PRICE COMPANY COMMERCIAL/INDUSTRIAL DEVELOPMENT
CHULA VISTA, CALIFORNIA

FINAL

ENVIRONMENTAL IMPACT REPORT

(EIR-81-4)

SCH #81011407

Prepared for:

City of Chula Vista
276 Fourth Avenue
Chula Vista, California 92010

Prepared by:

NEW HORIZONS Planning Consultants, Inc.
1850 Fifth Avenue
San Diego, California 92101

March 27, 1981

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1.0 INTRODUCTION

1.1 PURPOSE

This environmental document addresses the potential environmental impacts that would result from implementation of the proposed Price Company Commercial/Industrial Development located within the South Bay Community Planning Area of the County of San Diego.

This project involves an annexation to the City of Chula Vista, amendment to the Chula Vista General Plan, and prezoning of the land prior to annexation. No actual development is proposed as a part of this project.

Since certain aspects of the proposed project may affect the environment in an adverse manner, the California Environmental Quality Act requires preparation of an Environmental Impact Report (EIR). This report is being submitted to the City of Chula Vista in general accordance with both the Environmental Review Procedure of the City of Chula Vista (City of Chula Vista, 1980) and the State of California Guidelines for the Implementation of the California Environmental Quality Act of 1970 (State of California 1970), with amendments effective May 10, 1980.

The analysis contained in this report is directed at the physical and environmental effects of the proposed action, as well as possible alternatives to the project. This document does not address other proposed developments in the project site area.

Persons reviewing this document should bear in mind that the material provided herein is informational in nature. it is intended to provide a complete base of information concerning the environmental impacts of the proposed development, thus permitting the City of Chula Vista to complete a Final Environmental Impact Report without additional major research.

1.2 EXECUTIVE SUMMARY

1.2.1 PROJECT DESCRIPTION

The proposed project is located on approximately 43.1 acres in the southwestern portion of San Diego County. The property is bordered on the west by Industrial Boulevard, the south by Oxford Street, the east by Broadway and to the north by Naples Street. The property is currently utilized by a furniture factory and as a fallow agricultural field. The majority of the property is utilized agriculturally and has been characterized as having soil extremely suitable for the production of coastal dependent off-season crops.

The Price Company Commercial Industrial/ Development involves an amendment to the Chula Vista General Plan, prezoning and annexation of the property by the City of Chula Vista. Although no construction would actually occur at this time, implementation of the project could result in the eventual development of light industrial and commercial facilities. The present City of Chula Vista General Plan land use designation consists of "Thoroughfare Commercial," "Parks and Open Space," and "Medium Density Residential (4-12 DU/AC)". These designations, a discussion of the proposed designations, and a comparison of the two is discussed in Section 3.7.

1.2.2 ENVIRONMENTAL ANALYSIS

The proposed project involves only the changes in land use designations as mentioned above. No precise development plans are available at this time, however, actual development is planned to consist of a Price Club merchandising facility similar to the one located on Morena Boulevard in San Diego and the one located on Cuyamaca Street in Santee. This facility will have a floor area of approximately 98,400 sq.ft.

In addition, a discount retail complex of approximately 350,100 sq. ft. and a light industrial complex of 305,300 sq. ft. is being considered for the site. Both the commercial and the light industrial development would have associated landscaping, parking and public improvements.

In reviewing the proposed General Plan Amendment, prezoning and annexation, it was determined that construction of these proposed projects could result in the creation of a number of environmental impacts. The following is a summary of the findings of the environmental analysis.

1.2.3 SOILS

A single type of soil occurs on the project site, Huerhuero loam, which is characterized as moderately well-drained and fertile. However, the erosion hazard is severe and the soil exhibits severe shrink-swell behavior. Studies made on a nearby property with the same soil characteristics have recommended remedial grading and the use of specially designed foundations to accommodate commercial and industrial development. A similar soils engineering study would also be performed to evaluate on-site soils constraints on the Price Company site. In addition all future construction activities on these soils would have to adhere to the City of Chula Vista's Grading Ordinance. If the above measures are incorporated into ultimate development plans, the potential impacts could most likely be overcome.

1.2.4 DRAINAGE

The project site is located within the South Telegraph Canyon Creek Drainage Basin in the City of Chula Vista

and within the San Diego Harborside Sub-drainage Basin, Areas 143 and 144. Surface water on the property drains in a westerly pattern until it reaches Industrial Boulevard where it proceeds northward. Drainage studies indicate the drainage basin is only partially developed and many existing streets are without curbs. The area, as characterized in both drainage basins, experiences frequent flooding and as such could possibly impact the proposed development. The creation of impermeable surfaces occurring with development will result in a large increase in surface water runoff from storms. As such, mitigation could be achieved through the proper design, installation, and maintenance of on and off-site storm drainage systems.

1.2.5 CONVERSION TO AGRICULTURAL LANDS

The project site was ideally suited for the production of coastal-dependent vegetables for off-season marketing. However, the loss of undeveloped surrounding acreage has adversely affected its viability for this purpose. In the past, the site has been in almost continual agricultural use, primarily for tomatoes, flowers, and vegetable crops.

Conversion of this site to other uses will result in an incremental loss of agricultural land in the County, however, the project site is no longer considered important for this use. The surrounding urbanization has forced farming activities elsewhere, therefore the impact of loss of this particular site is not considered to be significant.

1.2.6 AIR QUALITY

The general climatic conditions in the Chula Vista area are characterized by cool summers, mild winters, hazy daytime sun and a moderate daytime sea breeze. The daytime wind pattern in the project vicinity exhibits an on-shore pattern, carrying any commercial-related daytime emissions eastward across Broadway, with little or no impact on receptor sites such as the school and residential dwellings to the west and north of the project site.

Various impacts are associated with retail and light industrial development such as traffic emissions, and temporary emissions during construction activities from soil disturbance and construction equipment.

Based on assumptions concerning ultimate development of the project site, only a small incremental degradation to regional air quality and some temporary local nuisance from dust and exhaust odor during construction would result. The project will not, of itself, threaten the ambient air quality. Ultimate development of the proposed project is not expected to result in any significant air quality impacts to the school or residential neighborhoods.

1.2.7 MOBILE NOISE SOURCE

Located in an urban setting, the proposed site is in close proximity to the San Diego Trolley line, Interstate 5 Freeway and a major north-south surface street (Broadway). As such, the noise environment is typically urban in nature and dominated by transportation noise. Although traffic noise levels would increase with developments allowable under the proposed land use designation change, the only area of significant noise impact appears to be along Naples Street.

The significance of increased street noise upon the Harborside School kindergarten classroom and residences along Naples can be more adequately evaluated when more precise development plans become available. Proper placement of access ways to the project would assist in routing traffic away from Naples to Broadway, Oxford and Palomar.

1.2.8 STATIONARY NOISE SOURCE

Much of the project site is currently used for agricultural production, while the remaining property located along the southern boundary of the site contains a furniture factory. The noise from dust collectors in use at the factory do not impact upon any sensitive receptors. Eventual development of the site for light industrial and commercial uses is not expected to generate excessive noise levels requiring mitigation. However, several mitigation measures such as proper placement of the facilities, shielding of heating, ventilation and refrigeration units would minimize potential noise impacts.

No significant stationary source noise impacts would occur as a result of the land use designation changes proposed by this project. The significance of the stationary noise impacts generated by future industrial and commercial retail development would depend upon the proximity of the source to nearby sensitive receptors, its magnitude, frequency and hours of operations.

1.2.9 LAND USES

Currently two land uses occur on the project site. Authentic Furniture Products, manufacturing chairs, is located on the southern edge of the property and the remaining property is in fallow agricultural use. The proposed land use designations are in conflict with the Chula Vista General Plan, however, no potentially significant land use impacts are foreseen on land uses located on the periphery of the project site other than the expected impacts from external factors such as traffic and noise that would follow development of the site.

Mitigation of potential conflicts in the proposed land use designation could be achieved through the Chula Vista development review process. The preparation of a Precise Plan could serve to mitigate these land use conflicts to insignificance, although depending on the specificity of engineering and development plans, one may not be required.

1.2.10 AESTHETICS

The project site and surrounding area are of relatively flat terrain, with no points of elevation to afford any distant views. Views of the project site from the surrounding area are presently of a fallow, unvegetated vacant area.

Any adverse impacts that could occur with development of the site could be mitigated by thoughtful site design and landscaping. These may actually enhance the present view, creating a pleasant strip of urban greenery which would form a transition between the play area on the school ground and the commercial facility.

1.2.11 COMMUNITY TAX STRUCTURE

The project site is currently located in the County of San Diego to which it generated revenues of $15,600 in fiscal year 1980-1981. Education districts and the Montgomery Fire Protection District share the remaining composite property taxes: $30,000 and approximately $9,900 respectively. The proposed annexation of the property to the City of Chula Vista is expected to generate over $70,000 in revenues to the City.

Potential impacts anticipated by the proposed project appear to be minimal. However, a significant impact would be experienced by the Montgomery Fire Protection District in terms of loss of revenues. Otherwise, the City of Chula Vista, the County of San Diego and the affected Education Districts can expect to receive increased revenues as a result of the ultimate development of the project site.

1.2.12 PARKS, RECREATION AND OPEN SPACE

The proposed change in land use designation will result in the elimination of five acres designated by the Chula Vista General Plan as park, recreational and open space. The need for park space is based upon a standard of 2 acres per 1000 people within a ½ mile radius. The proposed development would eliminate any on-site residential development, thus reducing the future local need for a neighborhood park. The existing three acre recreation area at the Harborside Elementary School is felt to be sufficient to serve local needs.

1.2.13 EMERGENCY SERVICES

1.2.13.1 FIRE

The proposed annexation of the site to the City of Chula Vista would remove the property from the Montgomery Fire Protection District. The District is opposed to the loss of revenues accompanying this annexation, as they will still be obligated to provide service to the site (Landowski, 1981). Overall, fire protection service to the project site is not expected to be significantly impacted.

1.2.13.2 POLICE

The proposed annexation of the site to the City of Chula Vista would remove the property from the jurisdiction of the San Diego Sheriff's Department. There are no significant impacts expected with this action. The City of Chula Vista Police Department anticipates no adverse significant impacts from the proposed project.

1.2.14 WASTE DISPOSAL

1.2.14.1 SEWER AVAILABILITY

Approval of the land use designations proposed would have no immediate impact on sewer service in the area. Eventual annexation and subsequent allowable development are not expected to adversely affect the existing capacity of the sewer service.

1.2.14.2 SOLID WASTE

No significant adverse effects are expected to ultimately result from the proposed project upon the existing solid waste disposal services.

1.2.15 UTILITY SERVICE

1.2.15.1 GAS AND ELECTRIC

The proposed annexation, prezoning and General Plan amendment would have no adverse impact on utility services. Determination of potential impacts created by ultimate development of the site cannot be ascertained at this time, yet as more precise plans are available these impacts could be mitigated on the project level.

1.2.15.2 WATER SUPPLY

There are no significant adverse impacts expected to occur as a result of the proposed project. Water service to the project area is provided by the Sweetwater Authority. Based on average consumption rates for commercial buildings the existing services would be adequate to serve the needs of the proposed ultimate development.

1.2.16 ENERGY CONSERVATION

The increasing scarcity and rising costs of energy supplies underscore the importance of incorporating energy conservation measures into the anticipated development's project design. It is anticipated that as development plans come forth, every effort to incorporate the latest available technology will be made.

On a regional level, a possible energy saving could result from shorter shopping and employment vehicle trips in the South Bay area as a result of the creation of a regional commercial complex in this area, which is now occurring. On the project level, passive energy conservation methods could be utilized.

1.2.17 TRANSPORTATION/ACCESS

No unusual traffic congestion problems occur in the project site vicinity at the present time. Although Palomar Street between Industrial Boulevard and Broadway is striped for 2 wide lanes, it appears to function as having 2 lanes in either direction during peak periods. This problem is expected to be eliminated within the next year as the proposed Palomar Industrial Complex and the Metropolitan Transit Development Board projects widen this segment to full four lane standards.

The Broadway and Moss Street intersection is presently congested during peak hours and probably warrants traffic signalization at this time. This congestion is largely due to thru traffic on Moss Street and turns made to and from Broadway which are attributable to the proximity of the Interstate 5 and L Street interchange to the north of the Industrial Boulevard and Moss Street intersection.

As proposed, the project will only change the land use designation of the project site and will not result in any additional trips. Ultimate development would be expected to result in a maximum addition of 22,400 trips to the local circulation system. The traffic to be generated by the Price Club facility could be acceptably handled by the present circulation system assuming that a median break is created along Broadway between Naples and Oxford Streets. However, total project development could increase the 12:00 p.m. to 1:00 p.m. peak hour capacity of the Broadway and Palomar intersection to 95 percent of its desirable level and increase

the 3:00 p.m. to 4:00 p.m. peak hour capacity to 105 percent. This can be effectively mitigated by the provision of dual left turn lanes for eastbound Palomar Street traffic turning onto northbound Broadway. In addition, separate southbound right turn lanes would probably be required at Broadway for traffic turning onto westbound Palomar Street. These improvements would be expected to reduce the 12:00 p.m. - 1:00 p.m. peak hour capacity of that intersection to 70 percent and the 3:00 p.m. to 4:00 p.m. peak hour capacity to 88 percent of capacity.

A significant amount of traffic would be added to Naples Street between Broadway and Industrial Boulevard, which could adversely affect the school children crossing Naples Street going to and from school. This could be partially mitigated by prohibiting parking on the northern side of Naples Street in this vicinity. Ultimately, some site access to Naples may be necessary.

1.2.18 HISTORICAL SIGNIFICANCE

The building presently located on the project site has a varied and interesting history. It has served as a linen/rope factory, a vegetable packing/dehydration plant, a slaughter house and more. However, the construction and design characteristics of the building are not considered to be historically significant.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed Price Company project is situated on an approximately 43.1-acre parcel located to the east of Industrial Boulevard, between Naples and Oxford Streets, and Broadway (National Avenue), in the vicinity of the City of Chula Vista (Figures 1 and 2). The property is currently within the South Bay Community Planning Area of the County of San Diego. The City of Chula Vista lies immediately adjacent to the proposed project site on the west and northwest (Figure 3).

The project site is surrounded by a variety of land uses, including a single-family residential neighborhood to the north, the Harborside Elementary School immediately adjacent on the northwest, and the San Diego Trolley Tracks (formerly the SD & AE Railroad) on the west (Figure 4). The Fed-Mart/ Pic'N Save retail complex is located to the south of the project site, along with a vacant agricultural area proposed to be developed as the Palomar Commercial Center. The project site fronts on Broadway for a distance of about 1240 feet. The Price Company property can be located in the 1981 edition of the Thomas Brothers Map Book on page 71, coordinates D-1 and D-2.

2.2 PROPOSED ACTION

The project site is currently located within the governmental jurisdiction of the County of San Diego and is designated both for "Medium Density Residential (7.3 dwelling units per acre)" and "Heavy Industrial". The project is also included within the 1990 City of Chula Vista General Plan

