The results of the annual study under the TMP will be used by the City to determine the timing and need for implementation of improvements to the nineteen intersections identified above as having potential significant impacts. The City shall implement the intersection improvements in phases based on the results of the annual TMP and on need and enhancement to the function of the overall street network. In addition to determining timing and need, this systems and operations monitoring approach should also be used to further ascertain final design details of the intersection improvements and may include consideration of the effects on traffic flow as well as the impacts/benefits to other travel modes (e.g., pedestrians and bicycles) that are foundational to the successful implementation of the Specific Plan.</p>		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>The potential significant impacts to street segments will be mitigated to below significance by implementation of the improvements recommended in Mitigation Measure 5.8.5-2, with the exception of Third Avenue between E and G Streets. The significant and unavoidable impact to this street segment result from the design of the project, which is intended to reduce Third Avenue to a two-lane downtown promenade to facilitate an enhanced pedestrian environment along the traditional commercial village. Although the planned improvements would result in an unacceptable LOS, they would meet the project objectives of creating a more pedestrian friendly and active streetscape that will accommodate multi-modes of transportation rather than accommodating only the automobile.</p>	<p>5.8.5-2: Segment Improvements. During build-out of the UCSP, the City shall apply the Traffic Monitoring Program (TMP) to monitor actual performance of the street system in the Subdistricts Area by conducting roadway segment travel time studies in accordance with the City's Growth Management Program and Traffic Threshold Standards. The results of the annual study under the TMP will be used by the City to determine the timing and need for implementation of improvements to the street segments identified as having potential significant impacts. The City shall implement the following street segment improvements: (1) based on the results of the annual TMP; or (2) based on need and enhancement to the function of the overall street network; and (3) in a manner that efficiently implements with phasing of necessary adjacent intersection improvements.</p>	<p>Timing of implementation based on (1) results of the annual Traffic Monitoring Program (TMP); (2) need and enhancement to the function of the overall street network; and (3) in a manner that efficiently implements with phasing of necessary adjacent intersection improvements.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
	<ol style="list-style-type: none"> 1) H Street between I-5 and Broadway would be reclassified as a six-lane gateway. As a result, the acceptable ADT would increase and result in an acceptable LOS. 2) Third Avenue between E Street and G Street would be constructed as a two-lane downtown promenade to facilitate an enhanced pedestrian environment along the traditional commercial village. As a result, the acceptable ADT along the segment would decrease and result in an unacceptable LOS. As such, impacts to Third Avenue will be significant and unavoidable. However, the Third Avenue corridor intersections at E, F and G Streets would all operate at an acceptable LOS. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>Due to the long-term nature of some of the improvements, the fee program and coordination have either not been implemented or begun, respectively, whereas the right of way exactions would occur with redevelopment. While these improvements are intended to be implemented when necessary and within the Tiers noted above, their long-term implementation cannot be assured at this time. Identified significant impacts will be partially mitigated but due to the lack of funding assurances at this time, future coordination with CALTRANS and SANDAG, and future right of way exactions, impacts are considered significant and unmitigated.</p>	<p>5.8.5- 3: Prior to issuance of an Urban Core Development Permit, subsequent development projects shall prepare a traffic assessment to quantify the projects' potential traffic impacts. Subsequent projects will be required to contribute their fair share to the Tiered Improvements listed above under Mitigation 5.8.5.1. Mitigation may be in the form of:</p> <ol style="list-style-type: none"> 1. Payment of Transportation Development Impact Fee (TDIF), as may be established in the future for the western portion of the City; 2. Payment of existing Traffic Impact Signal Fee; 3. Construction of improvements within the project boundaries; and/or 4. Early advancement of improvements beyond the project boundaries, subject to a reimbursement agreement. 	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
