



CITY OF
CHULA VISTA

Village Seven Sectional Planning Area Plan and Tentative Maps

Technical Appendices

Volume 1

EIR-04-06

SCH No. 2003111050

June 2004

TECHNICAL APPENDICES

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APPENDIX A:
NOP AND RESPONSES



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

Notice of Preparation

November 6, 2003

To: Reviewing Agencies

Re: Second Tier Environmental Impact Report for Village 7 Sectional Planning Area Plan
SCH# 2003111050

Attached for your review and comment is the Notice of Preparation (NOP) for the Second Tier Environmental Impact Report for Village 7 Sectional Planning Area Plan draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Marni Borg
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

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

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

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments

cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2003111050
Project Title Second Tier Environmental Impact Report for Village 7 Sectional Planning Area Plan
Lead Agency Chula Vista, City of

Type NOP Notice of Preparation
Description The proposed project is the Village 7 Sectional Planning Area (SPA) Plan and Tentative Map(s) for an approximately 428-acre site within the Otay Ranch General Development Plan. Located in the southwestern portion of the project proposes a mix of residential, commercial, public and civic uses. Three public schools are proposed as part of the project, including an elementary school, middle school, and high school.

Lead Agency Contact

Name Marni Borg
Agency City of Chula Vista
Phone 619-409-5859 **Fax**
email
Address 276 Fourth Avenue
City Chula Vista **State** CA **Zip** 91910

Project Location

County San Diego
City Chula Vista
Region
Cross Streets Birch Road, future SR 125, future Rock Mountain Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Future SR 125
Airports
Railways
Waterways
Schools
Land Use The project site consists of undeveloped areas historically used for agricultural purposes and an aviation navigation facility located on approximately 50 acres in the western portion of the site. The site is comprised of gently sloping terrain, with the upper reaches of Wolf Canyon extending easterly into the northern portion of the site. no known active faults are located within the site.

Project Issues Landuse; Agricultural Land; Biological Resources; Aesthetic/Visual; Noise; Air Quality; Traffic/Circulation; Archaeologic-Historic; Water Quality; Geologic/Seismic; Soil Erosion/Compaction/Grading; Population/Housing Balance; Recreation/Parks; Other Issues; Public Services

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

Date Received 11/06/2003 **Start of Review** 11/06/2003 **End of Review** 12/05/2003

NOP Distribution List

County - Santa Clara

<input type="checkbox"/> <u>Resources Agency</u>	<input type="checkbox"/> <u>Dept. of Fish & Game 3</u> Robert Floerke Region 3	<input type="checkbox"/> <u>Public Utilities Commission</u> Ken Lewis	<input type="checkbox"/> <u>Dept. of Transportation 8</u> Linda Grimes, District 8	<input type="checkbox"/> <u>Regional Water Quality Control Board (RWQCB)</u>
<input type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>Dept. of Fish & Game 4</u> William Laudermilk Region 4	<input type="checkbox"/> <u>State Lands Commission</u> Jean Sarino	<input type="checkbox"/> <u>Dept. of Transportation 9</u> Gayle Rosander District 9	<input type="checkbox"/> <u>RWQCB 1</u> Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> <u>Dept. of Boating & Waterways</u> Suzi Betzler	<input checked="" type="checkbox"/> <u>Dept. of Fish & Game 5</u> Don Chadwick Region 5, Habitat Conservation Program	<input type="checkbox"/> <u>Tahoe Regional Planning Agency (TRPA)</u> Lyn Barnett	<input type="checkbox"/> <u>Dept. of Transportation 10</u> Tom Dumas District 10	<input type="checkbox"/> <u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> <u>California Coastal Commission</u> Elizabeth A. Fuchs	<input type="checkbox"/> <u>Dept. of Fish & Game 6</u> Gabriana Gatchel Region 6, Habitat Conservation Program	<input type="checkbox"/> <u>Business, Trans & Housing</u>	<input checked="" type="checkbox"/> <u>Dept. of Transportation 11</u> Bill Figge District 11	<input type="checkbox"/> <u>RWQCB 3</u> Central Coast Region (3)
<input type="checkbox"/> <u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/> <u>Dept. of Fish & Game 6 I/M</u> Tammy Allen Region 6, Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> <u>Caltrans - Division of Aeronautics</u> Sandy Hesnard	<input type="checkbox"/> <u>Dept. of Transportation 12</u> Bob Joseph District 12	<input type="checkbox"/> <u>RWQCB 4</u> Jonathan Bishop Los Angeles Region (4)
<input checked="" type="checkbox"/> <u>Dept. of Conservation</u> Roseanne Taylor	<input type="checkbox"/> <u>Dept. of Fish & Game M</u> Tom Napoli Marine Region	<input checked="" type="checkbox"/> <u>California Highway Patrol</u> Lt. Julie Page Office of Special Projects	<input type="checkbox"/> <u>Cal EPA</u>	<input type="checkbox"/> <u>RWQCB 5S</u> Central Valley Region (5)
<input type="checkbox"/> <u>California Energy Commission</u> Environmental Office	<input type="checkbox"/> <u>Other Departments</u>	<input type="checkbox"/> <u>Housing & Community Development</u> Cathy Creswell Housing Policy Division	<input type="checkbox"/> <u>Air Resources Board</u>	<input type="checkbox"/> <u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> <u>Dept. of Forestry & Fire Protection</u> Allen Robertson	<input type="checkbox"/> <u>Food & Agriculture</u> Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> <u>Dept. of Transportation 1</u> Mike Eagan District 1	<input type="checkbox"/> <u>Transportation Projects</u> Kurt Karperos	<input type="checkbox"/> <u>RWQCB 5R</u> Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> <u>Office of Historic Preservation</u> Hans Kreutzberg	<input type="checkbox"/> <u>Dept. of Health Services</u> Wayne Hubbard Dept. of Health/Drinking Water	<input type="checkbox"/> <u>Dept. of Transportation 2</u> Don Anderson District 2	<input type="checkbox"/> <u>Industrial Projects</u> Mike Tollstrup	<input type="checkbox"/> <u>RWQCB 6</u> Lahontan Region (6)
<input type="checkbox"/> <u>Dept. of Parks & Recreation</u> B. Noah Tilghman Environmental Stewardship Section	<input type="checkbox"/> <u>Delta Protection Commission</u> Debby Eddy	<input type="checkbox"/> <u>Dept. of Transportation 3</u> Jeff Pulverman District 3	<input type="checkbox"/> <u>California Integrated Waste Management Board</u> Sue O'Leary	<input type="checkbox"/> <u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> <u>Reclamation Board</u> Lori Buford	<input type="checkbox"/> <u>Office of Emergency Services</u> John Rowden, Manager	<input type="checkbox"/> <u>Dept. of Transportation 4</u> Tim Sable District 4	<input type="checkbox"/> <u>State Water Resources Control Board</u> Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> <u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/> <u>Santa Monica Mountains Conservancy</u> Paul Edelman	<input type="checkbox"/> <u>Governor's Office of Planning & Research</u> State Clearinghouse	<input type="checkbox"/> <u>Dept. of Transportation 5</u> David Murray District 5	<input type="checkbox"/> <u>State Water Resources Control Board</u> Mike Falkenstein Division of Water Rights	<input type="checkbox"/> <u>RWQCB 8</u> Santa Ana Region (8)
<input type="checkbox"/> <u>S.F. Bay Conservation & Dev't. Comm.</u> Steve McAdam	<input type="checkbox"/> <u>Native American Heritage Comm.</u> Debbie Treadway	<input type="checkbox"/> <u>Dept. of Transportation 6</u> Marc Birnbaum District 6	<input checked="" type="checkbox"/> <u>State Water Resources Control Board</u> Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> <u>RWQCB 9</u> San Diego Region (9)
<input checked="" type="checkbox"/> <u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/> <u>Fish and Game</u>	<input type="checkbox"/> <u>Dept. of Transportation 7</u> Stephen J. Buswell District 7	<input type="checkbox"/> <u>Dept. of Toxic Substances Control</u> CEQA Tracking Center	
<input type="checkbox"/> <u>Dept. of Fish & Game</u> Scott Flint Environmental Services Division				
<input type="checkbox"/> <u>Dept. of Fish & Game 1</u> Donald Koch Region 1				
<input type="checkbox"/> <u>Dept. of Fish & Game 2</u> Diana Curtis				