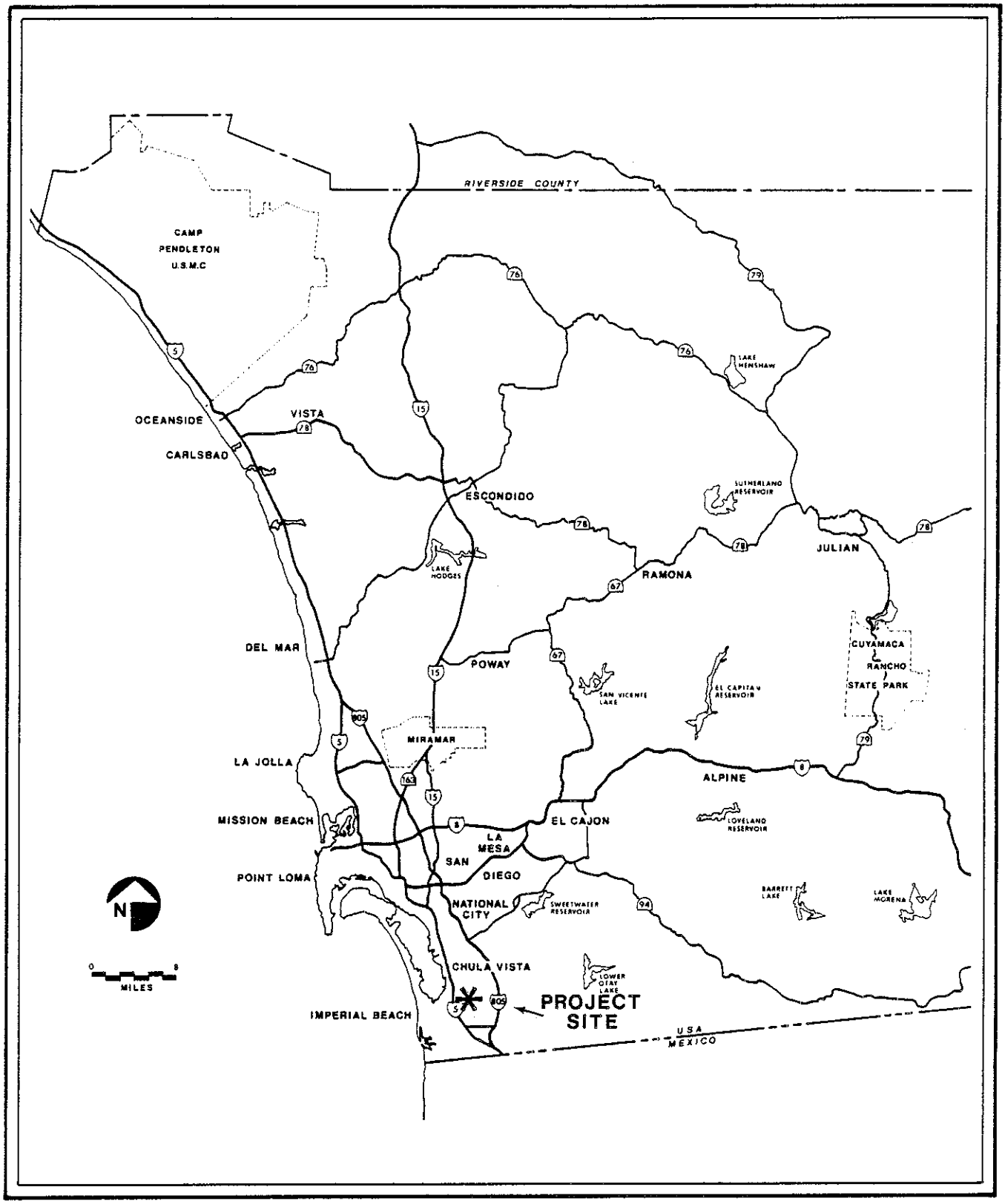

Figure 1 Regional Map

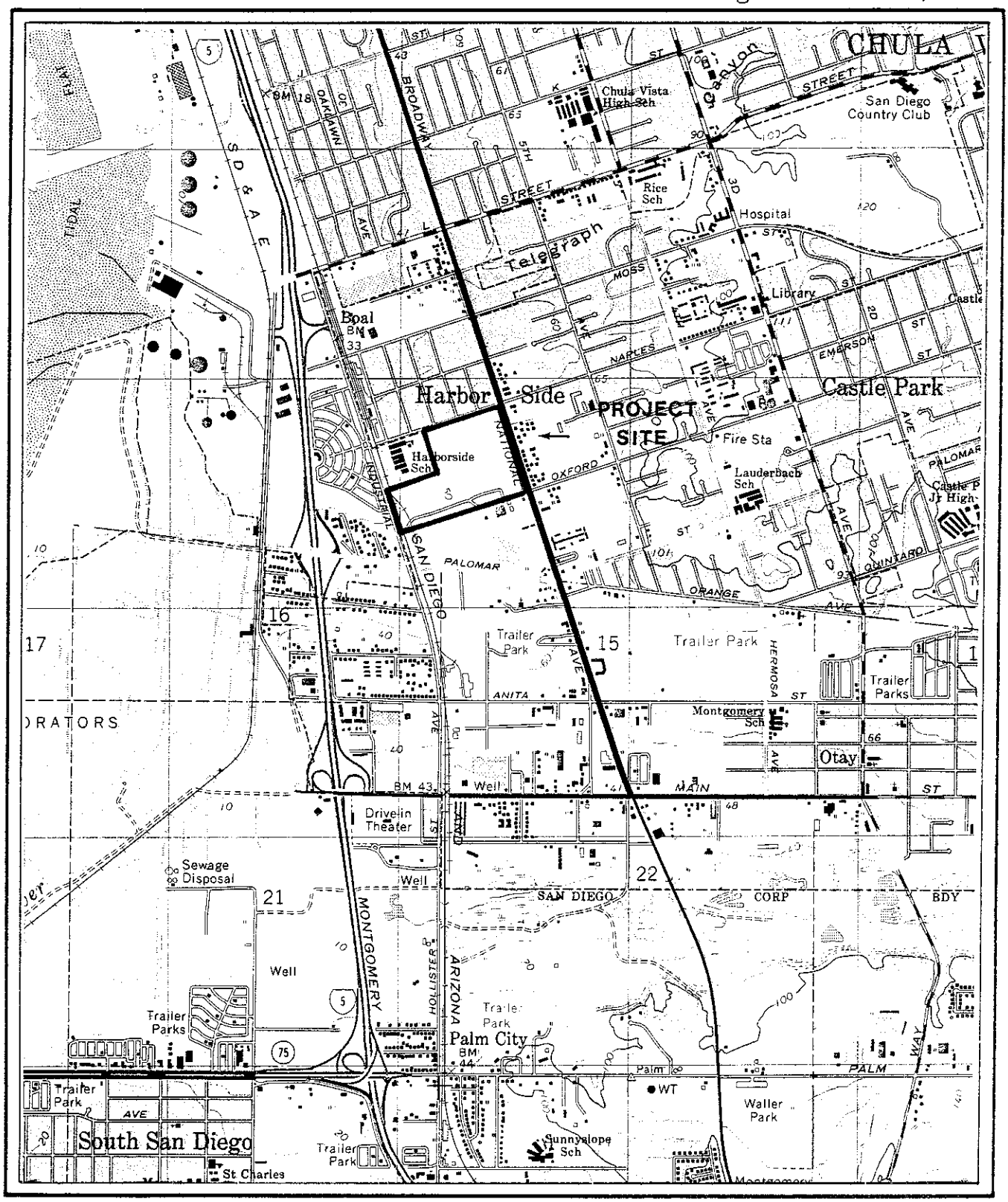

Figure 2 Proposed Project Location

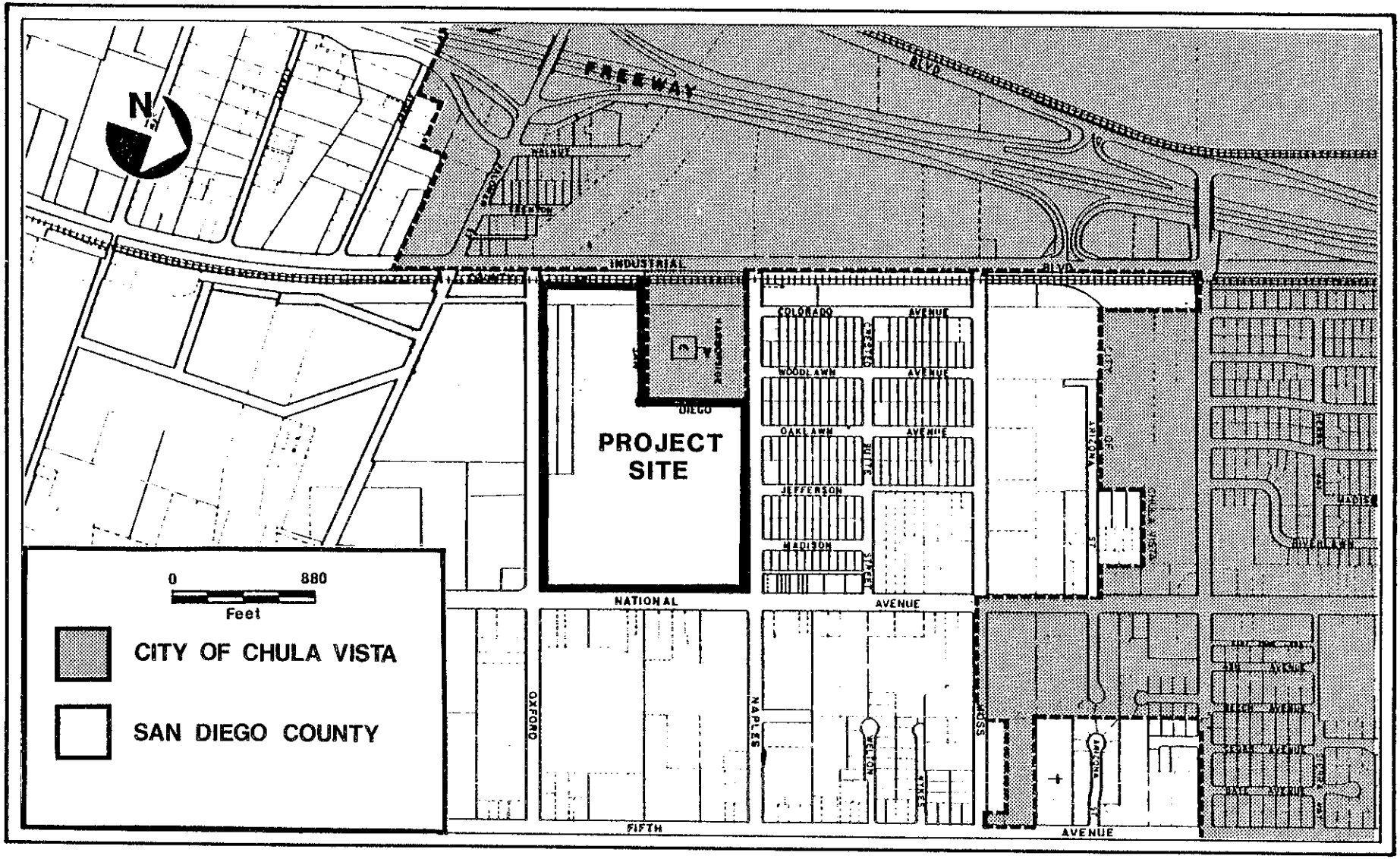

Figure 3 Government Jurisdictions in the Project Site Vicinity

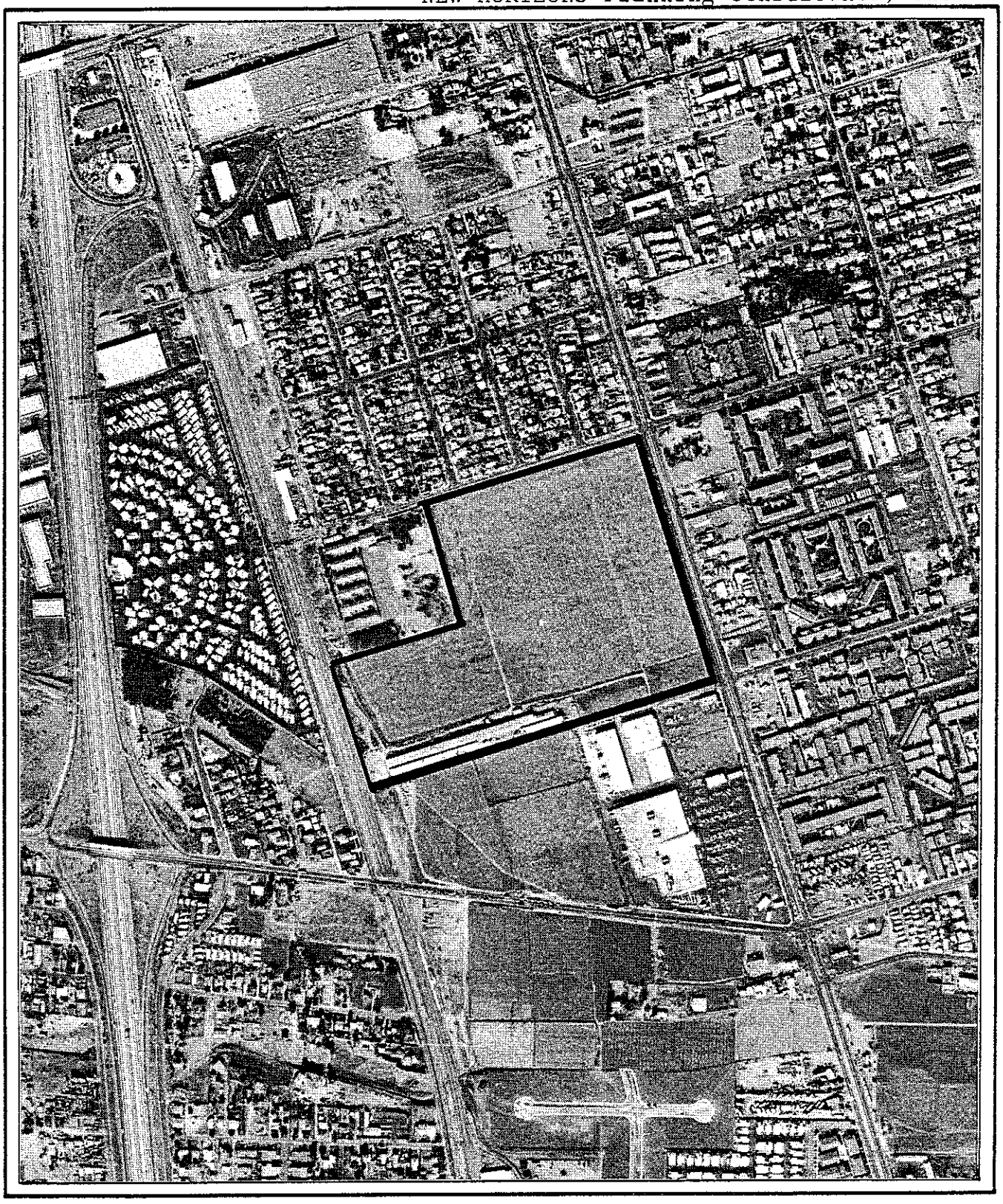

Figure 4 Aerial Photograph of the Project Site

(City of Chula Vista, 1970) since it was expected that this area would be annexed to the City over the life of the General Plan. The General Plan designates this area for "Thoroughfare Commercial", "Medium Density Residential (4-12D.U./Acre)", and "Parks and Open Space".

The project, as proposed, will require a change in the land use designation of the Chula Vista General Plan, prezoning and annexation to the City. It is proposed that the eastern portion of the property be changed from "Thoroughfare Commercial" and "Medium Density Residential" and "Parks and Public Open Space" to "Retail Commercial." The westerly portion of the property would be changed from "Medium Density Residential" to "Limited Industrial." Additional details are provided in Section 3.7 of this report.

A comparison of maximum development under the proposed land use designations, as well as those permitted under the Chula Vista General Plan is provided in Table 1.

Permitted uses under the proposed land use designation could range from restaurants to laboratories, etc. A more detailed listing of permitted uses is provided in Appendix A.

The proposed commercial portion of the property would be prezoned C-C (Central Commercial), while the proposed industrial area would be prezoned I-L (Limited Industrial). Annexation of the property to the City of Chula Vista would occur after prezoning has taken place.

This project involves only a change in land use designations; no precise development plans are available at this time.

TABLE 1

PRESENT AND PROPOSED LAND USE DESIGNATIONS

City of Chula Vista Existing Land Use Designation	Approximate Acreage	Maximum of Development Permitted
Thoroughfare Commercial	8.6	93,654 sq. ft.
Medium Residential (4-12 DU/Acre)	29.5	354 D.U.
Parks and Public Open Space	5.0	5.0 acre park
Proposed Land Use Designation		
Retail Commercial	33.0	448,500 sq. ft.*
Limited Industrial	10.1	305,300 sq. ft.*

*Bazzel, 1981

Future development is planned to consist of a Price Club merchandising facility similar to the one located on Morena Boulevard in San Diego and the one located on Cuyamaca Street in Santee. This facility will have a floor area of approximately 98,400 sq.ft. In addition a discount retail complex of approximately 350,100 sq.ft. and a light industrial complex of 305,300 sq.ft. is planned for the project site, based on maximum allowable densities (Bazzel, 1981). Both the commercial and the light industrial development would have associated landscaping, parking and public improvements.

Additional environmental review may be required when the precise development plans are available.

3.0 IMPACT ANALYSIS

3.1 SOIL

3.1.1 PROJECT SETTING

According to the Soil Conservation Service Soil Survey of the San Diego Area (USDA, 1973), only one soil type occurs on the project site (Figure 5). Classified as Huerhuero Loam 2-9% slope (H_rC), the soil type consists of moderately deep to deep, moderately well-drained soils with a slowly permeable subsoil. Fertility of this soil ranges from low to high, runoff is slow to medium, and the erosion hazard is severe.

This soil type is generally used for range, irrigated truck crops, tomatoes, and flowers. Currently the property is lying fallow, although the most recent crop grown has been tomatoes. The surface layer of the soil is gravelly clay loam to loamy fine sand. The subsoil consists of heavy clay loam to clay. The Soil Conservation Service soil characteristics tables indicate three main areas of concern regarding Huerhuero Loam (H_rC) soils. These include; Hydrologic soil group properties, erosion hazard, and shrink-swell characteristics.

The Hydrologic soil groupings are based on soil properties that affect runoff. Huerhuero Loam (H_rC) falls into Group D. With its very slow infiltration rate, this soil has a very high runoff potential. The erodibility of the soil is based on properties such as slope, texture, and structure and was found to be severe. Ratings of moderate and severe indicate that protective and corrective measures are needed before and during the time the soil is used for construction purposes.