	<p>The City's TDIF program for the west side of the City, including the Urban Core is anticipated to be developed within the subsequent twelve months following adoption of the UCSP. The TDIF will clearly establish the costs of the improvements identified above as well as the fair share costs to be applied to all subsequent development projects. Once the TDIF has been established, the fee will be consistently applied to all subsequent development projects, until such time that the TDIF is amended or rescinded. In the interim, if subsequent development projects are processed and approved prior to the establishment of a TDIF, a condition of approval will be included that prior to issuance of building permits the project will contribute to the TDIF, as may be established.</p>		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>Pedestrian, Bicycling and Public Transit. The three-fold increase in population projected for the UCSP Subdistricts Area by 2030 would place greater demands on public transit services. However, provisions of the UCSP serve to benefit, rather than to deteriorate, mobility conditions for pedestrians, bicyclists and public transit users. Additionally, the UCSP does not conflict with any adopted plans or programs supporting alternative transportation.</p> <p>Impacts to alternative forms of transportation as a result of the proposed UCSP would not be significant nor adverse given adherence of subsequent projects to relevant regulations and guidelines of the UCSP as outlined in Mitigation Measure 5.8.5-4.</p>	<p>5.8.5-4: Prior to issuance of an Urban Core Development Permit for subsequent development projects, the traffic assessment prepared to quantify the projects' potential traffic impacts will also identify how alternative modes of transportation will be accommodated. Mitigation may be in the form of:</p> <ol style="list-style-type: none"> 1) Compliance with the development regulations and design guidelines of the UCSP to accommodate pedestrians, bicyclists and public transit; and 2) Where applicable, construction of improvements within the project boundaries; and/or 3) Early advancement of improvements beyond the project boundaries, subject to a reimbursement agreement. 	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>Parking. A projected total of 18,560 parking spaces would be required to serve future development of the proposed UCSP at buildout.</p> <p>Potential significant impacts to parking would be reduced to below significance by the incorporation of these development regulations and design guidelines into subsequent development projects, as required as part of the UCSP design review process. Parking improvements will either be made on-site (i.e. where required of subsequent development projects), or off-site (i.e. in coordination with the City's Parking District or in Lieu Fee program). A number of other parking improvement strategies are included in the UCSP including raking buffers, parking districts and parking structures.</p>	<p>5.8.5-5: Prior to issuance of an Urban Core Development Permit, subsequent development projects shall comply with the parking standards set forth in the UCSP development regulations and design guidelines for the type and intensity of development proposed.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>Multi-Jurisdictional Efforts. The proposed UCSP will result in both direct and cumulatively significant traffic impacts to study area freeway segments and ramps. As described above under Road Segments and Intersections Level of Service, the following freeway interchanges would be significantly impacted by the proposed UCSP:</p> <ul style="list-style-type: none"> • #1: Bay Boulevard/I-5 SB ramp at E Street (LOS E – AM Peak, LOS F – PM Peak); • #2: I-5 NB Ramp at E Street (LOS E – AM and PM Peak); • #24: I-5 SB Ramp at H Street (LOS F – PM Peak); • #25: I-5 NB Ramp at H Street (LOS F – PM Peak); • #34: Broadway at SR-54 WB Ramp (LOS F – AM Peak); • #44: Fourth Avenue at SR-54 EB Ramp (LOS F – PM Peak); 	<p>5.8.5-6: The City shall participate in a multi-jurisdictional effort conducted by Caltrans and SANDAG to assist in developing a detailed engineering study of the freeway right-of-way that will identify transportation improvements along with funding, including federal, state, regional, and local funding sources, and phasing, that would reduce congestion consistent with Caltrans Standards on the I-5 South corridor from the State Route 54 (SR-54) interchange to State Route 75 (SR-75)/Palm Avenue (the “I-5 South Corridor”) (hereinafter, the “Plan”). Local funding sources may include fair share contributions by private development based on nexus as well as other mechanisms. The Plan required by this mitigation shall include the following:</p> <ol style="list-style-type: none"> 1) The responsible entities (the “Entities”) included in this effort will include, but may not be limited to the City, the Port, SANDAG, and Caltrans. Other entities may be included upon the concurrence of the foregoing Entities. 	<p>To coincide with multi-year planning effort that began June 2005, is ongoing and scheduled to conclude in three to five years.</p>	<p>City of Chula Vista (CCV), in cooperation with other jurisdictions.</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<ul style="list-style-type: none"> • #59: J Street at I-5 NB Ramp (LOS F – AM Peak, LOS E – PM Peak); • #63: Bay Boulevard at I-5 SB Ramp (LOS F – AM and PM Peak); and • #64: Industrial Boulevard at I-5 NB Ramp (LOS F – PM Peak). <p>The monitoring of traffic as stipulated by Mitigation Measure 5.8.5-1 will assist in establishing the need and timing for transportation improvements, including freeway-related improvements, serving the UCSP area. In addition, Mitigation Measure 5.8.5-3 requires subsequent development projects to prepare a traffic assessment to quantify the project’s potential traffic impacts. Subsequent projects will also be required to contribute their fair share to the Tiered Improvements listed above under Mitigation 5.8.5.1.