**DEPARTMENT OF FISH AND GAME**

<http://www.dfg.ca.gov>
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201



December 4, 2003

Ms. Marni Borg, Environmental Projects Manager
City of Chula Vista
Community Development Department
276 Fourth Avenue
Chula Vista, California 91911

Re: Comments on the Notice of Preparation of a Second Tier Environmental Impact Report
for Village 7 Sectional Planning Area Plan, City of Chula Vista, California

Dear Ms. Borg:

The California Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP). The approximately 428-acre site is part of Otay Ranch, in the Eastern Territories of the City of Chula Vista. The site is bounded to the west by the future La Media Road, to the north by Birch Road, to the east by future State Route 125 (SR-125), and to the south by future Rock Mountain Road. The project proposes a mix of residential, commercial, and public and civic uses.

The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA), Sections 15386 and 15381 respectively. The Department is responsible for the conservation, protection, and management of the State's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA), and administers the Natural Community Conservation Planning Program (NCCP).

The Department recommends that the following information be included in the EIR to address sensitive wildlife species and habitat types within the Village 7 project area:

1. A complete description of the proposed project, including all practicable alternatives that have been considered to reduce project impacts to any wetlands, other sensitive habitat types, and wildlife resources. Alternatives should include development proposals with reduced or altered footprints that would further minimize and avoid impacts to sensitive species and habitats on-site.
2. An assessment of direct, indirect, and cumulative project impacts to wildlife species and associated habitats. All facets of the proposed project (e.g. construction, operation, domestic pets, lighting, noise, traffic, human activity) should be addressed.
3. An assessment of consistency with the City's Multiple Species Conservation Program (MSCP) Subarea Plan.
4. Specific acreage and descriptions of all habitat types that may be affected by the proposed project alternatives. Maps and tables should be included to summarize such information.

Ms. Marni Borg
CEQA 2003 5461 R5

5. A description of the biological resources associated with each habitat type, including both qualitative and quantitative assessments of the sensitive resources known or expected within the project area. Complete plant and animal species lists should also be included.
6. A list of federally proposed listed or candidate species, state listed and candidate species, and locally sensitive species including, but not limited to, narrow endemic species that are on or near the proposed Project Area. A detailed discussion of these species, including information pertaining to their local status and distribution, should also be included.
7. Specific mitigation measures should be provided to offset project impacts, including cumulative impacts of direct and indirect habitat loss, degradation, or modification. Project impacts should be mitigated consistent with the Otay Ranch Resource Management Plan and the City's Subarea Plan.
8. Include methods to control soil erosion and siltation into Wolf Canyon, during and post-construction, as well as measures to prevent discharge of toxic and/or caustic substances (e.g., oil and gasoline) during construction.
9. Measures to be taken to perpetually protect conserved habitats, on-site and off-site. Issues to be addressed include access restrictions, proposed land dedications, monitoring and management programs, control of illegal dumping, and restrictions on lighting near the MSCP Preserve.
10. The site primarily supports agricultural land. While generally unsuitability for most sensitive wildlife species found in the region, one species often associated with such habitat is the burrowing owl (*Athene cunicularia*). This ground-dwelling owl has been petitioned for state listing and is noted to have significantly declined throughout San Diego County and most of California. Updated, focused surveys, following Department guidelines, are recommended in order to address potential direct or indirect impacts to this species.

The Department appreciates the opportunity to comment on the NOP for the proposed Village 7 development, and is available to work with the City of Chula Vista to address our concerns. Please contact David Mayer at (858) 467-4234 if you have any questions or comments concerning this letter.

Sincerely,



William E. Tippets
Deputy Regional Manager
California Department of Fish and Game

cc: State Clearinghouse
Kathleen Brubaker, U.S. Fish and Wildlife Service

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

P. O. BOX 85406, MS 50

SAN DIEGO, CA 92186-5406

PHONE (619) 688-6954

FAX (619) 688-4299

TTY (619) 688-6670

*Flex your power!
Be energy efficient!*

December 3, 2003

11-SD-125 South

Ms. Marni Borg
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Dear Ms. Borg:

NOP for the Second Tier EIR for Village 7 Sectional Planning Area Plan – SCH 2003111050

The California Department of Transportation (Department) comments are as follows:

- On October 3, 2003 Governor Davis signed SB 352 which requires risk analysis prior to siting schools within a quarter mile of major roadways. In addition, the legislation does not permit schools being built within 500 feet of freeways unless it can be demonstrated that this will not pose a health hazard.
- The NOP shows that there is only a small amount of open space separating the proposed public park (P-1) and State Route 125 (SR-125), which is currently under construction. Locating the park within such a close proximity to the freeway could jeopardize future expansion of the freeway facility due to requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966.
- The Department is not responsible for any noise impacts to this project. Any required mitigation must be provided by the developer.
- In the NOP, interchanges with SR-125 are shown at Birch Parkway and Rock Mountain. These interchanges will require additional separate CEQA and NEPA environmental review because they were not included as part of the initial SR-125 construction. These interchanges will need to be included in the Regional Transportation Improvement Plan (RTIP) and in the Regional Transportation Plan (RTP) for air conformity modeling.
- In addition, the City will be required to obtain an encroachment permit for any work within the Department's right of way. As part of the encroachment permit process, the developer must provide appropriate environmental approval for potential environmental impacts within the Department's right of way. The developer is responsible for quantifying the environmental impacts of the improvements within the Department's right of way and completing appropriate mitigation measures for these impacts. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements within the Department's right of way.

Ms. Marni Borg
December 3, 2003
Page 2

We look forward to further coordination and joint planning with the City of Chula Vista as the SR-125 South project proceeds through construction and as Otay Ranch continues to be developed and planned. Our contact person for this project is Lu Salazar of my staff at (619) 688-3140.