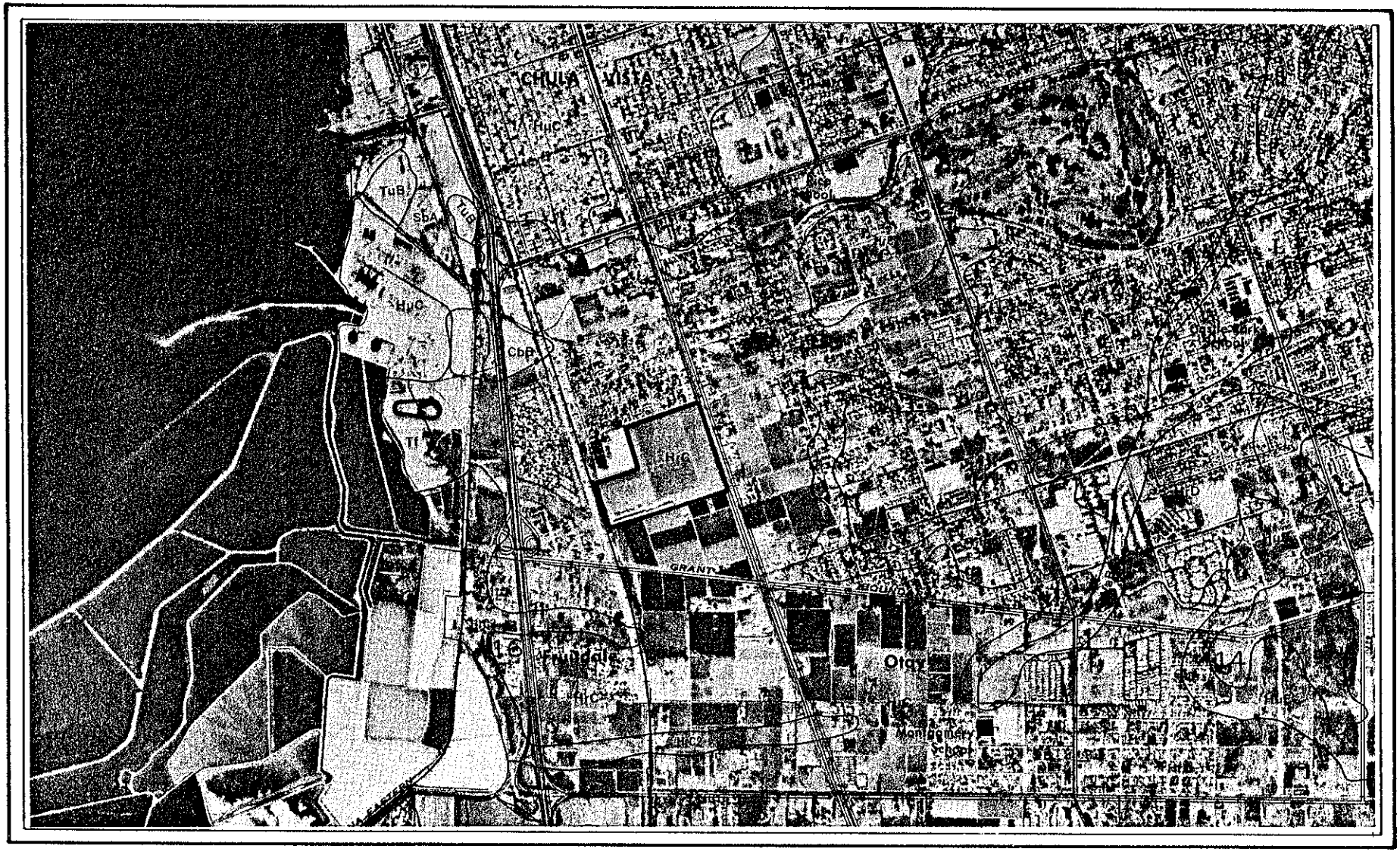

Figure 5 Soil Characteristics of the Project Site

Shrink-swell behavior refers to a change in volume that occurs in a soil with a change in moisture. This is determined by the amount and kind of clay present in the soil. Generally, those soils with the highest content of expansive clay shrink and swell the most with changes in moisture content. Huerhuero loam (H_rC) has a high shrink-swell behavior.

Although a soils engineering study was not performed as part of this study, the GEOCON Soils Investigation for Palomar Commercial Center (GEOCON, 1978), a proposed commercial and industrial project immediately to the south of the project site, and consisting of the same HrC soil type, may be expected to have some limited applicability to the soil characteristics of the present project site. Since the current site and the Palomar Commercial Center site have the same soil type and the same agricultural use, it is reasonable to assume that similar topsoil and subsoil conditions could occur.

The GEOCON investigation indicated that the entire site was overlain by compressible sandy clays that were found to occur at an approximate depth of three feet. These soils were found to possess highly expansive characteristics. The underlying deposit was found to consist of loose to medium dense, slightly clayey sands with low to medium expansive charateristics.

Such soils are subject to high erosion potential. Siltation resulting from the present land use is moderate due to the very slight grade and the configuration of the landform which is designed to retain irrigation water.

3.1.2 POTENTIAL IMPACTS

The major hazardous soil conditions that exists on the project site is the shrink-swell behavior of the Huerhuero Loam, its compressibility and severely erodible nature. Unless properly mitigated by proper construction techniques, these conditions could pose significant constraints to future development. The GEOCON soils engineering report prepared for the adjacent Palomar Commercial Center has indicated, however, that with proper design, that site could accommodate the commercial and industrial buildings proposed for that project. Prior to development of the Price Company project site, a site-specific soils engineering report would have to be prepared to verify that the project site would be similarly suitable. Soil erodibility during construction may pose a significant hazard due to the potential for siltation from runoff during storms which may occur during the course of future grading activities.

The loss of the agriculture potential of the on-site soils is more fully addressed in Section 3.3 of this report.

3.1.3 MITIGATION MEASURES

Mitigation measures to reduce the potential impacts of expansive soils and unconsolidated fill material would consist of remedial grading (the removal of expansive soils and replacement with compacted fill) or the use of specially-designed foundations. Additionally, parking and driveway areas would probably have to be recompacted. All future construction activities on these soils would have to adhere to the City of Chula Vista's grading ordinance. Once the project site use is defined on a more specific basis,

a detailed soils investigation of the property should be undertaken to determine the extent of and need for special construction techniques.

3.1.4 ANALYSIS OF SIGNIFICANCE

Potential impacts regarding future development of the project site include possible problems with expansive soils conditions and severe erodibility. It is likely, however, that with proper engineering and design, that such constraints could be successfully overcome.

3.2 DRAINAGE

3.2.1 PROJECT SETTING

The project site has been studied in the past by the City of Chula Vista and the County of San Diego. Drainage basins developed in the City of Chula Vista report, (Lawrence, 1964) show the project site to be in the Telegraph Canyon South Branch drainage basin (Figure 6). The San Diego County report (Flood Control District 3,1975), shows the project site to be within the Harborside Sub-drainage basins, numbers 143 and 144 (Figure 7). Discussions with Chula Vista engineering staff (Daoust, 1981) indicated that the Lawrence report appears to provide a more detailed and precise delineation of the drainage patterns in the area, therefore, all subsequent discussion will use the Lawrence report as the basic working document.

The reduction in elevation of the project site from approximately 57 feet near Broadway to 41 feet at Industrial Avenue produces a westerly drainage pattern. Surface water from the eastern portion of the drainage basin collects on the eastern side of Broadway and is carried under Broadway to an open ditch which lies along the southern portion of the project site. Surface water is carried westerly to the western portion of the site where the ditch terminates and water collects then flows northerly along the MTDB right-of-way. Water drains under Naples Street, continues along the railroad and eventually crosses under Moss Street, at which point drainage from two other areas collect. The collected water is carried under Industrial Avenue by four 7-foot diameter reinforced concrete pipes and under Interstate 5 to empty into San Diego Bay.

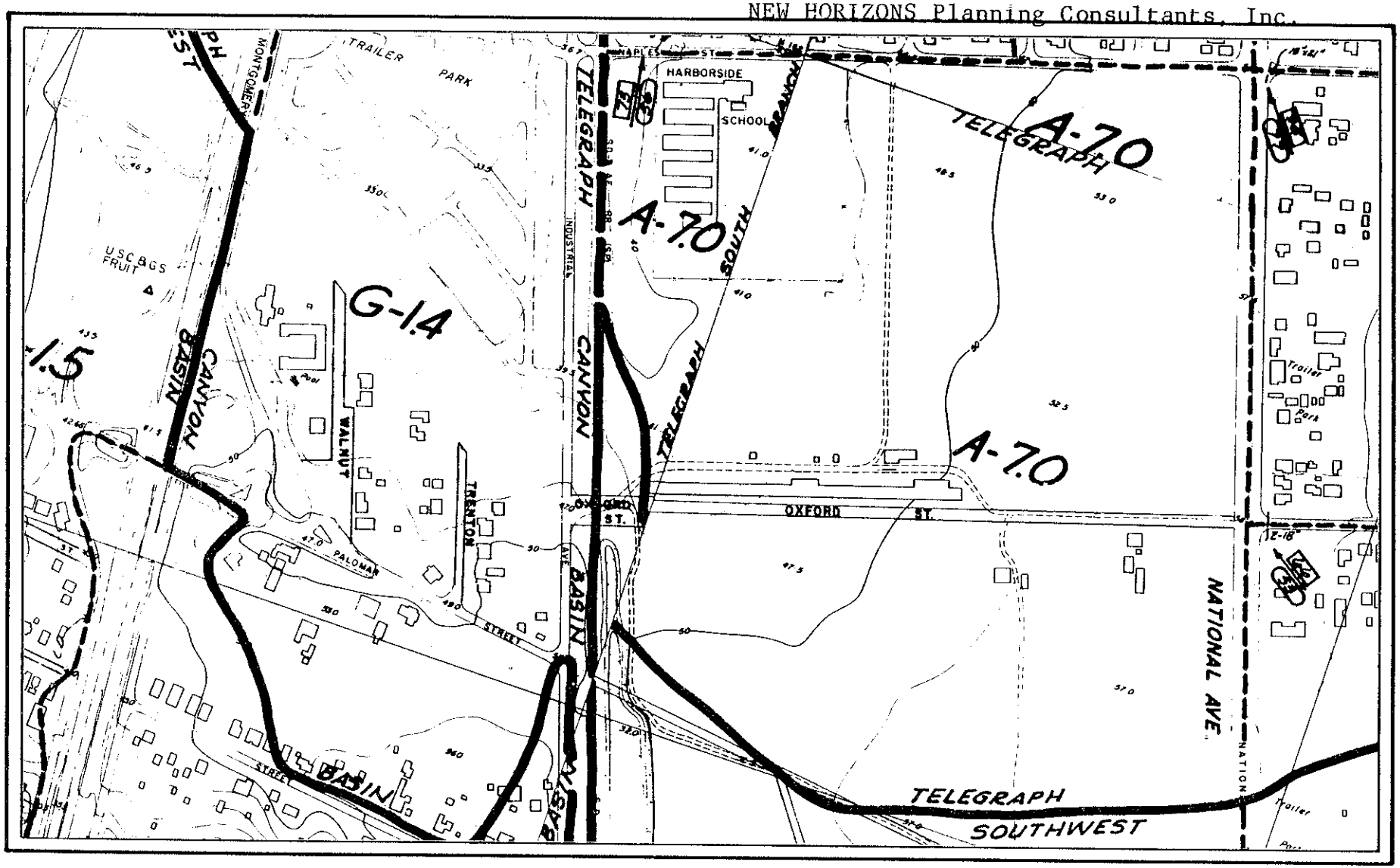

Figure 6 Telegraph Canyon South Branch Drainage Basin

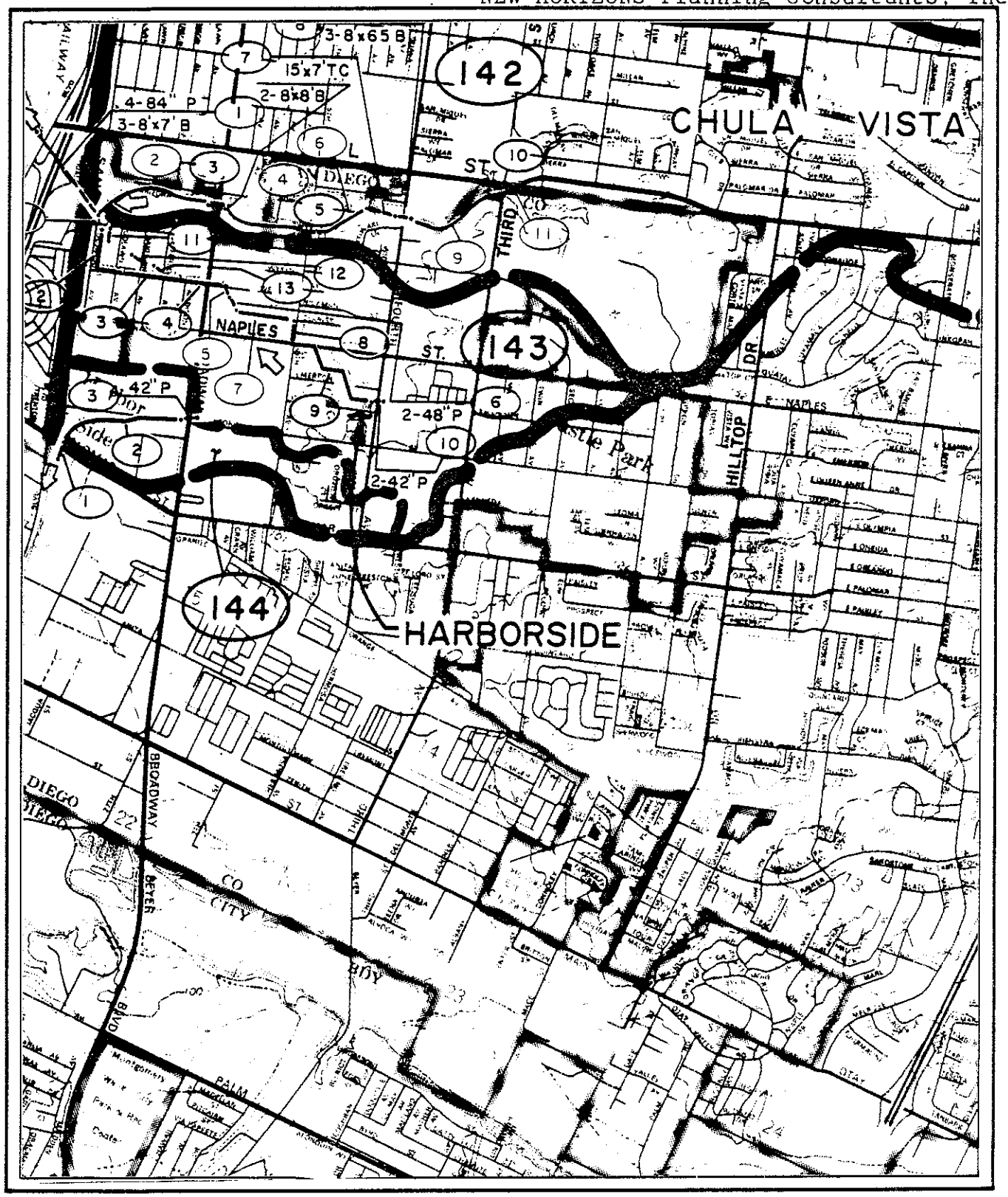

Figure 7 Harborside Sub-drainage Basins, Number 143 and 144

Drainage facilities in Sub-Basin A-70 (Lawrence, 1964), in which the project lies as well as drainage facilities in Sub-Basin A-71 (into which Sub-Basin A-70 drains) were found to be inadequate. Flooding of streets and property occurs in these areas.

There is a bonded 42" pipe along the south side of Oxford (Ramsey, 1981), however, the pipe apparently is not properly designed as regards connection to the existing system. The existing surface runoff from the project site consists of some silt due to the present tilled nature of the land.

3.2.2 POTENTIAL IMPACTS

The proposed amendment to the General Plan, pre-zoning, and annexation of the project site would not, by itself, create any potential impacts on the drainage system. However, the proposed construction of a Price Club facility, a discount retail complex, and a light industrial complex would significantly impact the present drainage facilities. The proposed land use has the potential of resulting in up to 94 percent of the land area being covered by buildings or parking lot. Creation of such impermeable surfaces will result in a large increase in surface water runoff from storms. Within the drainage area, the proposed land use could result in a 2.5 percent increase in covered surface. A two year 6-hour rainfall event (resulting in 1.36 inches or rain in 6 hours) would generate a water flow from the proposed covered surface equivalent to about 9.8 cubic feet per second (CPO, 1978). This added quantity would worsen the street flooding in the area north of the project site but have only a very minor impact upon the drainage system south of the project site.

On the positive side, conversion of the project site from open ground to a predominately covered surface will virtually eliminate any sediment runoff. This reduction in sediment will be offset somewhat by the generation of urban runoff constituents. It is not possible, because of lack of data, to analyze any point source of pollutants which will be ultimately drained into San Diego Bay.

The proposed project will result in an alteration of the drainage pattern by virtue of grading and orientation of buildings and their associated drainage facilities.

The GEOCON Soils Investigation for the Palomar Commercial Center, a project to the south of the project site, indicated that the highly expansive nature of the soil would require special attention to the drainage provisions of any proposed development.

Development of the northern portion of the project site will result in a significant incremental increase in surface water that could worsen the street flooding in the area. These impacts occur due to inadequate drainage systems located on Industrial south of L Street and at Moss Street and Colorado Avenue.

3.2.3 MITIGATION MEASURES

Accommodation of increased surface water runoff could be achieved through the proper design, installation and maintenance of on and off-site storm drainage systems. Culverts along Industrial Avenue, in particular, need to be enlarged. Special drainage design provisions to mitigate the effect of the expansive soils include: 1)grading of building

building pads to provide drainage swales away from the structure, and, 2)utility trenches that cross building lines should have special precautions to prevent infiltration of water under the slab area.

3.2.4 ANALYSIS OF SIGNIFICANCE.

The proposed amendment to the General Plan, rezoning and annexation will ultimately have an effect upon the present drainage pattern and system. The proposed commercial and light industrial facilities may produce significant increase in surface water runoff. Impacts due to this increase can be mitigated to an insignificant level through proper grading and drainage system design.

3.3 CONVERSION OF AGRICULTURAL LANDS

3.3.1 PROJECT SETTING

The project site soil, in terms of agricultural potential, is agriculturally suited for flowers, tomatoes, and vegetable crops (Section 3.1). Since 1931 and until 1979, these forty-three acres were used to grow such crops as tomatoes, celery, cucumbers, snap beans and strawberries. The site is reputed to have produced some of the earliest spring tomatoes and cucumbers, as well as some of the earliest fall celery produced anywhere in the county. It is ideally suited for the production of coastal-dependent vegetables for off-season marketing.

Until just a few years ago this location was one of several farmed by the long-time agricultural firm known as Jaekel and Rogers. This firm not only grew the produce, but packed it in its own packing house and marketed it nationwide. The packing house was located on Colorado Street just north of Naples Street, but the facility has recently been demolished.

Much of the Chula Vista area, from G Street south and west of 4th Avenue, was planted in lemons until shortly after World War II. Poor market prices caused the removal of the lemon crops and much of this acreage, as well as other acreage extending south to the Tia Juana River, was put into vegetable farming. A large number of the growers were Japanese who returned to the area following their internment during World War II.

Until the beginning of the 1970's the South Bay area was the most important area in the County for producing off-season coastal dependent vegetables, and the proposed project site was one of the hundreds of parcels being farmed.

As development occurred during the 1960's and 1970's, parcels of coastal dependent farm lands in the South Bay area were converted to residential, commercial and industrial uses. Vegetable production moved to the Otay Ranch and Otay Mesa, although vegetables are no longer produced on the Otay Ranch.