</p>	<ol style="list-style-type: none"> 2) The Plan will specifically identify physical and operational improvements to I-5, relevant arterial roads and transit facilities (the “Improvements”), that are focused on specific transportation impacts and will also identify the fair share responsibilities of each Entity for the construction and financing for each Improvement. The Plan may also identify other improvements necessary to address regional transportation needs, but for purposes of this mitigation measure, the Improvements included in the Plan need only be designed to mitigate the impacts created by the Proposed Project. 3) The Plan will set forth a timeline and other agreed-upon relevant criteria for implementation of each Improvement. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>Mitigation of impacts will require development and regional acceptance of a feasible program to improve freeway segments and ramps in the Urban Core area. The City, along with Caltrans, and SANDAG will continue to pursue and promote improvement of the I-5 freeway facilities adjacent to the UCSP area. The concept of promoting/requiring “fair-share” contributions on the part of developers for improvements to the freeway system will need to be addressed as part of the implementation of an acceptable program to improve freeway segments and ramps. As such, the specification of such requirements cannot be determined at this time. Mitigation Measure 5.8.5-6 was developed to ensure the continued participation in regional transportation planning efforts by the City, Caltrans, SANDAG, and other entities as may be identified.</p>	<ol style="list-style-type: none"> 4) The Plan will identify the total estimated design and construction cost for each Improvement and the responsibility of each Entity for both implementation and funding of such costs. 5) The Plan will include the parameters for any fair-share funding contributions to be implemented, that would require private and/or public developers to contribute to the costs, in a manner that will comply with applicable law. 6) In developing the Plan, the Entities shall also consider ways in which the Improvements can be coordinated with existing local and regional transportation and facilities financing plans and programs, in order to avoid duplication of effort and expenditure; however, the existence of such other plans and programs shall not relieve the Entities of their collective obligation to develop and implement the Plan as set forth in this mitigation measure. Nothing in the Plan shall be construed as relieving any Entity (or any other entity) from its independent responsibility (if any) for the implementation of any transportation improvement. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
<p>The City of Chula Vista shall continue to work with SANDAG and Caltrans on an ongoing basis to identify sources and obtain funding for a variety of transportation system improvements. Future residential growth in the Urban Core will be subject to the Regional Transportation Congestion Improvement Program, as stipulated by the Transnet legislation and will provide additional funds for improvement of the regional arterial system.</p>	<p>7) The City shall seek adoption of the Plan before the City Council upon the completion of the multi-jurisdictional effort to develop the Plan. The City shall report, to their governing bodies regarding the progress made to develop the Plan within six months of the first meeting of the Entities. Thereafter, the City shall report at least annually regarding the progress of the Plan, for a period of not less than five years, which may be extended at the request of the City Council.</p> <p>8) The Plan shall also expressly include each Entity's pledge that it will cooperate with each other in implementing the Plan.</p> <p>The failure or refusal of any Entity other than the City to cooperate in the implementation of this mitigation measure shall not constitute failure of the City to implement this mitigation measure; however, the City shall use its best efforts to obtain the cooperation of all responsible Entities to fully participate in order to achieve the goals of the mitigation measure.</p>		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
NOISE			
<p>Exterior Noise. The UCSP would result in a significant exterior noise impact because it would result in exposure of receivers in the UCSP area to exterior noise levels that exceed the levels established by the GPU and the City's noise control ordinance. The noise threshold include exterior limits of 65 CNEL in residential areas, outdoor use areas, neighborhood parks, and playgrounds, 70 CNEL in office and professional areas, or 75 decibels for retail and wholesale commercial areas, restaurants, and movie theaters.</p>	<p>5.9-1: Exterior Noise Mitigation Measure. Prior to the approval of individual development projects, projects within the UCSP area shall demonstrate that required outdoor usable open space areas are adequately shielded from transportation related noise sources so that noise levels fall below the standards set by the General Plan Update (see Figure 5.9-1 and Table 5.9-1) or do not cause an increase of greater than 3 dB(A) on an existing roadway. Noise reduction measures may include building noise-attenuating berms, walls or other attenuation measures. Future development of park facilities shall also, to the extent feasible, incorporate mitigation measures such as siting, berms, walls or other attenuation measures to reduce impacts to acceptable levels of 65-70 CNEL or less. Indication that noise levels fall below this limit shall be made to the satisfaction of the Planning and Building Director, Building Official or Community Development Director.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
NOISE (cont.)			