Sincerely,



MARIO H. ORSO, Chief
Development Review Branch

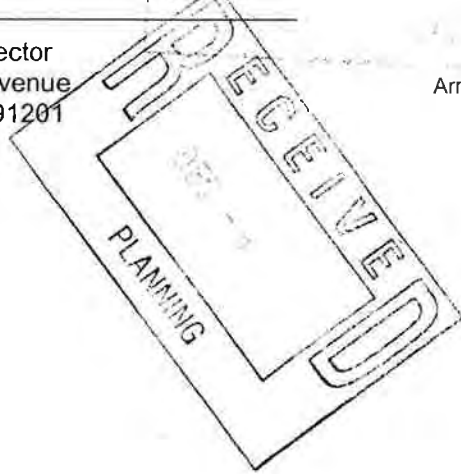


Department of Toxic Substances Control

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201



Arnold Schwarzenegger
Governor



December 1, 2003

Mr. Marni Borg
Environmental Projects Manager
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

NOTICE OF PREPARATION FOR CITY OF CHULA VISTA, SECOND TIER ENVIRONMENTAL IMPACT REPORT FOR VILLAGE 7 SECTIONAL PLANNING AREA PLAN, BIRCH ROAD, FUTURE SR 125, FUTURE ROCK MOUNTAIN ROAD CHULA VISTA, SAN DIEGO COUNTY, CALIFORNIA (SCH 2003111050)

Dear Mr. Marni:

The Department of Toxic Substances Control (DTSC) has reviewed the Notice of Preparation (NOP), dated November 6, 2003, for the subject project. The due date to submit comments is December 5, 2003.

Based on a review of the NOP, DTSC is providing the following comments:

1. The NOP indicated that three public schools are proposed as part of the project, including an elementary school, middle school, and high school. Because the project is school site related, DTSC recommends that an environmental review, such as Phase I Environmental Site Assessment (Phase I) and/or Preliminary Endangerment Assessment (PEA), be conducted to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material is present, based on reasonably available information about the property and the area in its vicinity.
2. The proponents of proposed three public schools (PPSs) are invited to participate in DTSC's School Property Evaluation and Cleanup Program authorized by AB 387, SB162, AB 2644 and AB 972. If you wish to investigate this program's applicability to the project, please contact the California Department of Education, School Facilities Planning Division at (916) 322-2470. If PPSs elects to proceed to conduct a PEA at the site, it shall enter into an Environmental Oversight Agreement (EOA) with DTSC to oversee the preparation of the PEA.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website at www.dtsc.ca.gov.

Mr. Marni Borg
December 1, 2003
Page 2

DTSC is also administering the \$85 million Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program which provides low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. These loans are available to developers, businesses, schools, and local governments.

For additional information on the EOA or CLEAN Program, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 551-2860.

Sincerely,



for Ken Chiang
Senior Hazardous Substances Scientist
School Property Evaluation and Cleanup Division

cc: Mr. Michael O'Neill
School Facilities Planning Division
California Department of Education
660 J Street, Suite 350
Sacramento, California 95814

Mr. Scott Morgan
State Clearinghouse
1400 Tenth Street
P.O. Box 3044
Sacramento, California 95812-3044

Department of Toxic Substances Control
CEQA Tracking Center
1001 I Street, 22nd Floor
P.O. Box 806
Sacramento, California 95812-0806

SPECD Reading File

CEQA Reading File



San Diego Gas & Electric
PO Box 129831
San Diego, CA 92112-9831

A  Semptra Energy company

December 9, 2003

Marni Borg, Environmental Projects Manager
City of Chula Vista, Planning and Building Department
276 Fourth Avenue
Chula Vista, California 91910

Subject: Response to the Notice of Preparation for the Village 7 Sectional Planning Area Plan

Dear Ms. Borg:

San Diego Gas and Electric Company (SDG&E) is responding to your Notice of Preparation for the Village 7 SPA Second Tier EIR for the Village 7 SPA. The following information is provided for your consideration:

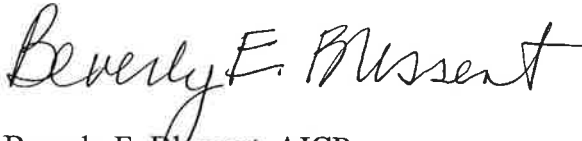
- Please include specific environmental impact analyses related to any proposed utility relocation including any new facilities, such as poles needed to accommodate the relocations. The Draft EIR should include a description of any SDG&E utility/facility that could be impacted by the proposed project and identify the utility on all diagrams.
- Please note that access to any transmission and distribution facilities must be provided during and after construction.
- Proposed access roads and grading must comply with SDG&E Guidelines for any encroachment to, and into any transmission rights-of-way. Furthermore, any grading to be performed within SDG&E right-of-way will require a "permission to grade" letter from SDG&E.
- Any changes in grade shall not direct drainage in a manner that increases the potential for erosion around SDG&E facilities or access roads.
- Project grades shall be coordinated to assure clearances as required by California Public Utilities Commission General Order 95.
- Any temporary or permanent relocation of facilities or placement of facilities underground and/or associated temporary outages shall be completed at the cost of the City of Chula Vista.

Ms. Marni Borg
December 9, 2003
Page 2

- I have included a copy of SDG&E developer guidelines for your use in processing and reviewing this project.

All project plans that affect or could affect SDG&E facilities and/or rights-of-way must be coordinated with Kathy Babcock of SDG&E, Land Management (858) 654-1271. We appreciate the opportunity to comment on this NOP. If you have any questions, please feel free to contact me at (858) 637-3702.

Sincerely,


A handwritten signature in black ink that reads "Beverly E. Blessent". The signature is written in a cursive style with a large, prominent initial "B".

Beverly E. Blessent, AICP
Senior Land Planner
SDG&E

Cc: Kathy Babcock, Land Management Representative

Attachment



A  Sempra Energy company

Mark S. Chomyn

San Diego Gas & Electric
101 Ash Street
HQ5C
San Diego, CA 92101

Tel: (619) 696-2732
Fax: (619) 696-4507

Date

Ms. Marni Borg
Environmental Projects Manager
City of Chula Vista Planning & Building Department
276 Fourth Avenue
Chula Vista, CA 91910

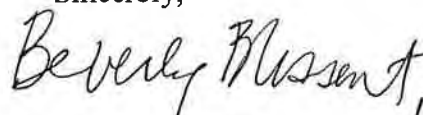
Dear Ms. Borg:

In response to your request on behalf of the City of Chula Vista Planning and Building Department, enclosed for your use are Guidelines to consider when evaluating San Diego Gas & Electric's facilities and activities in the proposed project under the California Environmental Quality Act ("CEQA"). If SDG&E's facilities and services are adequately addressed at the initial stages of project planning, then environmental review and regulatory permitting/compliance will be more efficient, timely and cost effective. Accordingly, SDG&E has prepared the Guidelines to facilitate the environmental review and permitting process with respect to SDG&E construction and/or relocation activities related to the proposed project.