The agricultural portion of the property does not fall under the classification of 'prime agricultural land' as defined by Section 35046 of MORGA. Prime land of this section is defined as single or contiguous parcels, which:

(i) has not been developed for a use other than an agricultural use and,

(ii) meets any of the following qualifications;

a) Land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use capability classification;

b) Land which qualifies for rating 80 through 100 Storie Index Rating;

c) Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Handbook on Range and Related Grazing Lands, July 1967 developed pursuant to Public Law 46, December 1935;

d) Land planted with fruit or nut-bearing trees, vines, bushes or crops which have a non-bearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred ($200) per acre;

e) Land which has returned from the production of unprocessed agricultural plant products an annual gross value of not less than two hundred dollars ($200) per acre for three or the previous five years.

f) Land which is used to maintain livestock for commercial purposes.

The subject property, in light of the above definition, is not prime agricultural land. The property has been developed for uses other than agricultural, e.g. the furniture factory and the land has a Class III rating from the Soil Conservation Service; a Storie Index Rating of 41; does not support livestock and has lain fallow for close to five years. These factors, coupled with the property's proximity to residential development existing services, and other similar parcels that are being developed all support its designation as 'non-prime agricultural land.'

3.3.2 POTENTIAL IMPACTS

The conversion of South Bay agricultural lands to other uses has occurred in "domino-like fashion over the past two decades. The Price Company project is one of the

last "dominos" to fall in its immediate vicinity. The only remaining land still being farmed nearby is the parcel located just south of Palomar and west of Broadway.

From an agricultural perspective, the project site is no longer important, since there are four vital ingredients that must be present in the production of field-grown, off-season coastal-dependent crops. These include: soils with adequate capabilities, water availability, Maritime/ Coastal area climates, and the presence of undeveloped land surrounding the crops. The latter serves as a buffer, protecting nearby residents from pesticides, dust, equipment noise and intrusions by agricultural harvesting crews. The recent urbanization of the surrounding areas has depleted this last vital ingredient.

In South San Diego County, the only large remaining area with all four ingredients available are parts of the Tia Juana River Valley, parts of the Otay River Valley, the Otay Mesa, Otay Ranch, and the old Fenton Ranch (Rancho Janal), which is now being planned for urban development as the proposed Eastlake Community.

3.3.3 MITIGATION MEASURES

The potential incremental loss of productive agricultural land that would result from the proposed development is not entirely mitigable. As noted in the preceeding section, the usefulness of the project site as agricultural land has been severely constrained by the processes of urbanization that have been occurring in the area.

The annexation of the project site is expected to be of no significance in terms of the loss of 'prime agricultural lands' as defined by Section 35046 of MORGA. As such, no mitigation measures are required.

3.3.4 ANALYSIS OF SIGNIFICANCE

The potential loss of this particular site for agricultural production is not considered to be significant. While the proposed project does represent an incremental loss to the total agricultural acreage available in the County, the importance of agricultural land and its production capabilities should be affixed to the other above-mentioned areas and not to the few remaining isolated parcels in the Chula Vista area.

3.4 AIR QUALITY

3.4.1 PROJECT SETTING

The general climatic conditions in the Chula Vista area, as with all of Southern California, are largely influenced by the semi-permanent sub-tropical high pressure center northeast of Hawaii and the moderating effects of the nearby Pacific Ocean. The local climate is characterized by cool summers, mild winters, frequent low clouds (but little precipatation), hazy daytime sunshine and a moderate daytime sea breeze. These characteristics combine for both pleasant living conditions and limited air pollution dispersion capacity. Daytime winds are from the west which carry any commercial-related emissions emitted during the day eastward across Broadway.

Comparisons with ambient air quality standards (AAQS) show all parameters measured in Chula Vista met their applicable standards in 1978 and 1979. The frequency of violations of the standards has shown a decline for the last three years of published data (Table 2).

3.4.2 POTENTIAL IMPACTS

Retail and light industrial developments generate ambient air quality impacts primarily through their dependence on the automobile as the primary means of transportation. Other development-related sources include temporary emissions during construction activities from soil disturbance and construction equipment emissions and from fossil fuel combustion to supply energy for the project, but these sources are typically far less significant than the ubiquitous automobile. The impact of these construction-related emissions and

TABLE 2

CHULA VISTA AIR QUALITY MONITORING SUMMARY

		1975		1976		1977		1978		1979	
		Days Over Std.	Max. Conc.	Days Over Std.	Max Conc.	Days Over Std.	Max. Conc.	Days Over Std.	Max. Conc.	Days Over Std.	Max. Conc.
OZONE											
1 HR	0.08ppm	42	0.19ppm	48	0.17ppm	52	0.21ppm	51	0.20ppm	-	0.22ppm
1 HR	0.10ppm		"		"	39	"	37	"	25	"
1 HR	0.12ppm	-	"	-	"	13	"	7	"	6	"
1 HR	0.20ppm	0	"	0	"	1	"	1	"	2	"
CARBON MONOXIDE											
1 HR	35ppm	0	9ppm	0	11ppm	0	9ppm	0	8ppm	0	6ppm
8 HRS	9ppm	0	-	0	-	0	5.8ppm	0	4.1ppm	0	4.4ppm
12 HRS	10ppm	0	-	0	-	0	-	0	-	0	-
NITROGEN DIOXIDE											
1 HR	0.25ppm	0	0.24ppm	0	0.23ppm	2	0.26ppm	0	0.23ppm	0	0.19ppm
SULFUR DIOXIDE											
1 HR	0.50ppm	0	0.07ppm	0	0.07ppm	0	0.09ppm	0	0.07ppm	0	0.03ppm
24 HRS	0.05ppm	0	-	0	-	0	-	0	0.016ppm	0	0.004ppm
PARTICULATES											
24 HRS	100	10%	123	10%	118	2%	106	0%	97	2%	102
ANNUAL	60	-	65	-	61	-	58	-	55	-	58

- = No Data

Source: San Diego APCD

TABLE 3

PROJECT-RELATED VEHICULAR EMISSIONS
(tons/day)

	1980	1985	1990	1995
HYDROCARBONS				
VMT - related	0.30	0.15	0.13	0.12
Trip - related	0.34	0.23	0.18	0.17
TOTAL	0.64	0.38	0.31	0.29
CARBON MONOXIDE				
VMT - related	3.37	1.99	1.57	1.47
Trip - related	1.71	1.30	1.16	1.13
TOTAL	5.08	3.29	2.73	2.60
NITROGEN DIOXIDE	0.58	0.44	0.41	0.41
SULFUR DIOXIDE	0.03	0.03	0.03	0.03
PARTICULATES	0.07	0.06	0.05	0.05
PERCENTAGE OF BASINWIDE TARGETS				
Hydrocarbons	0.50%	0.30%	0.24%	0.23%
Carbon Monoxide	0.57%	0.37%	0.31%	0.29%
Nitrogen Dioxide	0.39%	0.29%	0.27%	0.27%
Particulates	0.02%	0.02%	0.02%	0.02%

Source: San Diego APCD

particulates are considered to be more of a nuisance rather than a health hazard.

Vehicular emission impacts would result if the ultimate development proposed were to occur. This development is expected to generate over 22,000 vehicle trips per-day. At an average trip length of 8.2 miles the total project related traffic will add about 180,000 vehicle miles traveled to the basin traffic flow. As such, emissions will be dispersed throughout the County with some localized concentration of vehicular air pollutants near the project site itself. As the traffic concentrates at major intersections or large parking lots near the project site, there may be a localized air pollution increase. On a regional basis, if the proposed project were developed as planned, an incremental decrease in regional air quality can be expected.

The potential impact of harmful emissions affecting the children at Harborside Elementary School is minimal. Given the school's location directly downwind from the prevailing winds across the freeway, there is a much greater probability that the chronic exposure at these receptors to freeway emissions is more unhealthful than the probable project-related emissions that are usually blown in the opposite direction.

3.4.3 MITIGATION MEASURES

The proposed General Plan amendment, prezoning, and annexation is not expected to have any adverse impact on the air quality of the project site vicinity. However, the proposed development of retail/light industrial facilities would

have a significant impact on the ambient air quality of both the Chula Vista area and at the South Bay region as a whole. It is not entirely possible to mitigate these impacts to a level of non-significance on the project level alone. The most significant impact created would result from excess emissions that would be generated from the increased traffic that would occur with development. Previous growth input assumptions made for Regional Air Quality Strategies/Air Quality Management Programs indicate that growth can still be accommodated in San Diego County and clean air can still be achieved. Present revised RAQS will fall short of meeting federal standards even under series IV forecasts after 1987. After that time attainment goals will have to be developed on a regional basis. If the proposed development exceeds these growth projections for the project site then the burden created should be compensated for by additional control measures. Ultimately mitigation of this impact would require a concurrent reduction of traffic elsewhere in the region.

Ozone concentrations in the Chula Vista area have shown an encouraging decline in the last three years of published data, with only six violations of the Federal standard in 1979 (Table 2). There currently exists no methodology to determine the ratio of hydrocarbon burden produced by the proposed project to air quality on a regional basis. However, to the extent possible, further analysis of the project's impact on a regional basis is delineated within Appendix A. The methodology employed addresses air quality in terms of combined concentration of air pollutants emanating from surrounding sources and their impact on sensitive receptor sites and is consistent with CPO approaches to the problem.

Additional impacts will result from the consumption of electrical energy for lights and machinery, and natural gas for heating, hot water, etc. Estimates for the Price Company development stationary source emissions have been listed in Table 5 of Appendix A. It is anticipated that, even with the conservative assumption of 100 percent generation of project energy needs by oil-fired power plants, the project-related stationary source emissions will be much less than the mobile source contribution. However, it is anticipated that these impacts would either be of a non-significant nature or mitigable to a level of non-significance.

Several other impacts are expected to occur with eventual development of the project site. These would include construction-related emissions, dust, and stationary source impacts.

During site preparation, cleaning and travel on improved soil surface, considerable volume of fugitive dust will be generated. Much of this dust will settle back down on-site, but a portion will be carried downward. Assuming that one-half of the project area is disturbed at one time (about 20 acres) and employing dust suppression watering techniques, the total daily dust generation rate may be 800 lbs. By basinwide standards of several hundred tons per day, the project-related contribution is small, but not completely negligible. Construction equipment emissions are difficult to quantify but are expected to be far below the emission levels needed to threaten clean air standards.

Additional impacts resulting from the consumption of electrical energy for lights and machinery, and natural gas for heating, hot water, etc. Estimates for the Price

Company development stationary source emissions have been listed in Table 5 of Appendix A. It is anticipated that, even with the conservative assumption of 100 percent generation of project energy needs by oil-fired power plants, the project related stationary source emissions will be much less than the mobile source contribution. However, it is anticipated that these impacts would either be of a non-significant nature or mitigable to a level of non-significance.

3.4.4 ANALYSIS OF SIGNIFICANCE

Based on available analysis methodology and preliminary development estimates, it has been demonstrated that the project will generate a small incremental degradation to regional air quality and some temporary local nuisance from dust and exhaust odor during construction. Even under complete stagnation conditions, no harmful project impact was demonstrated. The impact from this project, as with hundreds of similar developments, will not of itself threaten ambient air quality.

Were the project part of planned commercial and industrial growth, it could be said that it would not cause an adverse impact because the incremental regional impact of such growth has been accounted for in the revised RAQS plan, at least until 1987. Unfortunately, the RAQS assumptions were based on the land use designations in effect when the Series IV-B population and employment projections were developed. The traffic generation estimates from the previous designation of strip commercial and medium density residential/parks and public open space would have been much lower than the current retail commercial and limited industrial designation proposal. Compliance with revised RAQS up to 1987 will mitigate potential air quality impacts of the proposed project. Meeting clean air standards after 1987 would be a problem that would have to be addressed on a regional basis.

3.5 MOBILE NOISE SOURCE

3.5.1 PROJECT SETTING

The project site, located in an urban setting, is bounded upon the east by a major north-south surface street (Broadway), and is located about 1200 feet to the east of Interstate 5 Freeway. The rail line serving the Metropolitan Transit Development Board's San Diego Trolley serves as the western boundary of a portion of the project site. Proximity of the site to the rail line, Broadway and I-5 all combine to yield a noise environment that is typically urban in nature and dominated by transportation noise.

A series of noise measurements were made at the five locations on February 18, 1981. Data were obtained using a General Radio 1945 Community Noise Monitor which yields a number of descriptors including L_{eg}, L_1, L_{10}, L_{50}, L_{90}. Traffic counts were taken during the measurement period in order that the noise data might be normalized to average daily traffic experienced on the various streets dominating the noise pattern at the specific site. Details of the measurements, site locations and analysis results are provided in Appendix B of this report.

Measured data indicated that noise on-site is dominated by Broadway on the eastern portion of the property, Naples Street on the north, and a combination of I-5 and Industrial Boulevard on the west. Noise on the southern portion of the property is due mainly to the freeway, and Broadway or Naples, since existing buildings act as a noise barrier for noise emanating from Palomar Street.

Since the San Diego Trolley is expected to begin operations in mid-1981 (Kugler, 1981), expected noise levels from this operation were added to the measured existing noise using data from the MTDB EIR (Gruen & Associates, 1978). Additionally, existing noise levels reported therein were compared to those of the current analysis and found to correspond closely. The resulting existing noise level contours, in terms of Community Noise Equivalent Level (CNEL), are shown in Figure 8. It should be noted that the range of CNEL values is from 55 to 65 dB(A), which are typical values to be expected in an urban environment such as the one in which the project site is located.

3.5.2 POTENTIAL IMPACTS

The proposed amendment to the General Plan, prezoning and annexation of the project site would ultimately result in an increase in traffic on nearby streets and therefore would result in a significant increase in the general noise levels within the area. Traffic volumes, summarized in Table 4 for the existing site and the proposed land use designations were used in computing new noise contours, provided in Table 5 and Figure 9.

TABLE 4

TRAFFIC VOLUMES

Street	Existing	Post-Project
Broadway	16152 ADT	36130
Naples	2380	5102
Industrial	3160	3160
I-5	80300	83704

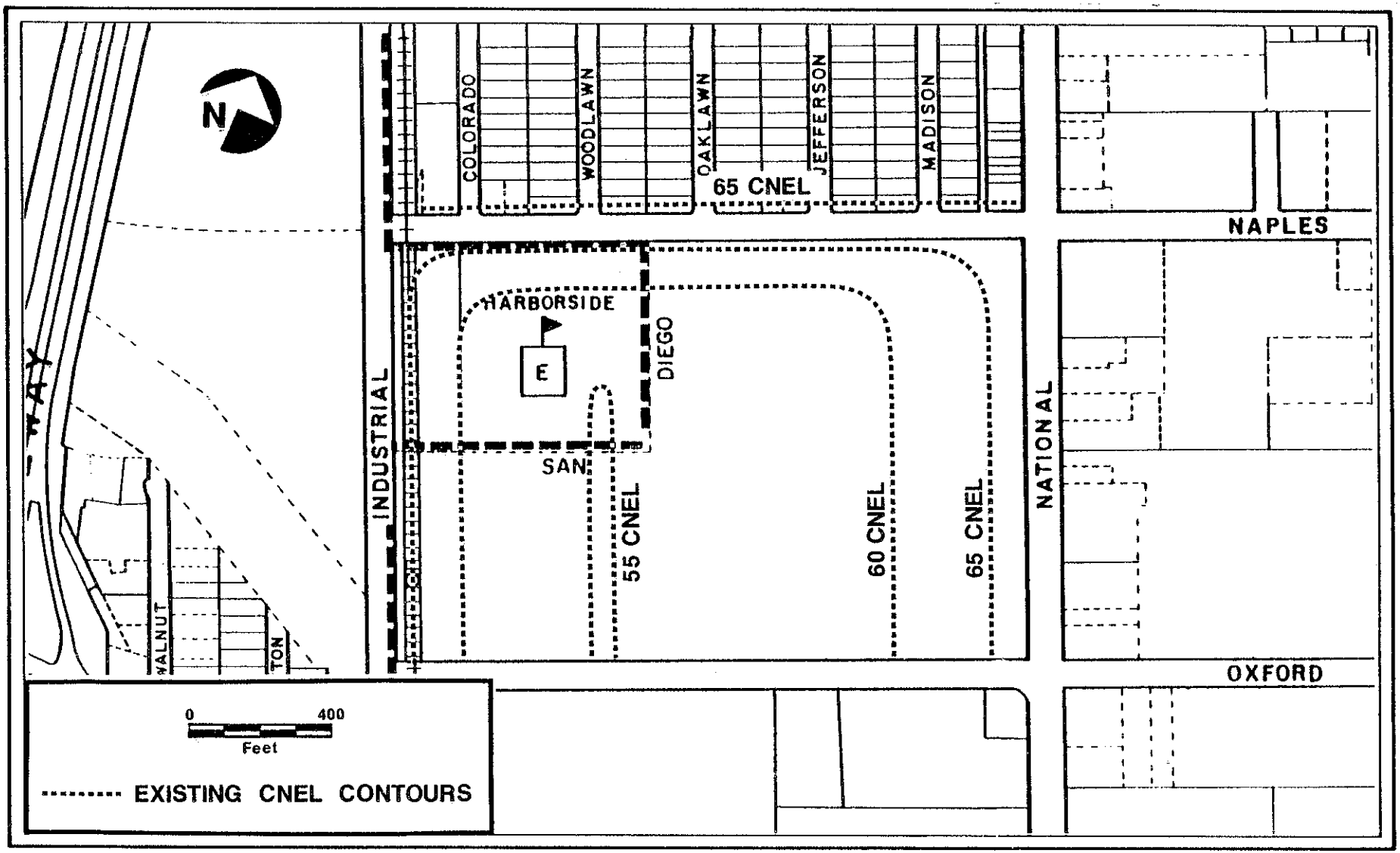

Figure 8 Existing Community Noise Equivalent Level (CNEL) Contours.