<p>The siting of future parks has the potential to result in significant impacts. While park sites have not been designated, it is possible that parks could be sited next to circulation element roadways which generate noise in excess of 65 [to 70] decibels. This would be a significant impact and would require mitigation. Mitigating this impact would require the construction of noise barriers. Required barrier heights may be achieved through the construction of walls, berms, or wall/berm combinations. While noise levels at a park site would be reduced by the construction of noise barriers, these barriers are incompatible with park uses.</p>	<p>Because the only mitigation available to reduce exterior noise impacts to parks resulting from roadway traffic is the insertion of a barrier between the source (traffic) and receiver (park), and because parks are intended to remain open (i.e., not surrounded by walls) to the community, exterior noise impacts cannot be fully mitigated. There are no feasible mitigation measures available to mitigate for the potential for parks that are to be sited next to circulation element roadways which generate noise in excess of 65-70 CNEL. Therefore, exterior noise impacts remain significant and unmitigated.</p>		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
NOISE (cont.)			
<p>Interior Noise. The adoption of the UCSP would have a significant noise impact prior to mitigation because it would result in interior noise levels that exceed 45 dB CNEL due to exterior sources for habitable rooms in residences.</p>	<p>5.9-2: Interior Noise Mitigation Measure. Prior to the approval of subsequent individual development projects, for any residential use immediately adjacent to a circulation element roadway, trolley or rail line, or Interstate 5, an acoustical analysis shall be completed demonstrating to the satisfaction of the Planning and Building Director, Community Development Director or Building Official, that interior noise levels due to exterior sources are 45 CNEL or less in any habitable room. For residential projects where interior noise levels due to exterior noise sources exceed 45 CNEL, architectural and structural considerations such as improved window and door acoustical performance, shall be identified.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>
	<p>5.9-3: Interior Noise Mitigation Measure. Prior to the approval of individual development projects, projects where it is necessary for the windows to remain closed to ensure that interior noise levels meet the City's and the Building Code interior standard of 45 CNEL shall demonstrate that the design for these units includes a ventilation or air conditioning system which provides a habitable interior environment with the windows closed.</p>		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
NOISE (cont.)			
<p>City Noise Ordinance. Until specific uses are identified, conformance to the City's noise control ordinance code cannot be assured and impacts associated with this criterion are significant.</p> <p>The UCSP would result in a significant noise impact because it would result in exposure of receivers in the UCSP area to exterior noise levels that exceed the levels established by the City's noise control ordinance. These include exterior limits of 65 CNEL in residential areas, outdoor use areas, neighborhood parks, and playgrounds, 70 CNEL in office and professional areas, or 75 decibels for retail and wholesale commercial areas, restaurants, and movie theaters.</p>	<p>5.9-4: Noise Ordinance Mitigation Measure. Prior to the approval of individual development projects, commercial uses that may involve noise producing activities shall demonstrate compliance with the existing performance standards provided in the City's Noise Ordinance (Chapter 19.68.010 of the Municipal Zoning Code). Prior to project approval, subsequent projects shall also demonstrate compliance with the mixed-use provisions of Chapter VI of the UCSP that include minimization of the effects of any exterior noise impacts and provision of "internal compatibility between the different uses within the project" (UCSP, VI-44).</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
AIR QUALITY			