The Guidelines neither constitute legal advice from SDG&E nor contain a comprehensive analysis of all of the environmental issues pertaining to the proposed project—they are for guidance and assistance purposes only. You should consult with the lead agency and/or legal counsel for advice on compliance with CEQA. SDG&E does not guarantee, represent or warrant the completeness or accuracy of the Guidelines with respect to environmental concerns, and shall have no responsibility for any errors or omissions contained therein. SDG&E is not responsible for updates to, or modifications of, the Guidelines, CEQA or other laws or regulations applicable to the proposed project. In no event shall SDG&E be liable for any damages that arise from SDG&E providing the information in the Guidelines.

You should use the Guidelines internally and solely for the purpose of facilitating environmental analysis of SDG&E activities and facilities with respect to the proposed project. Please do not hesitate to contact me with any questions you may have.

Sincerely,



Mark S. Chomyn



Guidelines for Private Developer and Agency Initiated Utility Projects That Require CEQA Environmental Documents

General

These guidelines are provided to assist Developers and Local Agencies preparing discussions of electric utility removal and/or construction or relocation activities in CEQA environmental documents (EIR, MND, ND, Certified Regulatory Programs) addressing the “whole of the action” for their larger projects.

SDG&E recommends including an adequate discussion of construction and relocation activities involving SDG&E facilities, and any impacts those activities may or may not cause, in Developer or Agency prepared and certified CEQA documents or CEQA equivalent documents for Developer or Agency projects. Including such a discussion can support SDG&E’s claim of exemption from the permitting requirements of the California Public Utilities Commission (CPUC), General Order 131-D (GO 131-D). An exemption from CPUC permitting could save time and costs of installing utility facilities that are part of a Developer’s or Agency’s larger project. If SDG&E cannot claim an exemption, the use of a certified CEQA document or CEQA equivalent document prepared by a Developer or Agency as the environmental document for CPUC permitting, could reduce the permitting timeframe.

These guidelines are not intended to provide legal advice or counsel to Developers or Agencies regarding compliance with CEQA. Developers and Agencies should consult with their lead agency for advice on compliance with CEQA.

Goal:

To provide a project description and impact analysis for electric utility removal and/or construction or relocation activities in CEQA documents for larger Developer or Agency projects that meet the conditions of permit exemptions found in GO 131-D.

Objectives:

Provide guidelines to assist Developers and Agencies in:

- Preparing complete descriptions of the electrical and gas utility removal and/or construction or relocation activities in their CEQA documents.

- Assessing the potential impacts of, and mitigation for, those utility removal and/or construction or relocation activities as a part of their larger project or “whole of the action” in their CEQA documents.

Guidelines

Project Description

The overall description for the larger project should discuss the proposed utility removal and/or construction or relocation as a part of the Developer’s or Agency’s larger project.

A separate description of the proposed electric utility removal and/or construction or relocation should include:

- An exhibit that shows the existing location of electric facilities.
- The need for the electric construction or relocation.
- The length (transmission line) or size (substation) and voltage of the electric facility to be constructed or relocated.*
- The number, types and size of equipment that will be installed.*
- The location of permanent access roads required for initial construction and long-term maintenance.*
- Identification and description of any temporary areas required for the removal and/or construction or relocation such as work area around structures, pulling and tensioning sites, material staging areas and temporary access roads.*
- A separate exhibit that clearly shows the preferred transmission line routing or the preferred location of the substation enclosure with pad and equipment.
- A diagram of a typical transmission structure, or a site layout plan for the substation.*
- A discussion of any alternative routes or locations for the construction or relocation of the transmission line or substation, and an analysis of why those alternative routes or locations were not selected over the preferred transmission routing or the preferred substation location. Also included should be a “no project” alternative discussing how the larger project would be implemented without the electric utility removal and/or relocation or construction.

- The types and numbers of construction equipment, and number of personnel that will be required to remove and/or construct or relocate the electric facility (transmission line or substation)*.
- The anticipated construction schedule including hours per day, daily start and stop times, and total duration for the removal and/or construction or relocation of the electric facility.

Note: Items above marked with an asterisk* denote information that can be provided by SDG&E to the Developer or Agency.

Project Setting

The existing environmental conditions, natural or man-made, within the area of the proposed electric facility removal and/or construction or relocation should be thoroughly described in the Developer's or Agency's environmental document. The location of existing electric facilities should be indicated on a map or diagram showing existing environmental features (habitat, wetlands and cultural resources).

Impacts

The location of the proposed electric facility removal and/or construction or relocation should be indicated on a map or diagram showing existing environmental features (habitat, wetlands, cultural resources etc.) in the project area, **including any off-site work** needed to accommodate the removal and/or construction or relocation.

The potential environmental impacts of the proposed electrical facility removal and/or construction or relocation should be analyzed including but not limited to:

- **Land Use:** As part of the larger project, will the removal and/or construction or relocation of the electric facility be compatible or incompatible with the adjacent, proposed or existing, land uses (e.g. schools)? Describe.
- **Water Quality:** As part of the larger project, will the removal and/or construction or relocation of the electric facility change drainage or runoff patterns or otherwise adversely affect water quality? Describe how. The water quality impact analysis for the larger project should include electric facility removal, construction or relocation related water impacts in support of a finding of non-significance.

- **Air Quality:** As part of the larger project, will the removal and/or construction or relocation of the electric facility contribute to exceeding or impacting any air quality standards? The type, number and duration of equipment used for electric facility removal and/or construction or relocation shall be included in the short-term air quality discussion and calculations. The air quality analysis for the larger project should include electric facility removal and/or construction or relocation related air quality impacts in support of a finding of non-significance.
- **Biological Resources:** As part of the larger project, will the removal and/or construction or relocation of the electric facility impact threatened or endangered species or their habitats? Describe the locations, type (such as coastal sage scrub, chaparral, wetlands, riparian, grassland etc.) and amounts of impacts. An exhibit should show the location of the electric facility, including any temporary work areas or permanent access roads, with relation to known sensitive habitats and endangered species sightings. The biological impact analysis for the larger project should include electric facility removal, construction or relocation related biological impacts in support of a finding of non-significance.
- **Aesthetics:** As part of the larger project, will the removal and/or construction or relocation of the electric facility create substantial light or glare, or have a negative aesthetic effect? Describe and depict in drawings, cross sections or visual simulations as necessary to support. The visual impact analysis for the larger project should include electric facility removal, construction or relocation related cultural impacts in support of a finding of non-significance.
- **Cultural resources:** As part of the larger project, will the removal and/or construction or relocation of the electric facility have the potential to disturb or physically change any known archaeological, paleontological or historical resources? An exhibit should show the location of the electric facility with relation to known cultural resource locations. The cultural resource impact analysis for the larger project should include electric facility removal, construction or relocation related cultural impacts in support of a finding of non-significance.
- **Noise:** As part of the larger project, could the removal and/or construction or relocation of the electric facility have the potential to substantially increase noise levels to sensitive receptors? The noise study for the larger project should include electric facility removal, construction or relocation related noise impacts in support of a finding of non-significance. SDG&E can provide informational support to the Developer or Agency in the preparation of noise studies for the electrical facility construction or relocation.