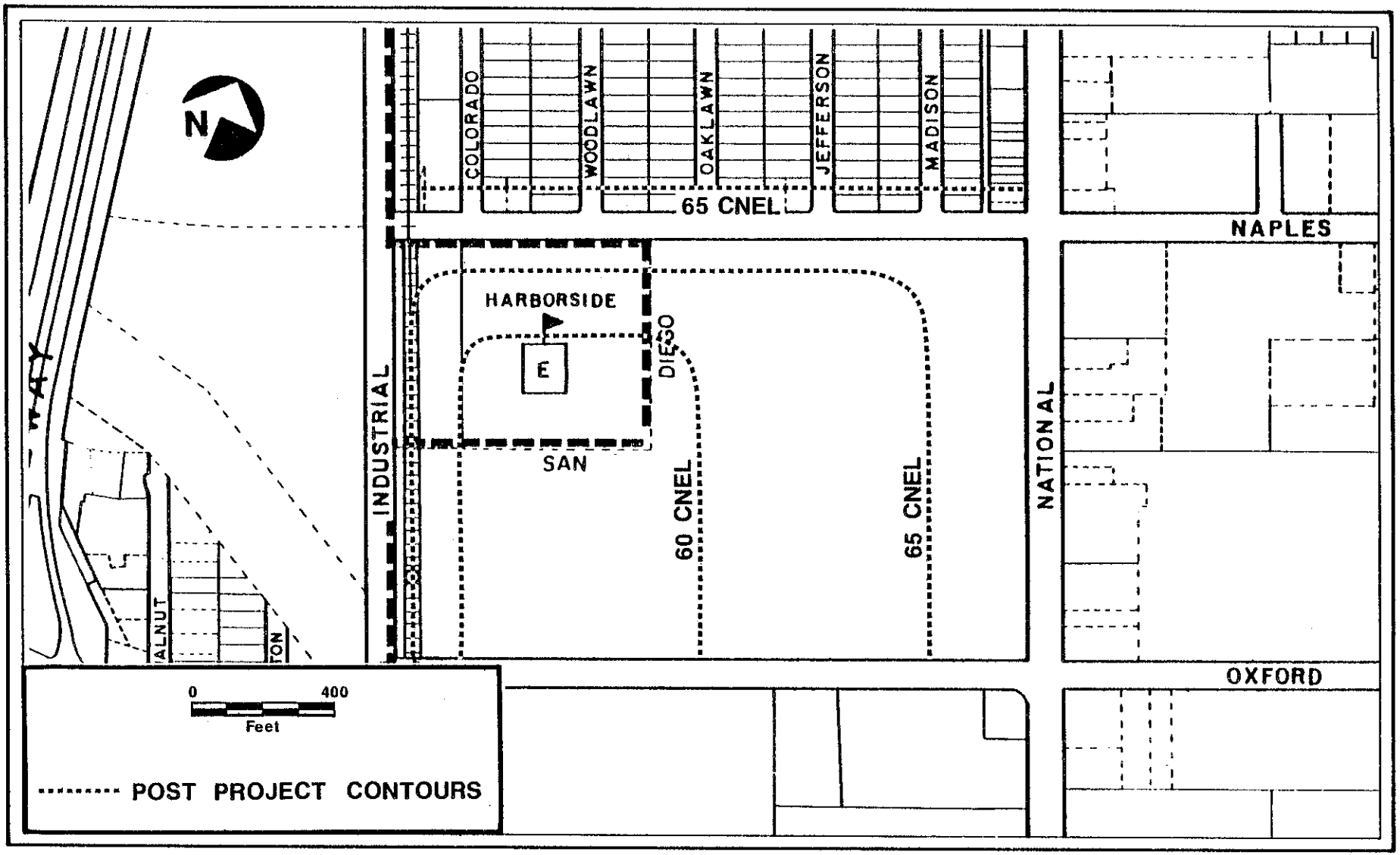

Figure 9 Post-Project Community Noise Equivalent Level (CNEL) Contours

TABLE 5

NOISE LEVEL CONTOURS

CNEL Contour	Distance From Centerline of Nearest Traffic Lane in Feet					
	Broadway		Naples		Industrial	
Level-dB(A)	Existing	Post-Project	Existing	Post-Project	Existing	Post-Project
65	125 ft.	300 ft.	35	85	65 ft.	65
60	400	950	125	265	200	200
55	1250	3000	350	850	650	650

The post-project noise contours shown in Figure 9 represent a generalized 24-hour time-weighted average impact There are, however, specific events that may occur as a result of the proposed land use designation developments that may result in individual noise intrusions. Since the proposed designation of the site is for retail and light industrial land uses, such development would result in a certain amount of truck traffic for pickup and/or delivery of goods. In addition, such facilities require large parking lots having relatively high activity. Noise from truck deliveries within any given hour will result in an equivalent noise level of 39 to 50 dB(A) at 50 feet (Appendix B). Based upon observations at similar facilities as the proposed ultimate use, truck mix is highly variable.

Parking lot noise from peak hour activity for the proposed use would be expected to result in a noise equivalent level of 44 dB(A) at 50 feet.

The noise equivalent levels associated with the truck delivery activity and parking lot ingress/egress is well within the noise levels presently found on-site. It may be possible that individual events may cause a significant impact, particularly upon the sensitive receptors nearby, notably the Harborside

School and residences located upon the northside of Naples Street. Early morning truck deliveries, which may occur as early as 6:00 a.m., were examined in light of the existing noise, which at this hour of the day is due in large part to traffic on Broadway and I-5. Computations indicated that the freeway equivalent noise level during the hour of 6 to 7 a.m. is about 47 dB(A) at a distance of 2000 feet from I-5, which is about the middle of the project site. Since truck hourly equivalent noise level ranges from 39 to 50 dB(A) at 50 feet, there is the potential for some disturbance of residents along Naples due to early morning deliveries.

The noise impact of the proposed use upon the Harborside School and the residential community to the north, when viewed in terms of the Community Noise Equivalent Level (CNEL) resulting from increased street traffic may be significant. In particular, street noise on Naples will increase by about 3.5 decibels. However the classrooms at Harborside are situated in buildings which are located one behind the other south of Naples. Therefore each building affords shielding for the one behind. This will aid in reducing the impact of street noise except for where contours intersect the ends of the buildings. Fortunately, the ends of the classrooms face east-west and have few, if any, windows leading into classroom space. Based upon this fortuitious campus layout, only the first row of school buildings housing the cafeteria, administrative offices and kindergarten, facing Naples should experience noise impact of any consequence.

The playground of the school is located to the east side and south of the school. Increased street noise due to the proposed use will impact the children when at play, however, studies of noise generated by school children at play (San Diego Acoustics, 1977) indicate that noise from the children may equal or exceed that resulting from street traffic.

Street noise from Naples will impact residents on the north side of the street. However, the existence of hedges and fences will, in some cases, reduce the impact. As a practical matter, an increase of 3.5 decibels is just barely discernible to the human ear as being louder. Since the proposed ultimate use of the project site will result in noise concentrated during hours of 7 a.m. and 9 p.m., the impact is further reduced as nighttime noise levels (after 9 p.m.) will be essentially similar to those currently being experienced.

3.5.3 MITIGATION MEASURES

Noise resulting from early morning truck deliveries may result in a significant impact upon the residents along Naples Street. This impact may be mitigated by designing future development that may result from the proposed land use designations so that truck delivery routes occur upon other streets bounding the site, principally Broadway and Oxford.

Additional traffic upon Naples Street that may result from the proposed ultimate uses will result in an adverse, but non-significant noise impact upon that portion. of the Harborside School building facing Naples which houses the kindergarten.

Mitigation of noise impacting the kindergarten class at Harborside School is a difficult task as the school is not air conditioned and windows are opened to provide natural ventilation. From a practical point of view, mitigation is difficult since any window barrier would reduce ventilation and light. The 3.5 decibel increase is not a sufficiently large enough increase in the noise level to warrant the expense of special purpose window barriers.

The mitigation of noise would be offset by additional degradation in room ventilation and lighting levels, therefore, mitigation of the slight increase in noise level does not appear warranted.

3.5.4 ANALYSIS OF SIGNIFICANCE

Current traffic noise levels along streets adjacent to the project site are typical of an urban environment. Although traffic noise levels would increase with developments allowable under the proposed land use designation change, the only area of significant noise impact appears to be along Naples Street. The significance of increased street noise upon the Harborside School kindergarten classroom and residences along Naples can be more adequately evaluated when more precise development plans become available.

However, as a practical matter, the fluctuations in the urban noise environment can be on the order of 10 dB in any given time period. This, coupled with the fact that an increase of 3.5 decibels is just barely discernible as being louder, leads to the conclusion that the noise level increase due to added traffic on Naples is adverse but a non-significant impact.

3.6 STATIONARY NOISE SOURCE

3.6.1 PROJECT SETTING

Much of the project site is currently used for agricultural production, while the remaining portion of the property located along the southern boundary of the site contains a furniture factory. Therefore, little stationary noise currently exists on the project site, except for some dust collector noise emanating from the furniture operations. Noise from the furniture factory does not impact upon any sensitive receptors.

3.6.2 POTENTIAL IMPACTS

The level of noise which could be generated by eventual commercial retail and limited industrial development which could occur on the project site as a result of approval of the proposed General Plan Amendment and rezoning is difficult to determine until more precise development plans become available. In general, most permitted uses would not generate excessive amounts of noise, although certain manufacturing operations could produce noise levels requiring mitigation on a project basis. Use of the northern and eastern portions of the site for commercial retail uses, rather than industrial would limit noise sources to those associated with heating and ventilating or refrigeration.

3.6.3 MITIGATION MEASURES

Placement of commercial retail uses upon the northern and eastern portions of the site, and shielding of heating, ventilating and refrigeration units associated with these operations, would minimize potential noise conflicts. Location

of the light industrial development upon the southern portion of the site would eliminate any stationary noise impacts except on the Harborside School. Such impacts could potentially be satisfactorily mitigated through the use and enforcement of the City of Chula Vista's performance standards with regard to noise emitted by industrial development when more precise development plans become available.

3.6.4 ANALYSIS OF SIGNIFICANCE

No significant stationary source noise impacts would occur as a result of the land use designation changes proposed by this project. The significance of the stationary noise impacts generated by future industrial and commercial retail development would depend upon the proximity of the source to nearby sensitive receptors, its magnitude, frequency and hours of operations.

3.7 LAND USE/GENERAL PLAN ELEMENTS/ZONING

3.7.1 PROJECT SETTING

3.7.1.1 EXISTING LAND USE

The project site is currently devoted to two land uses. Authentic Furniture Products, 1199 Industrial Boulevard, is a furniture manufacturer. It is located along Oxford Street, extending from about 750 feet west of Broadway to near the west property line. This factory is proposed to be razed for the new project. The remainder of the site is in fallow agricultural use.

Urban uses have largely replaced agricultural activity in the project vicinity in response to development pressures (Figure 10). Harborside Elementary, which is located within the City of Chula Vista, borders the project site on the northwest. A medium-density single-family dwelling unit development lies to the north, across Naples Street between Woodlawn Avenue and Broadway. Scattered retail commercial uses line Broadway between Moss Street and Oxford Street. Representative commercial uses include a small grocery store located at the northwest corner of Broadway and Naples Street, and several automobile repair establishments along the east side of Broadway. A discount commercial-light industrial complex lies to the south of the project site between Oxford and Palomar Streets. This complex includes a Fed-Mart, a Pic N'Save, and several light industrial establishments, including a clothing manufacturer. A 16.2 acre parcel, now devoted to truck farming,lies between the Fed-Mart Pic N'Save complex and Industrial Boulevard. Although this parcel lies within the County, it is presently undergoing review by the

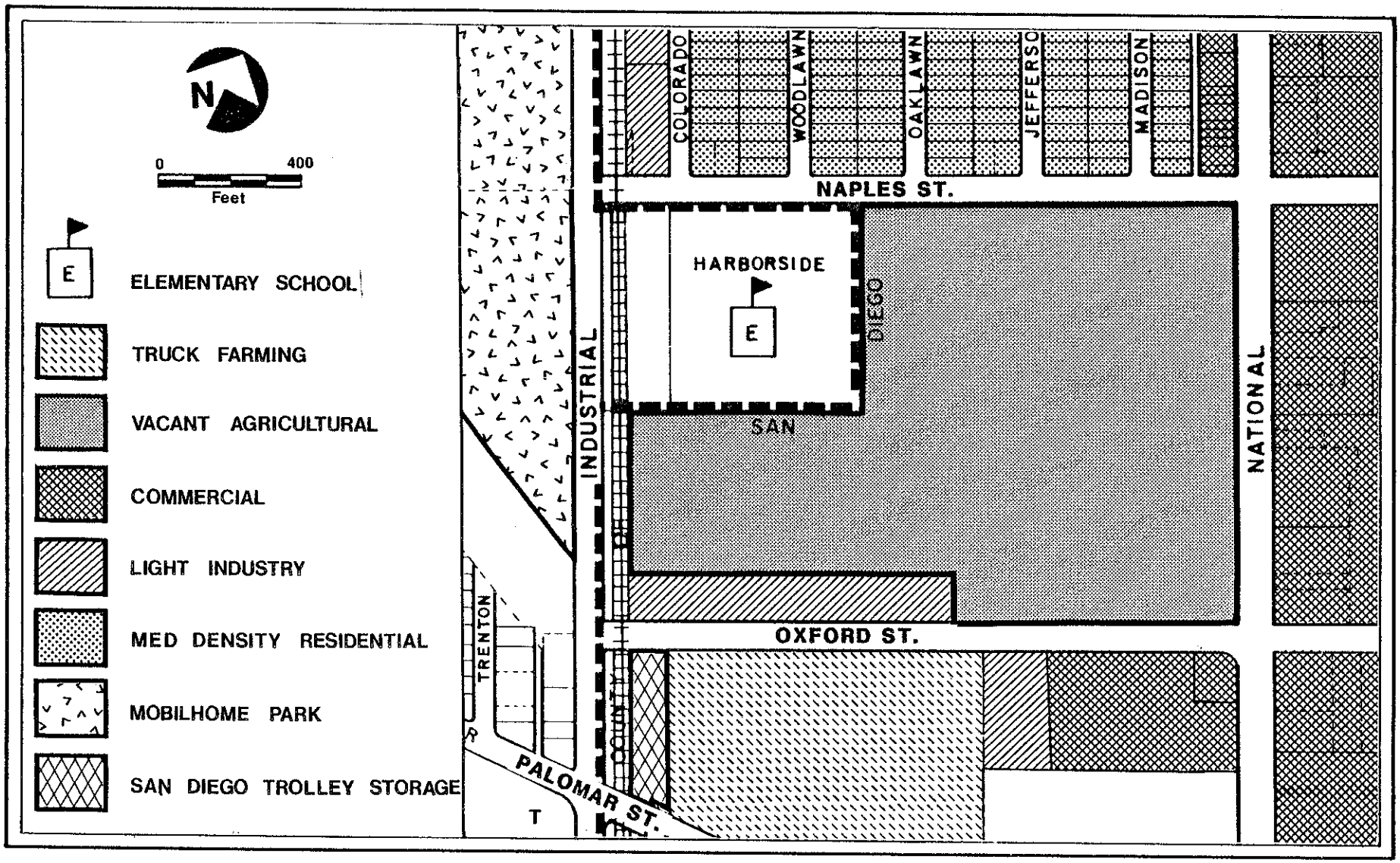

Figure 10 Existing Land Uses in the Project Vicinity

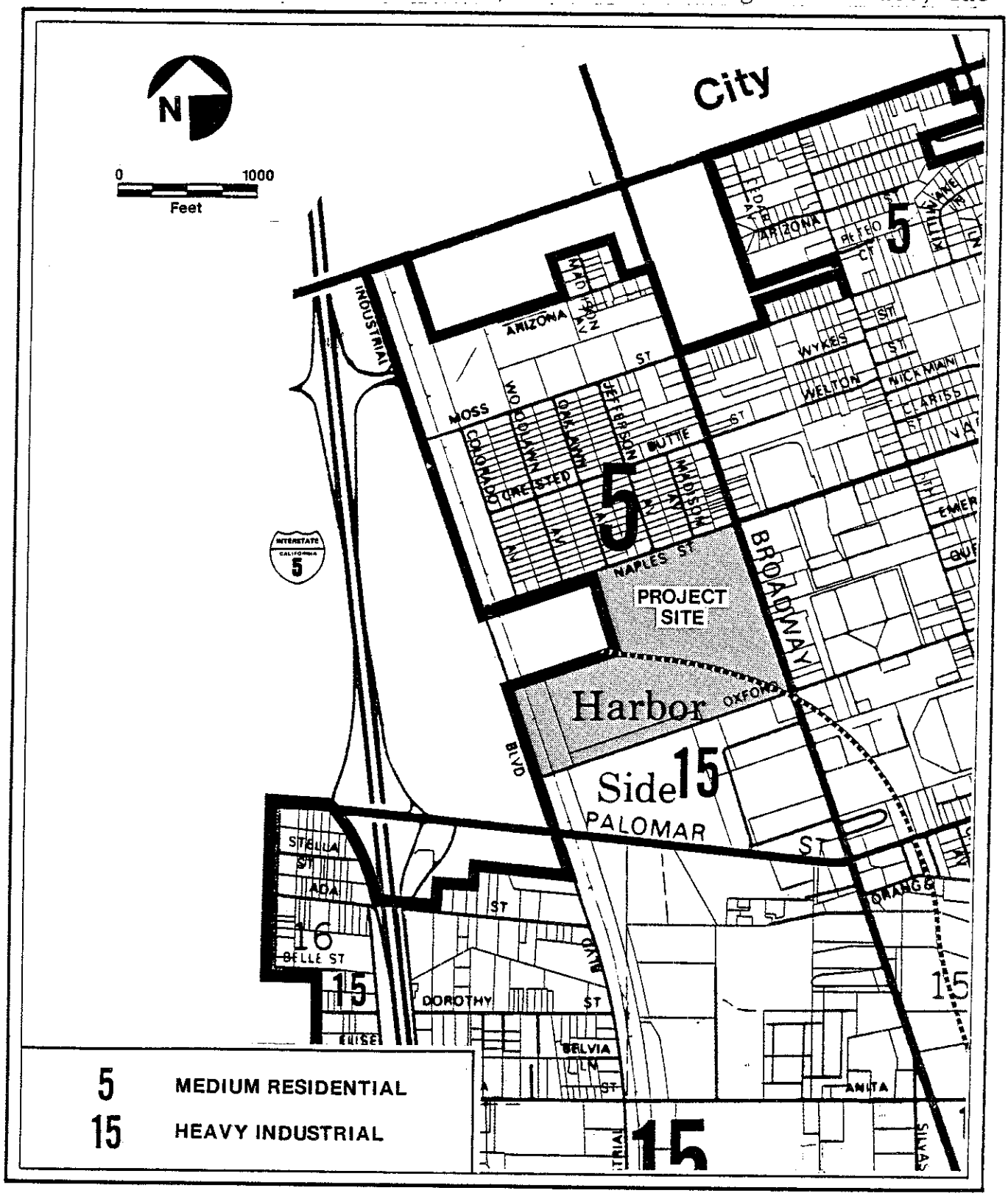

Figure 11 County of San Diego South Bay General Plan Land Use Designations

City of Chula Vista for annexation and prezoning. This project, known as the Palomar Industrial Center, is being proposed for retail commercial uses on 3.8 acres, and light industrial use with some office development on the remaining 12.4 acres (Bazzel, 1981).