<p><i>Air Quality Plan Consistency.</i> The land uses proposed in the UCSP conform to the adopted GPU and are inconsistent with the former general plan upon which the State Implementation Plan (SIP) and Regional Air Quality Standards (RAQS) were based. By changing land use designations in certain areas, the recently adopted GPU failed to conform with the growth projections used by SANDAG in their generation of the air quality management plan. This is a significant adverse impact.</p> <p>Because the significant air impact stems from an inconsistency between the land uses envisioned in the currently adopted GPU and the former general plan upon which the RAQS were based, the only measure that can lessen this impact is the review and revision of the RAQS based on the recently adopted GPU. The RAQS are updated every three years, and will be updated again in 2007. This effort is the responsibility of SANDAG and the APCD.</p>	<p>The only measure that can lessen this impact to a level below significance is the review and revision of the RAQS based on the recently adopted GPU. Since the updating of the air plan is outside of the authority of the City, no mitigation is available to the City to avoid this impact. Nonetheless, the City will cooperate with SANDAG and APCD in developing updated RAQS to insure their conformance with the adopted GPU and mitigation measure 5.10.5-1 is provided as an advisory measure.</p> <p>5.10.5-1: The City of Chula Vista shall recommend to SANDAG to update the RAQS in the next triennial cycle to incorporate the increased land use densities of the GPU and UCSP.</p>	<p>To coincide with SANDAG's 2007 update of the RAQS.</p>	<p>City of Chula Vista (CCV) in cooperation with SANDAG.</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
AIR QUALITY (cont.)			
<p><i>Cumulatively Considerable Net Increase.</i> Cumulative increases in emissions in criteria pollutants for which the SDAB is not in attainment, would result from short-term construction of projects in conformance with the UCSP and from long-term emissions generated by both stationary and mobile sources within the UCSP area. Since the region is not in compliance with the PM_{2.5} and PM₁₀ standard, and because the average daily emission is anticipated to increase, impacts are considered significant, until the region is in compliance.</p> <p>Stationary source pollutant emissions would include those generated by the consumption of natural gas and electricity and the burning of wood in residential fireplaces. Vehicle traffic on area roads would generate mobile source emissions including carbon monoxide, nitrogen oxides, and hydrocarbons.</p>	<p>5.10.5-2: Prior to issuance of an Urban Core Development Permit or other discretionary permit, all subsequent individual development projects shall demonstrate to the satisfaction of the Community Development Director, conformance with the relevant land use and development regulations (UCSP, Chapter VI) and development design guidelines (UCSP, Chapter VII) of the UCSP which support smart growth principles such as providing a mix of compatible land uses; locating highest density near transit; utilizing compact building design and creating walkable communities; providing a range of infill housing opportunities; and increasing transportation choices.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
AIR QUALITY (cont.)			
	<p>5.10.5-3: Prior to issuance of an Urban Core Development Permit or other discretionary permit, all subsequent individual development projects shall demonstrate compliance with relevant land use and development regulations contained in the UCSP to minimize air pollutant emissions. These include, but are not limited to: measures aimed at promoting pedestrian activity (Chapter V, pp. V-2- V-5); bicycle activity (Chapter V, pp. V-5 – V-7, V-9 – V-10); public transit facilities (Chapter V, pp. V8 – V-9), including the West Side Shuttle (Chapter V, pp. V-11 – V-12); and reintroduction of the traditional street grid (Chapter V, pp. V-16 – V-19).</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
AIR QUALITY (cont.)			
<p>Mitigation is achievable for fugitive dust from short-term construction activities, but the only measures that would reduce those emissions from long-term daily operations are those that reduce vehicle miles traveled on area roads. The UCSP includes measures aimed at promoting alternative modes of travel including enhanced pedestrian and bicycle activity, use of transit and reducing trip lengths by siting highest density adjacent to key transit nodes. Implementation of mitigation measures will ensure that conformance to these provisions of the UCSP is satisfied prior to issuance of subsequent project development permits.</p>	<p>5.10.5-4: Prior to issuance of construction permits, including but not limited to, the first Grading Permit, Demolition Permit, and Urban Core Development Permit, the Community Development Director shall verify that the following active dust control practices are to be employed during construction:</p> <ol style="list-style-type: none"> 1. All unpaved construction areas shall be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents shall be applied during dry weather or windy days until dust emissions are not visible. 2. Trucks hauling dirt and debris shall be properly covered to reduce windblown dust and spills. 	<p>Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
AIR QUALITY (cont.)			