Findings

A finding in the Developer's or Agency's CEQA document that the project as a whole does not have a significant effect on the environment is not adequate for SDG&E to make a claim of exemption from the permitting requirements of GO 131-D. For SDG&E to claim an exemption, the Developer's or Agency's environmental document **must make a separate finding** that the proposed removal and /or construction or relocation of SDG&E's electric facilities as a part of the larger project does not have the potential for a significant effect on the environment.

A separate finding that the proposed electric facility removal and/or construction or relocation as part of a larger project will not have a significant effect on the environment may require that the Developer or Agency provide and implement mitigation measures. If mitigation measures are required for the electric facility construction or relocation, the Developer or Agency will pay all costs associated with implementing those measures. Mitigation costs would be paid by the Developer or Agency if either SDG&E can claim exemption under GO 131-D, or if SDG&E needs to obtain a Permit to Construct (PTC) or a Certificate of Public Convenience and Necessity (CPCN) from the CPUC for the removal and/or construction or relocation as a part of the Developer's or Agency's larger project action. Mitigation measures provided, implemented and paid for by the Developer or Agency may include, but are not limited to:

- biological and/or cultural resource surveys and related analysis
- environmental monitoring during construction (air, water, biology, cultural etc.)
- environmental mitigation such as re-vegetation, habitat restoration, purchase of mitigation land, and curation or protection of cultural or historical resources
- post-project monitoring and maintenance of re-vegetation and/or habitat restoration areas

Process

The Developer or Agency should use the above guidelines in preparing CEQA environmental documents for larger projects to assure that the CEQA documents contain a complete discussion of the proposed electric utility removal and/or construction or relocation and its potential environmental impacts. Upon the lead agency's certification of the environmental document, the Developer or Agency will provide SDG&E a copy of the resolution, ordinance or other acknowledgement prepared by the lead agency certifying the CEQA document.

Upon receiving lead agency certification of the CEQA document from the Developer or Agency, SDG&E will do one of the following:

- Prepare and file an Advice Letter for the removal and/or construction or relocation of its electric facilities for the Developer or Agency projects claiming exemption under GO 131-D.
- Submit the certified CEQA document to the CPUC along with an application for a Permit to Construct (PTC) or an application for a Certificate of Public Convenience and Necessity (CPCN).
- Retain the Developer's, or Agency's CEQA document in the project file in support of a claim of exemption from GO 131-D.

Permits

With the exception of any CPUC issued permits (PTC or CPCN), the Developer or Agency is solely responsible for obtaining all permits and approvals, and providing any mitigation required by those permits, for the removal and/or construction or relocation of SDG&E electrical facilities that are a component part of their larger project action. The Developer or Agency is solely responsible for obtaining all permits and approvals, whether SDG&E claims an exemption from GO 131-D for the electric construction or relocation as part of a larger project, or whether SDG&E is required to obtain a PTC or CPCN for the electric construction or relocation. These permits and approvals may include but are not limited to:

- RWQCB Section 401 Water Quality Waiver or Certification
- ACOE 404
- CDFG 1601/1603 Streambed Alteration Permit
- NPDES Storm Water Pollution and Prevention Plan (SWPPP)
- CalTrans highway crossing permits
- USFWS Section 7 or 10 ESA Consultation
- Local agency traffic control plans, encroachment permits or excavation permits



GARY L. PRYOR
DIRECTOR
(858) 694-2962

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD- SUITE B- SAN DIEGO- CALIFORNIA 92123-1666
INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017

SAN MARCOS OFFICE
338 VIA VERA CRUZ - SUITE 201
SAN MARCOS- CA 92069-2620
(760) 471-0730

EL CAJON OFFICE
200 EAST MAIN ST. - SIXTH FLOOR
EL CAJON- CA 92020-3912
(619) 441-4030

December 2, 2003

City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910
Attn: Marni Borg, Environmental Projects Manager



Re: **Comments on the Second-Tier Environmental Impact Report For Village 7 Sectional Planning Area Plan**

The County of San Diego has received and reviewed the Notice of Preparation for the Second-Tier Environmental Impact Report For Village 7 Sectional Planning Area Plan dated October 31, 2003 and appreciates this opportunity to comment. In response to the document the County has comments that identify the potentially significant environmental issues that may have an affect on the unincorporated lands of San Diego County, reasonable alternatives and mitigation measures that the County would like to have explored in the environmental document.

County Department of Planning and Land Use (DPLU) and Department of Public Works (DPW) staff has completed its review and has the following comments regarding the content of the above documents:

GENERAL COMMENTS:

1. Biological Resources

The adopted Otay Ranch Resource Management Plan (RMP) linked conveyance of Preserve lands to recordation of Final Maps for urban development within Otay Ranch (RMP, Phase 1, p. 124). The underlying concept was that Otay Ranch development areas have a responsibility to convey their share of the Otay Ranch Preserve, a key mitigation feature of the Final Program EIR. Conveyance calculations incorporated into the adopted Conveyance Plan (February 5, 1996) determined that the appropriate conveyance amount under this concept was 1.188 times the Final Map acreage approved.

The Draft Environmental Impact Report (DEIR) should include the location of the lands proposed for conveyance to the preserve.

2. Transportation

- a. The DEIR should reflect the currently adopted Specific Plan and Circulation Element Plan for the County's East Otay Mesa area. The Specific Plan was

revised in June 2002. As part of the revised Specific Plan, the proposed connection of Alta Road from East Otay Mesa to the City of Chula Vista was deleted from the County's Circulation Element Plan.

- b. The DEIR should identify if any project-related traffic would distribute onto County roads such as Corral Canyon Road and Proctor Valley Road. If the project will be adding traffic to County roads, the project's potential impacts should be adequately assessed.
- c. The DEIR should state if the Village 7 project will be completed before or after the construction of the SR-125 South project. If the Village 7 development will be a phased development, the DEIR should state how the project phasing will coincide with the SR-125 project.
- d. If the project will be developed prior to the completion of the SR-125 Tollway, the project will have near-term traffic impacts. To offset the impacts, the project should contribute towards interim traffic operation management and controls to accommodate traffic during the near-term period.

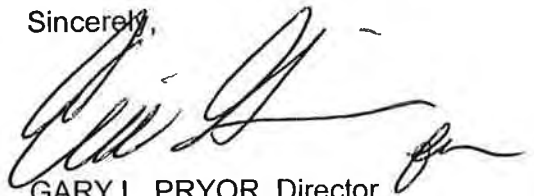
3. Air Quality

The section in the NOP that describes the potentially significant effects regarding air quality, does not mention construction related impacts.

The DEIR should discuss respirable particulate matter (PM₁₀) from grading, trenching associated with underground utilities, as well as combustion emissions (including hazardous air pollutants) from mobile and stationary sources (generators) during the construction phase of the project.

The County of San Diego appreciates the opportunity to continue to participate in the environmental review process for this project. We look forward to receiving and future environmental documents related to this project the DEIR for review or providing additional assistance at your request. If you have any questions regarding these comments, please contact Robert Hingtgen at (858) 694-3712.