Land uses located along the railroad westward, between Palomar Street and "L" Street, also have some relevance to the proposed project. The Brentwood Mobilehome Park lies between Palomar Street and Naples Street. Several agricultural-oriented industrial uses lie between Naples Street and "L" Street along Industrial Boulevard. These include a fertilizer warehouse, packing sheds and a pallet storage facility.

3.7.1.2 GENERAL PLAN DESIGNATIONS AND CURRENT ZONING

The South Bay Community Plan (County of San Diego 1979) designates the project site for "Medium Density Residential" (Figure 11). As shown in Figure 12 , current county of San Diego zoning on the site include the following four zones:

C-36 - General Commercial
M-52 - Limited Impact Light Industrial
M-54 - General Impact Heavy Industrial
RU-29 - High Density Residential - 29 Du/AC

As the project site is expected to be annexed to Chula Vista in the future, it was included in the adopted 1990 Chula Vista General Plan. Since Chula Vista is the Lead Agency in this action, its plans and policies take

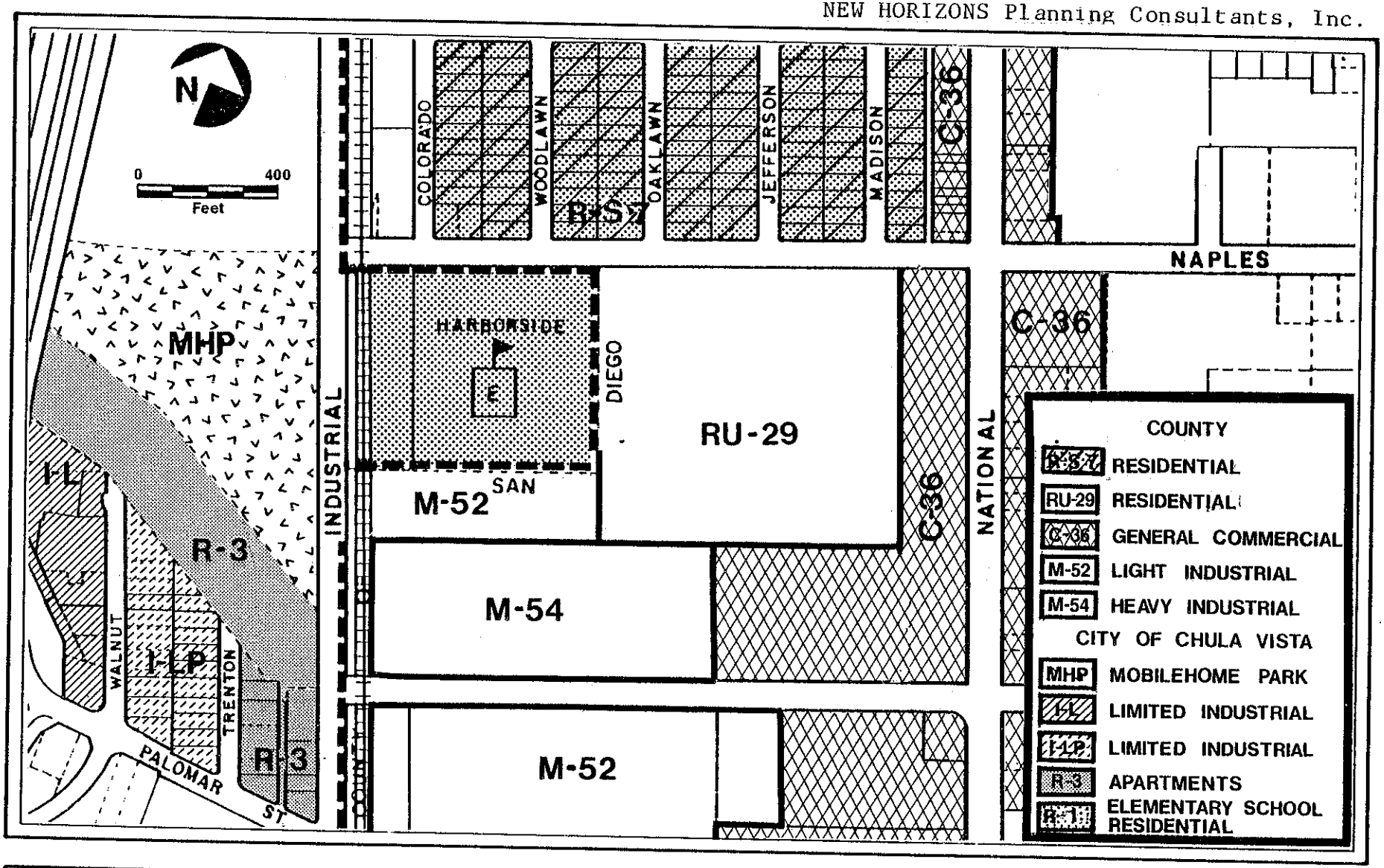

Figure 12 Current County and City of Chula Vista Zoning Designations

precedence over those of San Diego County (Bazzel, 1981). The Chula Vista General Plan designates the project site for the following uses (Figure 13).

- "Thoroughfare Commercial" - along Broadway extending approximately 250 feet westerly.
- "Neighborhood Park" - about 5 acres adjoining Harborside Elementary School on the east.
- "Medium Density Residential" - (4-12 Du/AC) for the remainder of the project site.

3.7.1.3 CHULA VISTA DOWNTOWN REDEVELOPMENT

The Town Centre I Chula Vista Redevelopment Project, generally located along Third Avenue from "E" to "I" Streets, is presently underway. This project is resulting in a concentration of commercial activity which includes specialty stores and restaurants.

3.7.1.4 SAN DIEGO TROLLEY

The Metropolitan Transit Development Board (MTDB) is presently building a trolley station along with a major parking lot on the southeast corner of the Palomar Street/ Industrial Boulevard intersection. The San Diego Trolley line runs parallel to the project site along the western boundary. Additional rail sidings are being constructed between Oxford and Palomar Streets for storage of trolley cars during non-peak periods.

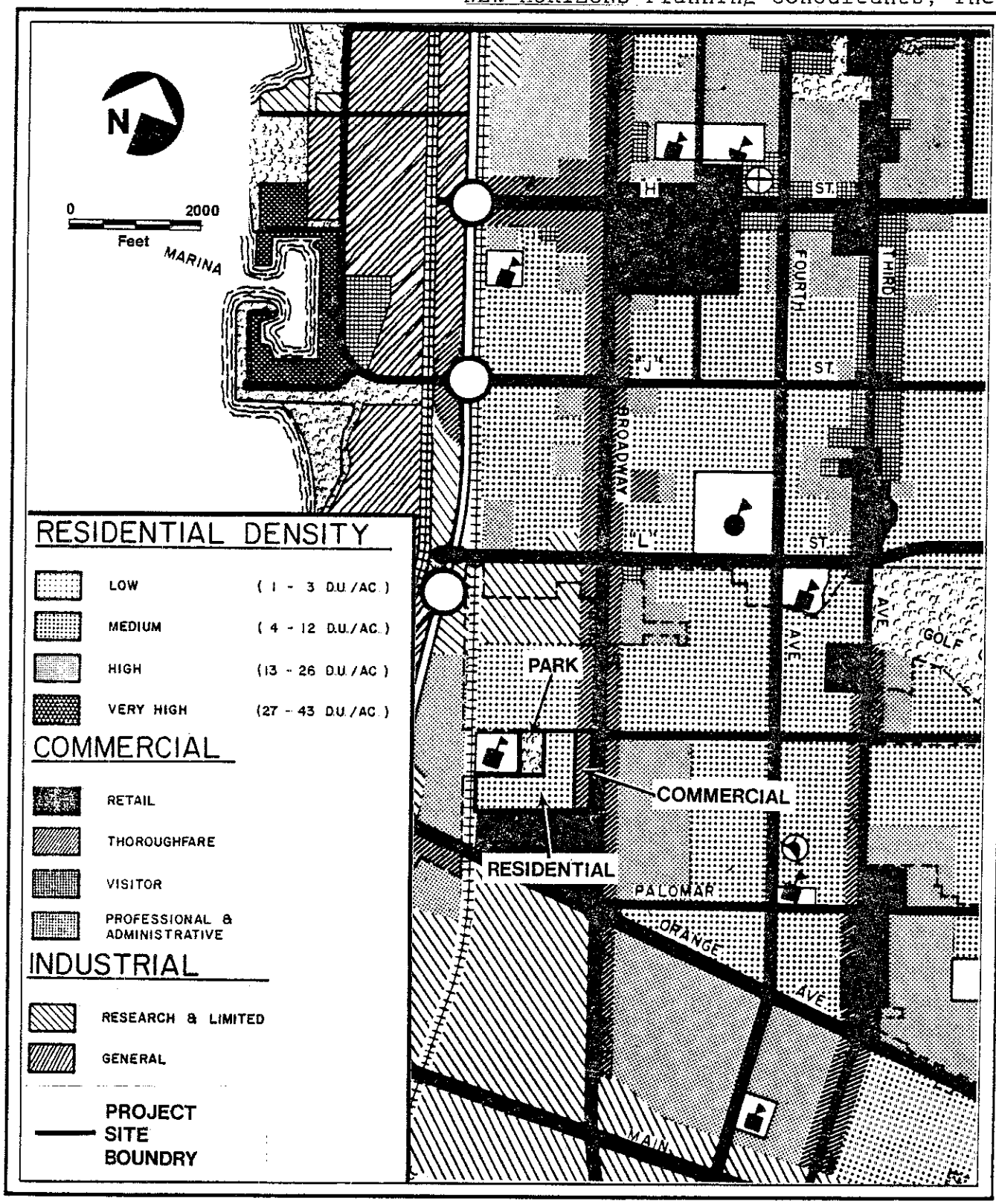

Figure 13 Chula Vista General Plan Land-Use Designations

3.7.2 POTENTIAL IMPACTS

3.7.2.1 EXISTING LAND USE

The development of a large commercial-industrial complex, such as that proposed,could have a potentially significant impact on existing land uses both on the project site and in the surrounding area.

With regard to the project site, the furniture manufacturing plant would be expected to ultimately be removed. The remainder of the project site would be removed from agricultural production, contributing to the incremental loss of productive agricultural land in southern San Diego County. This was previously discussed in Section 3.3 of this report.

Potential conflicts could exist between uses permitted under the C-C and I-L zones and two land uses located in the immediate vicinity of the project site. These are the Harborside Elementary School, and the residential neighborhood located to the north of Naples Street, which would be buffered only by the park and playground area surrounding the school and Naples Street respectively. However, most of the expected impacts would result from external factors such as traffic and traffic noise, and are covered in other sections of this report. No potentially significant land use impacts are foreseen on land uses located elsewhere on the periphery of the project site.

3.7.2.2 GENERAL PLAN DESIGNATIONS AND CURRENT ZONING

The proposed prezoning of the project site to C-C (Central Commercial) and I-L (Limited Industrial Zones) is not consistent with the Chula Vista General Plan. First, it would result in the loss of a neighborhood park. Loss of this park land is addressed in Section 3.10 of this report. Secondly, the proposed commercial and industrial uses are clearly in conflict with the "medium density residential" designations covering most of the project site. The proposed land use redesignation can be considered consistent only with the "Thoroughfare Commercial" designation along the Broadway frontage.

The project is also inconsistent with the County of San Diego South Bay Community Plan, at least in part. It is in conflict with the "Medium Density Residential" designation, and in partial conflict with the "Heavy Industrial" designation. Although the proposed light industrial complex south of Harborside Elementary School would be consistent with "Heavy Industry", the portion proposed for C-C zoning would not be in conformance.

In terms of current county zoning, the proposal conflicts with all but the RU-29 zoned portion of the project site. That portion is proposed for prezoning to C-C. There would be partial conflict with the M-54 zoned portion of the project site. Approximately the easterly 350 feet of the M-54 zoned portion is proposed for prezoning to C-C. Although the M-54 zone allows a limited number of commercial uses, it does not allow for a major retail facility such as a discount retail facility.

3.7.2.3 CHULA VISTA DOWNTOWN REDEVELOPMENT

A possible concern is the potential effect of this and similar projects located in the Palomar Street-Broadway Area on the Chula Vista Downtown Redevelopment Program. When the Fed-Mart/Pic N'Save, Palomar Industrial Center and the Price Club projects are considered together, it is clear that a substantial retail-employment center is evolving approximately two and one half miles south of the downtown.

3.7.2.4 SAN DIEGO TROLLEY

MTDB is proceeding to construct a light rail transit line between Downtown San Diego and San Ysidro. Each transit stop along this line has the potential of becoming a focal point for a node of relatively high density and intensity of land use. This is true of the Palomar Street Station, which is located in an area still capable of accommodating a considerable amount of new development. The potential exists for new high intensity development which could overburdern the area's infrastructure (street capacity, utilities, public facilities).

3.7.3 MITIGATION MEASURES

3.7.3.1 EXISTING LAND USE

Potential conflicts to the single-family residential area to the north and the Harborside Elementary School will largely be the result of traffic and noise-related problems. Mitigation measures for such concerns are presented elsewhere within this report. The Chula Vista development review process should assure that potential conflicts to the residential area and the school are appropriately addressed as site-specific development plans become available.

3.7.3.2 GENERAL PLAN DESIGNATIONS AND CURRENT ZONING

The Chula Vista Planning Department may require the application of a "P" Modifying District in conjunction with the prezoning to C-C and I-L (Bazzel, 1981). This "P" Modifying District means a Precise Plan could be required before approval of a development plan for the project. On the otherhand, since only one developer of the site will probably be involved, detailed site plans may be adequate to assure that no site-related land use conflicts would exist with the surrounding areas.

Subsequent discretionary reviews should assure that all land use impacts are adequately mitigated. An example of a similar successful type of development exists in the Serra Mesa community of San Diego where an elementary school and neighborhood park border both an industrial park and residential community. The industrial park is zoned M-IP (Manufacturing-Industrial Park), which requires more consideration for landscaping and buffering from adjacent residential development than is required in the typical industrial zone.

3.7.3.3 CHULA VISTA DOWNTOWN REDEVELOPMENT

Potential impacts on Downtown Redevelopment could be mitigated to insignificance by offering land uses different from the specialty retail/office-administration/high density high quality housing uses being proposed for downtown Chula Vista. The Broadway-Palomar Street area is evolving as a discount retail/light industrial/distribution center. The project would strengthen this trend significantly. This mix of uses would complement rather than compete directly with downtown Chula Vista.

3.7.3.4 SAN DIEGO TROLLEY

No mitigation measures are considered necessary.

3.7.4 ANALYSIS OF SIGNIFICANCE

3.7.4.1 EXISTING LAND USE

The project appears to have potential conflicts with the Harborside Elementary School and with the residential neighborhood located north of Naples Street. If desired by the City of Chula Vista, the preparation of a Precise Plan could serve to mitigate these land use conflicts to insignificance.

3.7.4.2 GENERAL PLAN DESIGNATION AND CURRENT ZONING

As matters currently stand, conflicts between the project and existing General Plans are significant. It is clear that a GPA would be required. The additional safeguards built into Chula Vista's land development review process should mitigate these conflicts to insignificance.

3.7.4.3 CHULA VISTA DOWNTOWN REDEVELOPMENT

According to the Chula Vista Planning Department, there appears to be little if any potential conflict between the project and Downtown Chula Vista redevelopment projects.

3.7.4.4 SAN DIEGO TROLLEY

Overall, the San Diego Trolley should have no adverse impact on the project.

3.8 AESTHETICS

3.8.1 PROJECT SETTING

The project site includes approximately 43 acres, approximately ninety percent of which is currently vacant, fallow agricultural land. The southwest corner of the property, adjacent to Industrial Boulevard and Oxford Street is currently occupied by a furniture manufacturing plant.

The project site and surrounding area are of relatively flat terrain, with no points of elevation to afford any distant views. The adjacent properties which would view the proposed project are presently developed in mixed urban uses. A discount-commercial/light industrial complex lies directly to the south, which along with the existing on-site furniture factory, precludes views further to the south. A mobile home park is situated west of the site and Harborside Elementary School immediately adjacent on the northwest. A single-family residential area is located directly north of the project site. Mixed commercial uses predominate along Broadway Avenue, east of the project site. Thus, views from the project site, as well as views from surrounding areas are greatly limited. Views of the project site from the surrounding area are presently of a fallow unvegetated vacant area.