	<ol style="list-style-type: none"> 3. A 20-mile-per-hour speed limit on unpaved surfaces shall be enforced. 4. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather. 5. On-site stockpiles of excavated material shall be covered or watered. 6. Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the City and/or APCD to reduce dust generation. 7. To the maximum extent feasible heavy-duty construction equipment with modified combustion/fuel injection systems for emissions control shall be utilized during grading and construction activities and catalytic reduction for gasoline-powered equipment shall be used. 		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
AIR QUALITY (cont.)			
	<p>8. Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide, to the extent available and feasible.</p> <p>9. Electrical construction equipment shall be used to the extent feasible.</p> <p>10. The simultaneous operations of multiple construction equipment units shall be minimized (i.e., phase construction to minimize impacts).</p> <p>With the application of these measures, significant impacts resulting from projected PM₁₀ impacts from construction would be mitigated. Impacts resulting from daily operation would remain significant until the region is determined to be in compliance with the standard.</p>		

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
AIR QUALITY (cont.)			
<p>Sensitive Receptors. The Health Risk Assessment prepared for the proposed UCSP identified cumulatively significant particulate emissions for sensitive receptors adjacent to Interstate 5. (See cumulative air quality discussion above).</p> <p>Although there is no adopted standard for sensitive receivers adjacent to Interstate 5, it was determined that air quality impacts from diesel particulates emanating from Interstate 5 would be cumulatively significant given current basin-wide noncompliance with particulate standards and projected future levels of diesel particulates emanating from I-5.</p>	<p>Cumulatively significant diesel particulate impacts would be reduced through mitigation measures 5.10-5-2 and 5.10.5-3 above, but not to below a level of significance.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES			
<p>Law Enforcement. Future development in accordance with the proposed UCSP would result in a significant impact to law enforcement services because of the anticipated increase in calls for service and the additional travel time required to answer these calls. While the police facility at Fourth Avenue and F Street is sufficient to meet the law enforcement needs created by increased demand resulting from development, more police officers will be needed in order to maintain response times. Significant impacts would result if timing of these provisions does not coincide with projected increase in demand for services and populations growth.</p> <p>Implementation of mitigation measures 5.11-1-1 through 5.11.1-3 would mitigate impacts to the provisions of adequate law enforcement services resulting from the adoption of the UCSP to below a level of significance.</p>	<p>5.11.1-1: Subsequent development projects shall demonstrate that significant impacts to police services resulting from an individual project are addressed prior to approval of an Urban Core Development permit or other discretionary approval. As part of project review, subsequent development projects shall be evaluated for adequate access for police vehicles (pursuant to GPU Policy PFS 6.1) and integration of Crime Prevention Through Environmental Design (CPTED) techniques (pursuant to GPU Policy PFS 6.3).</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>
	<p>5.11.1-2: As a condition of project approval, individual developers shall pay the public facilities development impact fees (PFDIF) at the rate in effect at the time building permits are issued.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>
	<p>5.11.1-3: As part of the annual budgeting process, the City shall assess the need for additional police personnel to provide protection services consistent with established City service levels and commensurate with the increase in population.</p>	<p>Needs assessed during annual City budget review.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES (cont.)			
<p>Fire Protection. The Chula Vista Fire Department does not currently meet the threshold standard for response time for the City, including the UCSP Subdistricts Area. Buildout of the proposed UCSP would increase demand for fire protection services. However, as population growth in the service area warrants, additional fire protection personnel and fire protection equipment and facilities would be provided to help ensure adequate service within the requirements of the GMOC threshold standards. Significant impacts to fire protection services would result if timing of these provisions does not coincide with projected increase in demand for services and population growth.</p> <p>With the implementation of mitigation measures 5.11.2-1 through 5.11.2-3, significant impacts to the provision of fire protection services would be mitigated to less than significant.</p>	5.11.2-1: Prior to approval, subsequent individual development projects in the UCSP shall demonstrate provision of adequate access and water pressure for new buildings.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)
	5.11.2-2: As a condition of project approval, individual developers shall pay the public facilities development impact fees at the rate in effect at the time building permits are issued.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)
	5.11.2-3: As part of the annual budgeting process, the City will assess the need for additional fire personnel to provide protection services consistent with established City service levels and commensurate with the increase in population.	Needs assessed during annual City budget review.	City of Chula Vista (CCV)

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES (cont.)			