Sincerely,



GARY L. PRYOR, Director
Department of Planning and Land Use

GLP:JEG:rh

Cc's on following page

cc: Eric Gibson, Deputy Director, Department of Planning and Land Use, M.S. O650
Julia Quinn, Env. Management Coordinator, Department of Public Works, M.S. O385
Trish Boaz, Env. Res. Mgr., DPLU-MSCP, M.S. O650
Robert Hingtgen, DPLU, M.S. O650

Reference County Project IJN 03-015

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 595-5300
Fax (619) 595-5305
www.sandag.org

November 10, 2003

Marni Borg
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

RE: NOP – Second Tier Environmental Impact Report for Village 7 Sectional Planning Area Plan

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

California Department
of Transportation
Metropolitan Transit
Development Board
North San Diego County
Transit Development Board
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Baja California/Mexico

Dear Ms. Borg:

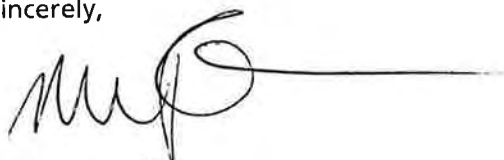
SANDAG would like the opportunity to comment on the above referenced project. As the Congestion Management Agency for the San Diego region, SANDAG is responsible for preparing and coordinating the implementation of a Congestion Management Program (CMP) for the region. One of the requirements of the CMP is that local jurisdictions implement a CMP Land Use Analysis Program requiring enhanced CEQA reviews for large projects. A large project is defined as:

a project that upon completion would be expected to generate either an equivalent of 2,400 or more average daily vehicle or 200 or more peak-hour trips

Attached for your use are the most current CMP guidelines for implementing the Land Use Analysis Program, including the enhanced CEQA review. SANDAG would request that when preparing the EIR for the above referenced project, that the City include the CMP requirements in the EIR scope.

Should you have any questions concerning our request or the CMP, please contact me at (619) 595-5369 or mor@sandag.org. We look forward to reviewing a copy of the draft EIR upon completion.

Sincerely,



MARIO R. OROPEZA
Project Manager

cc: Shelby Tucker, SANDAG

MO/crd

Attachment: CMP Land Use Analysis Program Excerpt

CHAPTER 6: LAND USE ANALYSIS PROGRAM

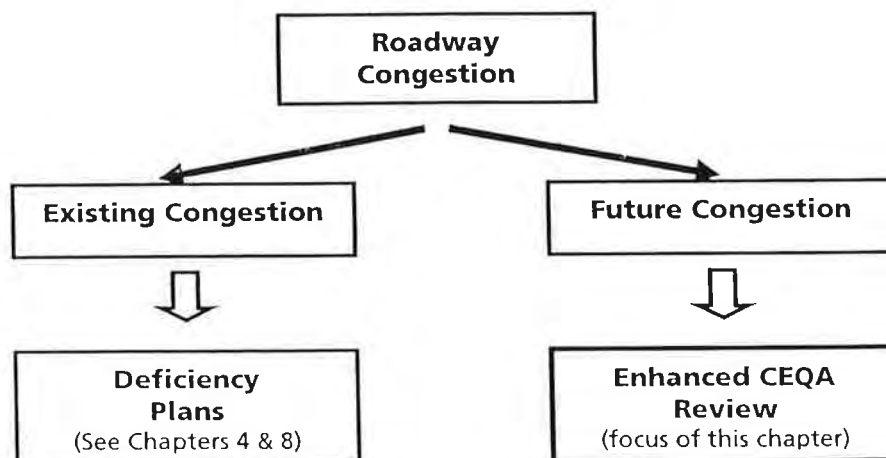
CHAPTER 6: LAND USE ANALYSIS PROGRAM

INTRODUCTION

The California Environmental Quality Act (CEQA) requires that all jurisdictions in the State of California evaluate the potential environmental impacts caused by new development or projects. If impacts are identified, then potential mitigation measures are evaluated and recommended. While cities and the County routinely examine and mitigate impacts to transportation services and facilities within their jurisdiction, this commitment often does not extend to the CMP system (as defined in Chapter 4). State statute highlights the responsibility of local jurisdictions to consider the impact of new development on the CMP system as part of their decision-making process.

The Land Use Analysis Program is an information sharing process that seeks to improve communication between public agencies, private entities and the general public, regarding the impact of new development on the CMP system. It provides a consistent methodology for examining CMP system impacts in an Environmental Impact Report (EIR). This will aid local jurisdictions in determining when mitigation is recommended, and what mitigation strategies are most appropriate.

As shown in the diagram below, the focus of this chapter is on strategies to identify and to address future congestion resulting from *new* development. Existing congestion is addressed through ongoing roadway monitoring and the preparation of Deficiency Plans as described in Chapters 4 (Transportation System Performance Evaluation) and 8 (Deficiency Plan).



LEGISLATIVE REQUIREMENTS

The requirements for the land use impact element of the CMP can be found in Section 65089(4) of the State of California Government Code (see Appendix F). Those requirements are paraphrased below.

- Develop a program to analyze the impacts of land use decisions made by local jurisdictions on the CMP system;
- Include an estimate of costs associated with mitigating those impacts;
- To the extent possible, use the Performance Element measures developed (see Chapter 4) to measure impacts to the CMP system;
- Exclude the costs of mitigating the impacts of interregional travel;
- Provide credit for local public and private contributions for improvements to the CMP system; and
- Incorporate the requirements and analysis under CEQA.

Related to the land use program requirements, the CMP statute also requires that SANDAG, in consultation with the cities and the County, develop a uniform database to assess traffic impacts of new development and to incorporate the results in a countywide transportation computer model. SANDAG also is to review and approve transportation computer models of specific areas within the region that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system. These models are to be based on a countywide model and be consistent with the modeling methodology and the databases used by SANDAG.

ISSUES

Under current CEQA practices, full project mitigation may not always be possible due to a number of reasons, including, but not limited to institutional considerations, infeasible nature of the proposed mitigation measures, or cost. Additionally, a project's contribution to cumulative traffic impacts on the CMP system may not be mitigated, which over time may result in unacceptable levels of service where no single project is responsible. Finally, local jurisdictions may make a finding of "overriding considerations" and approve a project without mitigating the project impacts. This unmitigated traffic becomes the responsibility of local jurisdictions or through SANDAG's Regional Transportation Plan. Given these considerations, a better means to maintain the link between new development project impacts and a project sponsor's mitigation responsibilities needs to be pursued.

As discussed in Chapter 5, Transportation Demand Management, SANDAG is working on a number of programs to define and promote "smart growth" as one means to better integrate land use and transportation decisions and to improve the quality of life in the region. Two of the smart growth strategies being investigated include locating higher development densities near transit stations and encouraging compatible mixed land uses. Whereas these strategies support the goals of smart growth, current CMP enhanced land use analysis requirements may discourage these types of development since smart growth developments often generate more peak hour trips within the focus areas than traditional development and thus may require increased project mitigation under the CMP. On the other hand, smart growth has the potential to reduce overall congestion on the larger, regional transportation system.