3.8.2 POTENTIAL IMPACTS

Development of the proposed project as would be permitted under the proposed land use designation and prezoning would alter the visual quality of the site, changing from a predominantly vacant area with one manufacturing plant, to a more intensive usage with a combination of industrial and commercial/retail facilities.

Development would alter the present eastward view from the adjoining Harborside Elementary School and the view to the south from the existing homes on Naples Street. The visual buffer provided by the currently vacant site would be replaced by a discount merchandising complex and associated parking. There would be little potential for visual or aesthetic impact from the removal of the furniture manufacturing plant and its replacement with new light industrial facilities.

3.8.3 MITIGATION MEASURES

Careful site design would help to reduce any adverse visual impacts which could result from commercial/industrial development on the site. The addition of landscaping and screening between the elementary school and the Price Club Facility could actually enhance the present view, creating a pleasant strip of urban greenery which would form a transition between the play area on the school ground, and the commercial facility. The view from the existing homes on Naples Street could also be screened by appropriate planting or fencing.

3.8.4 ANALYSIS OF SIGNIFICANCE

The ultimate loss of visual resources on the project site would not, in itself, be significant, but could be compatible with the visual and aesthetic qualities of the surrounding area, providing the mitigation measures described above are implemented.

3.9 COMMUNITY TAX STRUCTURE

3.9.1 PROJECT SETTING

The project site, as it is currently developed, contributed revenues of $56,773 in composite property taxes during fiscal year 1980-81, at current assessed value (AV) of $1.23 million. The County receives $15,600 of the property taxes collected which is considered adequate to cover expenses related to the site. Education districts incur no costs, and receive full benefit from their combined $25,600 revenue (Table 6). The Montgomery Fire Protection District estimates that $8000 per $1 million assessed valuation is required to cover its costs. It currently receives approximately $9,900. Legislation to implement Proposition 13 provides that in cases of annexation to cities, such as is proposed, the affected city and the County must mutually agree on a redistribution of property taxes levied on the affected parcels before annexation can can occur.

3.9.2 POTENTIAL IMPACTS

The project's principal fiscal impacts would be on the City of Chula Vista, the County education districts, and the Montgomery Fire Protection District, as well as on other special districts. The Montgomery Fire Protection District is supported mainly by property taxes, receiving approximately $250,000 per year of Special District Augmentation Funds, less than $1,000 per year in fire service contract revenues, and some additional revenues from the City of Chula Vista for areas which have been annexed to Chula Vista, but are still served by Montgomery. The formula for this reimbursement is in the process of being revised and the funds received by the Montgomery District are expected to increase (Landowski, 1981).

Table 6

Existing Property Tax Distribution

Agency	Percent[1]	Tax Revenue (rounded to nearest $100)
Education[2]	52	$25,600
County[3]	27	13,300
Montgomery Fire Protection District	20	9,900
Other special districts[4]	1	500
Subtotal at $4 rate	100	$49,300
Additional levy for prior bonded indebtedness (at $0.61 per $100 AV)		7,500
Total		$56,800

[1]Eight-digit ratio rounded to nearest hundredth. Ratios for Tax Rate Area 63056 provided by County Auditor-Controller Office.

[2]Elementary, Sweetwater Union High, Community College, and six special education funds.

[3]Includes County Library and revenue bonds.

[4]Montgomery Park County Service Area, Flood Control District Zone 3, and California Water Authority South Bay Irrigation.

The annexation of the project site by the City of Chula Vista may incrementally erode the revenue base of the Montgomery District. In addition, the District is currently studying the feasibility of incorporation as a city. The potential loss in revenues projected by the proposed annexation would adversely impact this process.

Assuming full buildout (at an unspecified year) future assessed valuation is estimated at $710,000 for the Price Club and about $5 million for the remaining development. Composite annual property taxes of $228,400 would be distributed to the education districts, the County, and Chula Vista as shown in Table 7. Total annual sales tax revenues are expected to be approximately $622,000. Other fees (business, utility, sewer) are expected to generate an additional $70,100 to the City.

County revenues are expected to increase by a net of $61,100 after application of a redistribution formula (Section 3.9.1) the fire district is expected to experience a net loss of $9,900 with continued obligations. Education Districts will receive increased revenues while incurring no obligations (Table 8).

Table 7

Estimated Project Assessed Value and
Composite Annual Property Taxes

(1980-81 dollars)

Project Component	Acres	Assessed Value (millions of dollars) Comparable Development Approach	Sq. Ft. of Construction	Replacement Cost Approval	Total Annual Property Taxes Generated[1]
Price Club	7.30	--	98,400	.71	$28,400
Other					
Discount Commercial	25.98	2.83	350,000	3.35	
Industrial	10.10	.55	305,300	2.53	
Subtotal		3.38		5.88	200,000[2]
Total		--		6.59	$228,400

[1]Does not include additional rate over $4 for repayment of outstanding bonds.

[2]Assumes a mid-range total AV of $5 million.

Sources: County Assessor, Price Club, construction cost averages.

Table 8

Projected Annual Revenue Summary[1]

	City	County	Education
Property Tax	$ 35,200[2]	$ 74,400	$118,800
Sales Tax	622,000	--	--
Utility Tax	9,000	--	--
Business license	3,100	--	--
Sewer Service Charges	58,000	--	--
Total	$727,300	$ 74,400	$118,800

[1]Exclusive of one-time charges and fees.

[2]Transfer of a portion of this revenue to the Montgomery Fire Protection District will be necessary.

Assuming full buildout (at an unspecified year) future assessed valuation is estimated at $710,000 for the Price Club and about $5 million for the remaining development. Composite annual property taxes of $228,400 would be distributed to the education districts, the County, and Chula Vista as shown in Table 7. Total annual sales tax revenues are expected to be approximately $622,000. Other fees (business, utility, sewer) are expected to generate an additional $70,100 to the City (Table 8).

County revenues are expected to increase by a net of $61,100 after application of a redistribution formula (Section 3.9.1). Thefire district is expected to experience a net loss of $9,900 with continued obligations. Education Districts will receive increased revenues while incurring no obligations (Table 9).

3.9.3 MITIGATION MEASURES

The proposed amendment to the General Plan, prezoning and annexation is expected to have no significant adverse impacts on the City of Chula Vista, the County of San Diego, nor surrounding Education Districts. In fact, the Districts and governmental bodies will experience increased revenues as a result of the proposed project. This is particularly true if the property were developed to the ultimate level expected. However, the Montgomery Fire Protection District would experience an adverse impact by the implementation of the proposed project in the form of decreased revenues. Mitigation measures are available in the form of continuing compensation from the City of Chula Vista to the District for its continued provision of services. Since potential impacts on other affected entities are deemed to be positive, if not insignificant, no further mitigation measures are required.

TABLE 9

DISTRIBUTION OF PROJECT ANNUAL PROPERTY TAXES[1]
(full buildout, compromise formula, no change in tax law, 1980-1981 Dollars)

	Estimated Percent of $4/$100 AV Tax Rate	Property Tax Revenue
Education districts and Special funds	52.00	$118,800
City of Chula Vista	19.68[2]	35,200
County[3]	28.32[4]	74,400
TOTAL	100.00	$228,400

[1] Total of $228,400 from Table 2.

[2] City share of 41% of 48% (County's previous share of 27% plus districts shares of 21%) of $4 rate levied on tax increment. Tax increment is $179,100 ($228,400 less base property tax of $49,300 from Table 1).

[3] County receives 17.5% of existing base revenue ($49,300), or $8600, plus $65,800, the remainder of total revenues after disbursement to education funds and the City.

4 The net effective County rate.

3.9.4 ANALYSIS OF SIGNIFICANCE.

The annexation of the project site is expected to have potentially significant impacts on the Montgomery Fire Protection District's current revenues and intentions to incorporate. However, the City of Chula Vista, the County of San Diego and Education Districts are not expected to be adversely impacted by the proposed action.

Ultimate development of the site would require capital expenditures for additional municipal services. It is presumed, however, that all on-site infrastructure costs which are not exactly discernible at this time, are not expected to create a significant adverse impact on the current fiscal capabilities of the entities involved.

3.10 PARKS, RECREATION AND OPEN SPACE

3.10.1 PROJECT SETTING

The Chula Vista General Plan designates an estimated five acres of the project site for park, recreational and open space use. A similar land use designation is not present on the County of San Diego South Bay Community Plan.

The nearest existing recreational facility to the project site area is the turfed playground and baseball field located immediately adjacent on the northwest, which is located on the Harborside Elementary School site. This approximately three acre site serves as a neighborhood park when not in use during school hours, and also contains a Little League Baseball Field (Aceves, 1981). The nearest existing community park is Montgomery Community Park, a County facility located on Oxford Street between Third and Fourth Avenues, about one mile east of the project site.

3.10.2 POTENTIAL IMPACT

The Chula Vista General Plan standard for parks, recreation and open space are 2 acres per 1000 people within a ½ mile radius for neighborhood parks and 1½ mile radius for community parks (City of Chula Vista, 1971). The number of people presently residing within Neighborhood Park District 6.01 total approximately 1400 (1970 Census). Based on the City of Chula Vista park standards, this would require 2.8 acres of neighborhood park land within this district.

The General Plan also anticipated the development of up to 354 additional dwelling units that would result in approximately 870 additional residents on the project site. This assumes a maximum permitted density of 12 dwelling

units per acre and an average 1970 Census household size of 2.46. This figure added with the existing population would total 2270 residents and an estimated need for 4.5 acres of park land. Since the Price Company project, as proposed, would eliminate any on-site residential development and there is virtually no significant undeveloped residential property remaining within this Park District, no future park land needs are anticipated.

3.10.3 MITIGATION MEASURES

Since the loss of the area designated by the General Plan as parks, recreation, and open space has not been determined to be a significant impact, no mitigation measures are proposed. However, the developer of the project should provide adequate setbacks from existing recreation areas for future industrial/commercial activities.

3.10.4 ANALYSIS OF SIGNIFICANCE

The loss of a portion of the project site as park, recreation and open space land use does not appear to be highly significant. This is especially true with the trend of development in the park service area headed toward commercial and industrial uses rather than the medium density residential development assumed by the Chula Vista General Plan.

The General Plan indicates that the minimum desirable park size for a Neighborhood Park is 5 acres when adjacent to a school site. Since the current neighborhood park needs amount to only 2.8 acres of developed park land, the loss of additional park land to augment the existing three acre facility at the Harborside School is viewed as having an impact on the neighborhood area but not a significant impact.

3.11 FIRE AND POLICE

3.11.1 FIRE PROTECTION

3.11.1.1 PROJECT SETTING

The project site is currently served by the Montgomery Fire Protection District. The nearest fire station is located at Fourth Avenue and Oxford Street, approximately three blocks from the project site. This station is equipped with one 1,000 gallon-per-minute diesel-powered pumper with a 50-foot aerial ladder, a 1,000 gpm triple combination engine, one 400 gallon-per-minute mini-pumper, and 15 full-time firefighters. The Montgomery Fire District has an automatic aid agreement with the City of Chula Vista which would bring an additional 1,000 gallon-per-minute pumper from the Chula Vista station located at Melrose Avenue and Oxford Street on a first response basis. In case of a fire emergency on the project site, additional firefighters and equipment would be supplied by other City of Chula Vista stations through the mutual aid agreement between the two jurisdictions.

Response time to the project site from the Fourth Avenue and Oxford station is estimated at two and one-half minutes, or less (Ledesma, 1981).

3.11.1.2 POTENTIAL IMPACTS

The proposed annexation of the site to the City of Chula Vista would remove the property from the Montgomery Fire Protection District. However, the site would be part of that District's contract area to which they would continue to provide first response service. This would mean no change in service to the project area. The development of commercial

and industrial facilities on the site could be adequately served by the present staff and equipment (Ledesma, 1981).

The Montgomery Fire Protection District, however, is opposed to the loss of this property from its district boundaries. The District is presently studying incorporation and has requested that the Board of Supervisors refrain from granting any additional requests for detachment of property from the Montgomery Fire Protection District until a feasibility study for the incorporation of the Montgomery Fire Protection District is completed (Landowski, 1981). In addition, the Montgomery Fire Protection District could be fiscally impacted by the need to serve the additional eventual development which could follow as a result of the zone change, annexation and pre-zoning for this project. This impact would result from the formula presently used to compute reimbursement to the Montgomery District for its service to the project site. The present formula does not reimburse the Montgomery District for one hundred percent of the present revenue it currently receives for a particular parcel of property. Using the present calculations, the Montgomery Fire District would anticipate a loss of revenue from this proposed annexation, but would foresee no decrease in service provided (Landowski, 1981).

3.11.1.3 MITIGATION MEASURES

Fire protection service to the project site is not expected to be significantly impacted and no mitigation is required. However, the issue of adequate compensation to the Montgomery Fire Protection District for its continued service and loss of territory is one which could require further negotiations between the jurisdictions involved to satisfactorily resolve.

3.11.1.4 ANALYSIS OF SIGNIFICANCE

The issue of adequate service to the project area is not identified as significant. A possible significant financial impact to the Montgomery Fire Protection could ensue from the proposed annexation. Negotiations to adjust compensation to the Montgomery Fire Protection District could be anticipated to mitigate this impact to an insignificant level.

3.11.2 POLICE PROTECTION

3.11.2.1 PROJECT SETTING

The project site is currently within the jurisdiction of the San Diego County Sheriff's Department, Master Beat 58. As such, it is served by the South Bay Station located at 1196 Third Street in Chula Vista. The Department has three regular shifts, as shown below, consisting of five patrol units:

Shift	Units	Hours
Morning	2	7:00 a.m. - 3:30 p.m.
Evening	2	3:00 p.m. -11:30 p.m.
Midnight	1	11:00 p.m. - 7:30 a.m.

The average response time to the project area is approximately six (6) minutes for priority calls and seventeen (17) for non-priority calls.

3.11.2.2 POTENTIAL IMPACTS

After annexation occurs, the project site will receive police protection from the City of Chula Vista. The

area will be covered by Master Beat 28 from the station located at 276 Fourth Avenue in Chula Vista. The Chula Vista Police Department operates a shift schedule like that of the County, however, this beat would include an additional patrol unit between the hours of 9:00 p.m. to 12:00 a.m., otherwise, the shifts are manned by a single unit.

Response time to the project site will be within four minutes maximum for emergency calls and will range from forty-five minutes to an hour for low priority calls.

3.11.2.3 MITIGATION MEASURES

Since police protection has not been identified as a significant issue, no mitigation measures are considered necessary.

3.11.2.4 ANALYSIS OF SIGNIFICANCE

No significant impact is anticipated by the Sheriff's Department, which would no longer patrol the area, but which could be impacted by project-related concerns such as increased traffic in surrounding unincoporated areas. Likewise, the City of Chula Vista Police Department anticipates no significant impacts to evolve from the project as proposed.

3.12 WASTE DISPOSAL

3.12.1 SEWER

3.12.1.1 PROJECT SETTING

Sewer service to the southern portion of the project site is currently provided through the existing Oxford Street line and metered through the Montgomery Sanitation District pumping facility. A 12-inch to 15-inch line is located in Oxford Street. The City of Chula Vista's Engineering Department estimates that 0.6 million gallons per day additional capacity is available on this line. In addition, a 12-inch to 15-inch sewer line is located on Naples Street with an estimated 0.5 million gallons per day available (Harshman, 1981). The Naples Street line is presently metered through the City of Chula Vista.

3.12.1.2 POTENTIAL IMPACTS

Approval of the land use designations proposed would have no immediate impact on sewer service in the area. As precise development plans are not available and the commercial industrial uses allowed vary from facilities which generate little or no sewage to those which could produce a variety of industrial wastes, there is no accurate formula to adequately determine the quality of sewage which will be generated by eventual development. The projected quantity of sewage anticipated from the commercial industrial development is expected to be comparable in volume to that generated by medium density residential development of the same acreage.

The change in land use designation would transfer the responsibility for sewage service from the Montgomery

Sanitation District to the City of Chula Vista. The existing sewer lines would continue to serve the project site after annexation with the discharges from the eventual development measured and charged to the appropriate District. The City of Chula Vista would reimburse the Montgomery Sanitation District for any additional use of the Oxford Street line, according to the current formula.

Both the Oxford and Naples Street lines have substantial additional capacity which is sufficient for the ultimate commercial and industrial uses planned with no significant impacts (Harshman, 1981).

3.12.1.3 MITIGATION MEASURES

The level of sewer service in the project area is not expected to be adversely affected by project approval and subsequent allowable development, and no mitigation measures are necessary.

3.12.1.4 ANALYSIS OF SIGNIFICANCE

Implementation of the proposed land use designation changes would not significantly affect sewer service in the area, as existing capacity exists to serve the eventual commercial and light industrial uses.

3.12.2 SOLID WASTE

3.12.2.1 PROJECT SETTING

Solid waste disposal for the project site is currently provided by a private disposal firm, Chula Vista

Sanitary Service, located in Chula Vista. This service utilizes the Otay landfill located approximately three miles east of the project site. The Otay landfill, operated by the County of San Diego, has a life expectancy of thirty years. In addition, the City and County of San Diego are planning a 1200 ton-per-day mass burning facility, the San Diego Energy Recovery Project (SANDER), approximately 3.3 miles north of the project site.

3.12.2.2 POTENTIAL IMPACTS

Chula Vista Sanitary Service would continue to provide solid waste disposal service to the project site, after annexation. No significant impact is anticipated, on either the private disposal service or sanitary landfill operations (Caliri, 1981).

3.12.2.3 MITIGATION MEASURES

As there will be no significant impact from the proposed project, no mitigation measures are considered necessary.

3.12.2.4 ANALYSIS OF SIGNIFICANCE

Solid waste disposal service would not be significantly affected by the proposed project, nor would the lifespan of the Otay Sanitary Landfill be significantly shortened.