<p>Schools. The proposed UCSP will result in a three-fold increase in population within the Subdistricts Area at buildout and an associated increase in demand for schools. At buildout, the UCSP is expected to generate a net increase of approximately 3,877 students between elementary, middle school, and high school grades. The generation of approximately 2,485 additional elementary students would have a significant impact on existing elementary schools serving the area because they are already at or near capacity. New students generated by the UCSP would require at least 59 additional elementary school classrooms.</p> <p>However, potentially fewer students may result from UCSP buildout or interim conditions due to the intensified urban environment of the UCSP, with new mid- to high-rise mixed uses likely to be occupied by single or childless young couples, or empty nesters. Therefore, the impacts may be overstated and will be monitored to accurately plan for new student enrollment.</p>	<p>5.11.3-1: Prior to approval, subsequent development projects in the UCSP shall demonstrate that significant impacts to public educational services resulting from the individual project have been addressed. As a condition of project approval, individual developers shall pay the statutory school impact fees at the rate in effect at the time building permits are issued.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES (cont.)			
<p>Libraries. Buildout of the UCSP may require additional library space in order to meet and maintain the City criteria of 500 square feet per 1,000 population and 3 books per person for new development. Based on the expected net increase in population of 18,318 with buildout of the UCSP, increased demand on existing library services would amount to approximately 9,159 square feet of library facilities and 54,954 books. Existing library service conditions in the City are inadequate and not in compliance with City standards. Additional library capacity is planned by 2007, however, with the construction of the 30,000-square-foot Rancho Del Rey Library. In the absence of this or other new library construction, any additional demand on library services would comprise a significant impact.</p>	<p>The following mitigation measure will mitigate library impacts resulting from the adoption of the UCSP to below a level of significance.</p> <p>5.11.4-1: Prior to approval, subsequent individual development projects in the UCSP shall demonstrate that significant impacts to the provision of library services resulting from individual projects have been addressed. As a condition of project approval, individual developers shall pay the public facilities development impact fees at the rate in effect at the time building permits are issued.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES (cont.)			
<p><i>Parks and Recreation.</i> Implementation of the proposed UCSP would generate increased demand for parks and recreation facilities. Full buildout of the UCSP would be required to provide up to approximately 55 acres of new parkland (incrementally and commensurate with new development) in order to meet the Chula Vista Municipal Code, Park Development Ordinance standard of 3 acres of parkland for every 1,000 people. A significant impact could occur if dedication of parkland and construction of new facilities does not coincide with project implementation and project population growth.</p> <p>Implementation of mitigation measure 5.11.5-1 would reduce impacts to the provisions of park and recreation services and facilities resulting from the adoption of the UCSP to below a level of significance.</p>	<p>5.11.5-1: Prior to approval of an Urban Core Development Permit, each subsequent project shall establish to the satisfaction of the Community Development Director that the project meets the City's parkland dedication requirement. As a condition of project approval, individual developers shall provide required parkland and facilities on-site, if possible and consistent with potential site locations identified in the UCSP and Parks Master Plan; or pay the applicable parkland acquisition and parkland development fee and recreation facility development impact fees at the rates in effect at the time building permits are issued.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC UTILITIES			
<p><i>Wastewater Treatment Capacity.</i> Based on buildout projections, impacts to the provision of sewer service would be significant. Chula Vista owns capacity in the Metro system, which provides conveyance of City wastewater flows. Increasing population will place additional demand on sewer services. While it is the intent of the City to ensure that services are provided concurrent with need, the provision of sewer services is not solely within its authority. Although the City is in the process of acquiring additional capacity from Metro, that acquisition has not yet been finalized. Based on GPU buildout projections, the City will be generating approximately 26.2 mgd of wastewater citywide by 2030 and would need to acquire additional 6.4 mgd of capacity rights by the year 2030 in order to meet citywide projected demand. Of this total, 1.57 mgd are projected to be generated in western Chula Vista, including a projected generation of 0.88 mgd for the UCSP Subdistricts Area.</p>	<p>5.12.2-1: Prior to the approval of subsequent individual development projects, project plans shall demonstrate that there is sufficient wastewater capacity available to serve the proposed project. Conditions of approval may require sewer capacity fees to be contributed to mitigate project-related impacts.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC UTILITIES (cont.)			