RECOMMENDED APPROACH

The SANDAG approach in meeting the CMP land use impact element requirements consists of four strategies: enhanced CEQA project review (land use analysis program), project mitigation resources, preparation and dissemination of project design guidelines, and regional modeling consistency. These strategies are further discussed below.

Enhanced CEQA Project Review

An enhanced CEQA review process has been established for use by local jurisdictions and/or project sponsors to conduct traffic impact studies and provide mitigation for new large project impacts on the CMP transportation system. Local agencies are required to adopt and continually implement this enhanced CEQA review process. The key features of this process include:

- A large project is defined as generating, upon its completion, an equivalent of 2,400 or more average daily vehicle trips or 200 or more peak-hour vehicle trips.
- The review is to include a traffic impact analysis (Traffic Impact Study - TIS) and mitigation for project impacts to the regional transportation system. Updated Traffic Impact Study guidelines have prepared and are incorporated into this update (refer to Appendix D).
- The traffic impact analysis must identify the project's impacts on the CMP transportation system, their associated costs, and appropriate mitigation.
- Early project coordination with affected public agencies and transportation operators is required.
- Local agencies are to coordinate with NCTD and/or MTDB to ensure that transit operators evaluate the impact of new development on CMP transit performance measures.

State regulation requires that all environmental documents prepared for projects in the San Diego region be submitted to the State Clearinghouse, and the State Clearinghouse in turn advises SANDAG of documents it has received. In many instances projects sponsors also send a copy of environmental documents directly to SANDAG. Under its regional intergovernmental review program, SANDAG reviews and comments on environmental documents submitted by various agencies. As part of that process, the documents are reviewed to ensure that the enhanced CEQA review process is followed for large projects, and the results of the required traffic analyses and identified mitigation measures are adequate. Comments, when appropriate, are submitted to the lead agency for the environmental review.

2002 CMP Update Changes

The following changes in the Enhanced CEQA Project Review process are incorporated into this update.

Updated Traffic Impact Studies Guidelines - As noted earlier, updated Traffic Impact Studies (TIS) guidelines have been incorporated into the CMP (Appendix D). These guidelines were prepared jointly by the San Diego Traffic Engineer Council (SANTEC) and the Institute of Transportation Engineers (ITS - California Border Section) in 2000.

Project Mitigation Resources

Resources currently available to mitigate the impacts of new development include specific project mitigation negotiated between the project sponsor and local jurisdictions, local agency funding, and regional funding made available through the Regional Transportation Improvement Program process. Additional new resources and strategies identified this CMP update are discussed below.

2002 CMP Update Changes

The following changes in project mitigation resources are incorporated into this update.

Promote TDM Project Mitigation Strategies: Develop and disseminate information on alternative transportation strategies for local agency and private developer use in mitigating the impacts of development activity. This information would be based upon the “Toolbox of Mitigation Strategies” and “Model TDM Program/Ordinance” referenced in Chapter 5, Transportation Demand Management. These strategies also could be used in preparing Deficiency Plans (see Chapter 8).

Ensure Appropriate Mitigation of Significant Project Impacts: It is the goal of the CMP to ensure appropriate mitigation of significant new large project impacts on the CMP system through use of congestion management strategies (CMP roadway or transit improvements and/or non-traditional approaches, such as Transportation Demand Management) contained within the CMP, including specific strategies identified in adopted Deficiency Plans. For the purpose of meeting CMP requirements, these guidelines do not apply to mitigation which would necessitate construction of freeway improvements, including interchanges until such time that Deficiency Plans have been prepared and adopted identifying specific improvements necessary to bring the freeway segments into conformance with the CMP LOS standard. Mitigation of project impacts may include demand management strategies and/or fair share contributions toward future improvements to be identified with the Deficiency Plan. The Deficiency Plans will identify potential funding sources to implement the recommended improvements including, but not limited to federal, state, local, and private funding sources. The preceding restriction regarding freeway improvements applies only to the CMP project review process and is not intended to limit a local jurisdiction’s responsibility under CEQA for ongoing review and mitigation for projects that would impact freeways.

The following guidelines are provided to assist in meeting this goal.

New Large Project – A new development project generating, upon its completion, an equivalent of 2,400 or more new average daily vehicle trips, or 200 or more new peak-hour vehicle trips.

Significant Impacts – An increase in traffic on the CMP system generated by the project that exceeds the standards summarized below which are provided in the Traffic Impact Studies Guidelines (See Table D-1 in Appendix D for a further explanation on how to use these standards).

Level of Service with Project	Allowable Change due to Project Impact					
	Freeways ¹		Roadway Segments		Intersections	Ramp Metering ¹
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
D, E, & F (or ramp meter delays above 15 min.)	0.01	1	0.02	1	2	2

¹These guidelines apply only to freeways with adopted Deficiency Plans.

Project Mitigation – Actions necessary to reduce the project impacts on the CMP system below to or below the standards summarized above and provided in the Traffic Impact Studies Guidelines (Table D-1 in Appendix D).

Available Mitigation Measures - Measures available to mitigate project impacts include, but are not limited to, the measures listed below. The best mix of mitigation measures will vary based on the nature of the development project, nearby land uses and densities, and strategy availability.

- Traditional roadway and/or transit improvements
- Transportation Demand Management or Transportation System Management strategies
- Project Design Guidelines (discussed later in this chapter).
- Additional CMP Toolbox of Mitigation Strategies (to be prepared in 2003)
- Model TDM Program/Ordinance (to be prepared in 2003)

Local jurisdictions have sole responsibility for approving any specific mitigation measures, proposed funding, and/or implementation responsibilities resulting from the enhanced CEQA project review process.

Project Design Guidelines

In support of the CMP and other planning activities, project design guidelines to promote alternative travel modes including walking, bicycle, ridesharing, and public transit have been prepared. The available guidelines are listed below and are available for local agency use in mitigating the impacts of new development projects and in preparing CMP Deficiency Plans.

- “Designing for Transit” (Metropolitan Transit Development Board – July 1993)
- “Land Use Distribution Element of the Regional Growth Management Strategy” (San Diego Association of Governments – February 1995)
- “Tools for Reducing Vehicle Trips Through Land Use Design” (San Diego County Air Pollution Control District – January 1998)
- “Bikeway Planning and Design – California Highway Design Manual” (Caltrans – February 2001)
- “Regional Transit Vision” (San Diego Association of Governments, Metropolitan Transit Development Board, and North San Diego County Transit Development Board – November 2001)
- “Planning and Designing For Pedestrians” (San Diego Association of Governments – June 2002)

Regional Modeling

When evaluating the traffic impacts of any large project, it is SANDAG’s goal that a common database and comparable traffic forecast models are used to ensure that all projects are evaluated on a uniform basis. This can be accomplished by local jurisdictions use the most current SANDAG regional or subarea traffic forecasting model, or any other local traffic analysis model that has been approved by SANDAG for use in CMP traffic analysis. Local jurisdictions also are required to use SANDAG's most recent Regional Growth Forecasts as the basic population and land use database.

In addition, local jurisdictions are to provide SANDAG, as part of each Regional Growth Forecast update, information regarding changes to general plan land use designations, major new development approvals, and smaller project information, for use in SANDAG's cumulative traffic forecast analysis. The information is to be provided in the manner, form, and schedule established as part of the Regional Growth Forecast update and review process for local agency information. This information is used to assess the cumulative impacts of all traffic impact analyses completed to date.

RECOMMENDED FOR FURTHER STUDY

In addition to the CMP changes previously noted, the following actions are recommended for further study and potential incorporation into the CMP at a later date:

Reexamine Traffic Impact Studies (TIS) Guidelines: Initiate a study to determine how to incorporate into the TIS guidelines: (1) CMP Performance Element measures; (2) trip generation and distribution rate adjustments for smart growth-supportive land uses; and (3) potential TDM mitigation strategies.

Evaluate Additional Land Use Analysis Program Modifications: Reexamine the CMP Land Use Analysis Program requirements in light of the efforts to develop a Regional Comprehensive Plan and changes in smart growth policies and strategies in the San Diego region. This evaluation would look at potential modifications to be consistent with smart growth including, but not limited to:

- Adjustments in trip generation rates;
- Adjustments in criteria for determining significant impacts;
- Alternative procedures for evaluating/mitigating smart growth projects under the CMP Enhanced CEQA Review

IMPLEMENTATION

Implementation of the preceding land use analyses program recommendations will be the joint responsibility of several agencies, including SANDAG, cities and County, Caltrans, MTDB, NCTD, and the San Diego Air Pollution Control District (APCD). Their respective responsibilities are summarized below in Table 6-1 below.

	SANDAG	Cities*/ County*	Caltrans	MTDB/ NCTD	APCD
Enhanced CEQA Review	D / M	R / A	R / M	R / M	R / M
Updated TIS Guidelines	D / M	D / R / A	R	R	R
Promote TDM Measures	D / M	R / A	R	R	R
Full Mitigation Goal	M	R / A	M	M	M
Regional Modeling	D / M	R / A	R	R	R
Project Design Guidelines	D / R	R / A	R	D / R / M	D / R / M
Future Program Modifications	D	R / A	R	R	R

*Including private developers

Key:

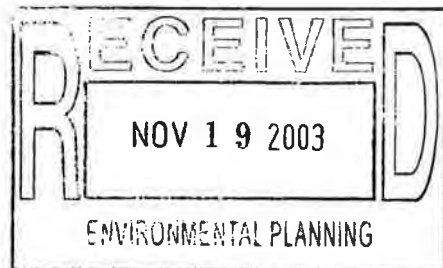
- D – Develop Initial Proposals
- R - Review and Comment
- A - Adopt or Implement
- M - Monitor



San Diego County Archaeological Society, Inc.

Environmental Review Committee

17 November 2003



To: Ms. Marilyn R.F. Pongeggi
Environmental Review Coordinator
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Subject: Notice of Preparation of a Draft Environmental Impact Report
Second tier Environmental Impact Report for
Village 7 Sectional Planning Area Plan

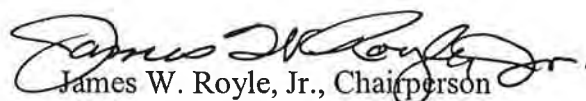
Dear Ms. Pongeggi:

Thank you for the Notice of Preparation for the subject project, received by this Society earlier this month.

We are pleased to note the inclusion of cultural resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File



THE CITY OF SAN DIEGO

December 9, 2003

VIA FACSIMILE TO (619) 409-5859

Ms. Marni Borg, Environmental Projects Manager
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Dear Ms. Borg:

Subject: Notice of Preparation for a Second Tier Environmental Impact Report, Otay Ranch Village 7 Sectional Planning Area Plan and Conceptual Tentative Map

Thank you for the opportunity to respond to the Notice of Preparation (NOP) for a Second Tier Environmental Impact Report, Otay Ranch Village 7 Sectional Planning Area Plan and Conceptual Tentative Map. The review of this NOP by the City of San Diego has been coordinated by the Environmental Analysis Section of the Development Services Department. The City of San Diego offers the following comments for your consideration:

Wastewater and Water comments:

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

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

Transportation/Circulation

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



Development Services

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



Page 2
Ms. Marni Borg
December 9, 2003

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

Roadways


- * Otay Mesa Road
- * La Media Road
- * Heritage Road/Otay Valley Road

Intersections

- * Intersections along Otay Mesa Road within City of San Diego
 - * Intersections along La Media Road within City of San Diego
 - * Intersections along Heritage Road/Otay Valley Road within City of San Diego
2. Intersection and roadway segments within City of San Diego should be evaluated based on the guidelines established in the City of San Diego Traffic Impact Study Manual dated July 1998.

The City of San Diego greatly appreciates the opportunity to provide our input. We look forward to reviewing the Draft EIR. If you should have any questions regarding the above comments, please contact Myra Herrmann at (619) 446-5372.

Sincerely,

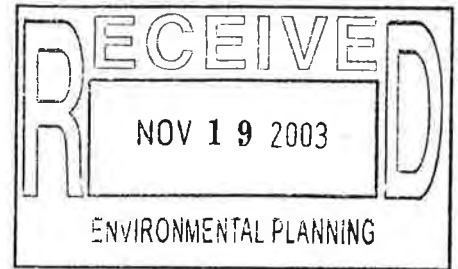

for Cathy Cibit
Acting Assisting Deputy Director

cc: Ali Sabouri, Associate Traffic Engineer, Development Services Department
Myra Herrmann, Senior Planner, Development Services Department
City of San Diego Environmental Review and Comment Files
I:\ALL\MHerrmann\RC_comments.wpd

November 19, 2003

To: City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

From: Sweetwater Valley Civic Association
P.O. Box 232
Bonita, CA 91908



Subject: Notice of Preparation of DEIR for Village 7 Sectional Planning Area, within the Otay Ranch General Development Plan dated October 31, 2003.

The Association wishes to express its concerns about the adverse regional impact of subject development. Chula Vista's growth continues to outstrip the availability of public services, utilities, traffic circulation system and many more to the detriment of the safety and quality of life of its residents and surrounding communities. Some of the immediate concerns that must be addressed by the DEIR should include but not limited to the following:

1. The emergency response time within the city must improve rather than be allowed to further degrade. What will the response time be during peak hour traffic? (Many roads do not have shoulders or medians for emergency vehicles to respond during peak hours.)
2. What impact will this new development have on the regional circulation element? After years of overloading existing infrastructures only zero sum increase in POV traffic should be the basis for approval. Increase in pollution, accidents and loss of productivity are causing adverse impact on the physical and financial health of residents. Plans for emergency mass evacuation during peak hours must be factored-in in the design of new developments.
3. In the light of recent catastrophic fires, materials and densities of homes in this development must be updated to avoid future fodder for firestorms. Chula Vista and sprawl communities that burned are difficult to defend from such catastrophes.
4. Are there long-term additional capacities for sewer, trash, power, water, etc., for new developments? Will long-term residents be expected to pay for needed expansions and improvements?

New developments should enhance and not degrade safety, health and quality of life for residents of the region.

Yours truly,


Dave Gillespie