<p>Energy. Impacts to energy are considered significant because there is no long-term assurance that energy supplies will be available at buildout of the UCSP. Avoidance of energy impacts cannot be assured regardless of land use designation or population size. Although changes to planned land uses in the City would continue to implement the Energy Strategy Action Plan, San Diego Regional Energy Plan and Transit First Plan, implementation of the proposed land uses identified in the UCSP has the potential to result in significant impacts to nonrenewable and slowly renewable energy resources as a result of anticipated growth.</p> <p>The environmental sustainability measures of the UCSP(Chapter VI, G.) may further serve to reduce energy consumption associated with construction and occupation of structures within the UCSP area.</p>	<p>5.12.4-1: The City shall continue to implement the Energy Strategy Action Plan that addresses demand side management, energy efficient and renewable energy outreach programs for businesses and residents, energy acquisition, power generation, and distributed energy resources and legislative actions, and continue to implement the CO₂ Reduction Plan to lessen the impacts on energy.</p> <p>While implementation of the above mitigation measure reduces energy related impacts, because there is no assurance that energy resources will be available to adequately serve the projected increase in population resulting from adoption of the UCSP, the impact remains significant.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HAZARDS/RISK OF UPSET			
<p><i>Hazardous Materials Transport, Use Disposal or Release.</i> Hazardous materials occur within the UCSP area and pose significant public health and safety risks during construction or long-term occupation of proposed development. Exposure to hazardous materials that exceed state and/or federal standards can occur through contact with contaminated soil or groundwater, through ingestion, skin contact or the inhalation of vapors or dust.</p> <p>An approximate total of 103 sites of potential hazardous concern have been identified from various federal, state and local databases as occurring within the Subdistricts Area.</p>	<p>5.13-1: Prior to approval of subsequent individual development projects, any project plans that propose land uses which use, transport, store, and dispose of hazardous materials shall be conducted in compliance with the relevant regulations of federal, state, and local agencies, including the EPA, California Department of Health Services (DHS), and California Department of Transportation.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>
	<p>5.13-2: A risk assessment shall be performed at all sites within the study area where contamination has been identified or is discovered during future construction activities, and at which soil is to be disturbed, to address risks posed by any residual contamination, and to establish appropriate mitigation measures (e.g., natural attenuation, active remediation, engineering controls) that would be protective of human health and the environment. All assessment and remediation activities shall be conducted in accordance with a Work Plan that is approved by the regulatory agency having oversight of the activities.</p>	<p>Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>

**URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)**

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HAZARDS/RISK OF UPSET (cont.)			
<p>Due to the presence of numerous pre-1960s structures in the area, there is a potential that during construction or demolition, workers may come into contact with hazardous building materials(asbestos and lead).</p> <p>Future development consistent with the proposed UCSP would result in significant impacts if such development allows greater contact between humans and hazards.</p>	<p>5.13-3 A hazardous building materials survey should be performed at buildings in the study area prior to demolition or renovation activities. This type of survey typically addresses lead-based paint (LBP), asbestos-containing materials (ACMs), PCBs in electrical equipment, mercury switches, and heating/cooling systems. Such a survey should be conducted under the direct supervision of a State of California Certified Asbestos Consultant and EPA lead assessor. Prior to demolition or renovation work that would disturb identified ACMs, LBP, or other hazardous materials, a licensed abatement removal contractor should remove and properly dispose of the hazardous material(s) in accordance with applicable local, state and federal regulations. A California certified consultant should prepare a bid specification document, and perform abatement project planning, site and air monitoring, oversight activities, and reporting activities.</p>	<p>Prior to the approval of any demolition or renovation activities or construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP) or other discretionary permit.</p>	<p>City of Chula Vista (CCV)</p>