3.13.1 GAS AND ELECTRIC SERVICE

3.13.1.1 PROJECT SETTING

Both gas and electricity service is presently provided to the project site by San Diego Gas and Electric Company. Gas distribution lines serving the property include a 2" main which runs northward along Industrial Boulevard, then heads eastward on Oxford into a 3/4" service line. Additionally, another 2" main runs east/west on Naples which heads south onto the project site across from Colorado Street. Currently, the majority of the site utilizes no energy at all, however, the Authentic Furniture Products Company presently uses both gas and electricity. Electrical service is available to the project site in the form of 12KV lines.

3.13.1.2 POTENTIAL IMPACTS

The proposed annexation, prezoning and General Plan amendment will have no significant impact upon the availability of gas and electric service. However, the proposed industrial/commercial development could potentially impact these utilities. Precise figures as to the expected consumption of these utilities by the proposed development are not, at this time, available. Whether there will be sufficient available service, therefore, cannot be determined at this time, but will be established prior to actual development.

3.13.1.3 MITIGATION MEASURES

In the event that the existing services are inadequate to serve the needs of the proposed facilities, the costs of additional line implacement will be borne by the developer (Allred, 1981). Otherwise, no significant impact is anticipated on these services, therefore, no mitigation measures are needed.

3.13.1.4 ANALYSIS OF SIGNIFICANCE

The eventual development of the industrial/commercial facilities could be expected to result in incremental increases in the consumption of gas and electricity. These are expected to be of minimal significance to the project.

3.13.2 WATER SUPPLY

3.13.2.1 PROJECT SETTING

Water service to the project area is provided by the Sweetwater Water Authority. Distribution facilities in the project area include a 6-inch water main in Industrial Boulevard and 8-inch mains surrounding the other three sides of the property on Naples Street, Oxford Street and Broadway (Norton, 1981).

3.13.2.2 POTENTIAL IMPACTS

The Sweetwater Water Authority anticipates an adequate supply of water to the site via the existing lines for domestic, commercial and industrial uses (Norton, 1981). Using average consumption rates of two gallons per square foot of commercial floor space per month eventual development of the project would utilize approximately 1.5 million gallons of water per month. Whether there is sufficient flow for fire services cannot be determined at this time but will be established prior to actual development. The proposed changes to the General Plan, pre-zoning and annexation would not affect the provision of services directly, as service would continue from the Sweetwater Water Authority regardless of annexation.

3.13.2.3 MITIGATION MEASURES

As there is no significant impact anticipated to the water service, no mitigation measures are needed.

3.13.2.4 ANALYSIS OF SIGNIFICANCE

The eventual development of the proposed project could be expected to result in incremental increases in water consumption. These are expected to be of minimal significance to the Sweetwater Authority.

3.14 ENERGY CONSERVATION

3.14.1 PROJECT SETTING

The project site is currently being utilized by a furniture factory and as fallow agricultural land. As such, the majority of the site is consuming little or no energy. The furniture factory presently employs several large fan systems, numerous lathes and many additional pieces of equipment necessary to its operations. As such, it is a significant consumer of energy.

3.14.2 POTENTIAL IMPACTS

While the proposed amendment to the General Plan, prezoning, and annexation itself will not have any impact upon energy consumption or conservation, the proposed Price Company Commercial/Industrial project will represent a significant consumption of energy on the project site.

A possible potential impact on transportation energy consumption could result from ultimate development which will create a significant number of vehicular trips.

3.14.3 MITIGATION MEASURES

The increasing scarcity and rising costs of energy supplies underscore the importance of incorporating energy conservation measures into the project design. It is anticipated that as development plans come forth, every effort to incorporate the latest available technology will be made.

On a regional level, a possible mitigation measure for the increased energy to be consumed lays in the creation of a regional commercial complex in this area, which is now occurring. This could have the effect of reducing the time and distance to shopping facilities for residents located in the rapidly developing South Bay, and a resultant decrease in overall transportation energy consumed.

On the project level, consideration should be made of using possible passive energy conservation methods, such as natural venting systems and building sitings that facilitate maximum utilization of prevailing winds and solar exposure.

3.14.4 ANALYSIS OF SIGNIFICANCE

The proposed amendment to the General Plan, prezoning, and annexation is of little significance in terms of energy conservation. However, the proposed development of a Price Club facility, a discount retail complex and a light industrial complex would result in incremental increases in energy consumption. Measures are expected to be incorporated into the project design that will mitigate these impacts to a level of minimal significance.

3.15 TRANSPORTATION ACCESS

3.15.1 PROJECT SETTING

Regional access to the proposed Price Company Commercial/Industrial Development project is provided from the intersection of Interstate 5 and Palomar Street on the southwest, from Interstate 5 and "L" Street on the northwest and from Palomar Street/Orange Avenue east. The project site is located approximately one-half mile northeast of the Interstate 5 and Palomar Streets interchange. Local access to the project site is available from Broadway, Oxford and Naples Streets (Figure 14). Broadway (also known as National Avenue in certain unincorporated portions south of the City limits) is a four lane major arterial with raised center median from Palomar Street northward. Broadway intersections with Palomar Street, Oxford, Naples and "L" Streets are all signalized. The intersection of Broadway/Moss Street is not presently signalized, but peak hour observation has shown the probable need for signalization under present conditions. Weekday peak hours of traffic along Broadway in the vicinity of the project site occurs during the early afternoon, primarily between 12 noon and 1:00 p.m. and builds to an evening peak between 4:00 - 5:00 p.m. As there is no distinct early morning traffic peak hour on Broadway traffic on this street appears to be more shopping-oriented rather than commuter-trip related. The present traffic volume on Broadway between Naples and Oxford Street is 16,152, and between Broadway and Moss Street 17,330 (Table 10). With the exception of the Moss Street/Broadway intersection, which appears to presently warrant a traffic signal, there do not appear to be any unusual congestion problems at the present time.

Palomar Street, west of Broadway, is presently striped as a wide two lane roadway, but functions as having two lanes of travel in either direction during the peak periods.

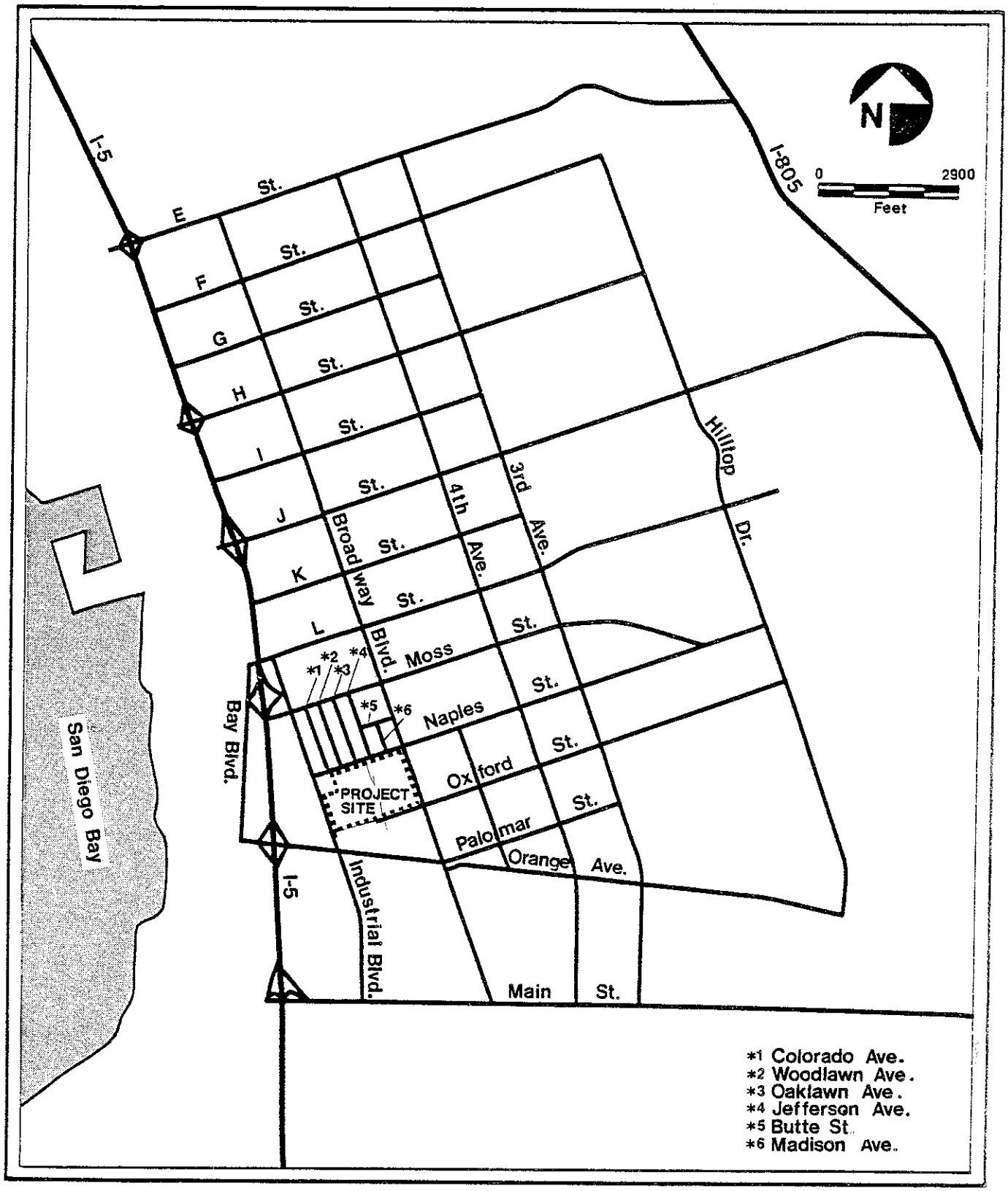

Figure 14 Traffic Circulation in the Project Vicinity

TABLE 10

TRAFFIC AND STREET CHARACTERISTICS

Segment	Functional Classification[1]	ADT(Date)[2]	1995 ADT[3]	Ultimate Street Sections
BROADWAY			NA	
Palomar to Oxford	Major	14,180 (1980)		82'/102' ROW
Oxford to Naples	"	17,210 (1981)		
South of "L" Street	"	17,330(1980)		
PALOMAR			NA	
Industrial to Broadway	Major	22,630 (1980)		82'/102' ROW
NAPLES			NA	
Industrial to Broadway	NA	3,000 (1980 est)		NA
OXFORD				
West of Broadway	NA	NA	NA	NA
INDUSTRIAL BOULEVARD				
Naples to "L"	NA	9,840	NA	NA
Palomar to Naples		3,160		

1 1990 Chula Vista General Plan

2 Manard, 1981

3 Strucker, 1981

Planned development along this section of Palomar Street includes the Palomar Industrial/Commercial Complex as well as the San Diego Trolley parking lot. As part of these developments it is understood that Palomar will be improved to a four lane arterial roadway with a raised center median and a signal at the entrance to the Trolley parking lot, and the Palomar Industrial Park. The portion of Palomar Street between Industrial Boulevard and the I-5 Freeway is expected to be widened to four lane arterial standards by the City of Chula Vista by 1982. Traffic control devices are present where the San Diego Trolley Tracks (formerly the SD & AE Railroad) cross Palomar Street just east of its intersection with Industrial Boulevard. There is presently an adequate flow of traffic on Palomar Street between Broadway and the freeway despite its present volume. This flow will improve over the short-term when the roadway is improved to four lanes.

Industrial Boulevard between Palomar Street and "L" Street is presently a two lane collector roadway which is planned to ultimately be widened to four lanes.

Naples Street is presently a two-lane residential street with an estimated traffic volume of 2380.

3.15.2 POTENTIAL IMPACTS

Since the proposed project includes only annexation, a General Plan Amendment and pre-zoning, a detailed site plan is not available. For purposes of this analysis, it was assumed that access to the proposed project would occur via an added intersection on Broadway, at a point mid-way between Oxford and Naples, with up to two additional

driveways along the southbound sides. In addition, it was assumed that an attractive access point would be designed on Oxford Street. No public access was assumed from Naples Street for purposes of this study, although some could occur.

Based upon an analysis of the literature, plus a detailed study of the trips generated from ultimate development of an existing Price Club facility (Appendix E), it was determined that 2229 trips per day (ADT) would be generated from the light industrial development; 15,100 from the discount commercial; and 5,074 from the Price Club, for a total of 22,400 trips per day.

The greatest impacts to the surrounding circulation system would be expected during the 12 noon to 1 p.m. and 3 - 4 p.m. peak hours. The noon to 1 p.m. peak would be greatest on Monday, Wednesdays, and Fridays, when the Price Club facility opens at noon, rather than 10 a.m.

Although the projected increases in traffic would significantly increase existing traffic levels, it was determined that the increases could be absorbed on the existing street system with an acceptable level of service. This is largely attributable to the fact that the traffic would primarily be related to discount commercial use and would be more evenly distributed throughout the working day. The one exception, where a significant impact could be expected, is the Broadway/Palomar intersection at the 3 - 4 p.m. peak hours.

This analysis is based on the assumption that there would be a new intersection, or at least a center median

break on Broadway between the intersections of Oxford and Naples, and no access to the development from Naples Street. Even with this assumption, there is expected to be a 12 percent increase in traffic on Naples and Industrial Boulevard. The increase would not significantly impact Naples Street in terms of its traffic carrying capacity but could impact the safety of the children walking to and from Harborside Elementary School.

Ultimate development could, however, result in at least one entrance along the eastern portion of Naples Street. If necessary, certain turning restrictions could be imposed that would discourage additional traffic from passing the elementary school. An example might be the placement of no left turn signs for traffic exiting the site onto Naples. Naples access would probably only be made between Oaklawn Avenue and Broadway, and would probably only add additional amounts of traffic in that area. It is unlikely that this portion of Naples or the Naples/Broadway intersection would be significantly impacted by the additional traffic that might result.

3.15.3 MITIGATION MEASURES

In order to mitigate the impacts of the 22,400 additional trips expected to be generated upon ultimate development, several improvements to the surrounding circulation system could be required. Such improvements might include the signalization of the Broadway/Moss intersection, which is probably warranted at the present time.

Additionally, it is assumed that a new intersection could be constructed on Broadway between Oxford and Naples.

In order to alleviate the total ultimate projected traffic impacts at the intersection of Broadway and Palomar, turning lane improvements, including a dual left turn lane for eastbound Palomar traffic turning north on Broadway and a separate right turn lane for southbound Broadway traffic turning west on Palomar, could be required. These improvements would be expected to be sufficient to maintain an acceptable level of service at this intersection, even during peak hours of usage.

As part of the site design, it is assumed that there would be no access to the project site from Naples Street. Even with this design, it is anticipated that there would be an increase in traffic using Naples Street and Industrial Boulevard, as an access to the "L" Street on-ramp to Interstate 5. While the expected increase would not significantly impact the service level of the street, it could decrease the level of safety to the children who walk to and from Harborside Elementary School. To mitigate possible school-related traffic impacts, parking could be prohibited on the north side of Naples. In addition, truck traffic could also be prohibited from this street.

3.15.4 ANALYSIS OF SIGNIFICANCE

Eventual full development of the proposed project would have a significant effect on the design capacity of the intersection of Broadway and Palomar Street. It was determined that there would be no adverse significant impact on this intersection from development of the Price Club initially, providing that a new intersection or median break on Broadway between Oxford and Naples is constructed. Upon eventual total development of the discount commercial and light industrial facilities, additional intersection improvements (turning lanes) would probably become necessary at the Palomar/Broadway intersection. These improvements would be expected to reduce the impact of

the total projected traffic volume increases to an acceptable level. The possible impacts to Naples Street could be successfully mitigated in the detailed site planning stage of development which should site the facilities to discourage use of this street in the vicinity of the school. Other suggested measures such as limiting parking to one side of the street on Naples would probably reduce potential impacts.

Decisions concerning the specific nature of improvements or parking restrictions would need to be made when more precise development plans are available.

3.16 HISTORICAL SIGNIFICANCE OF THE EXISTING ON-SITE LIGHT INDUSTRIAL STRUCTURE

3.16.1 PROJECT SETTING

The first recorded records of the project site date back to 1920 when title vested in San Diego Lands, Inc. About 1926, a building was constructed on the southern edge of the property which was leased by Imperial Linen Products until 1930 (Title Insurance, 1981). The building was designed especially for linen and/or rope production. It consisted of two long narrow sections joined in the middle by a sunken portion, where the fibers were put through a water bath. The surrounding fields were placed in cultivation of hemp products (canabis) to support the facility (Sutherland, 1981).

The property changed hands in 1930 at which time the building and surrounding field were put into agricultural use. The firm of Jaekel and Rogers apparently utilized the property on and off for the next 35 to 40 years. At various intervals, alternate, yet similar use was made of the building. In the early 1940's The National City Dehydrating Company occupied the premises, processing a wide variety of vegetable products (Sutherland, 1981).

Since that time, the property has been utilized for various other uses including a slaughter house, as a post office facility, and as storage for the new, yet to be released automobiles from Fuller Ford Company (Sutherland 1981). Since 1965 the building has been occupied by the Authentic Furniture Products Company, manufacturers of colonial-style chairs.

3.16.2 POTENTIAL IMPACTS

The proposed amendment to the General Plan, prezoning and annexation, will, in itself, have no significant impact upon the building. However, the proposed development of a Price Club facility plus, additional light industrial/commercial structures could require the demolition of the building. In the opinion of Mr. John Rojas of the South Bay Historial Society, the building itself is not considered to be of significant architectural nor historical importance. As such, the impact of its demolition is expected to be minimal.

3.16.3 MITIGATION MEASURES

The existing building, though its past use has been varied and interesting, is not considered to be of historical significance. Therefore, no mitigation measures are considered necessary.

3.16.4 ANALYSIS OF SIGNIFICANCE

Since the 1920's the subject property has been utilized for a variety of uses ranging from agricultural production/dehydration, and slaughter-house to its present use as a furniture manufacturing plant. Although the history of the uses of the building are interesting and varied, the building design/construction itself is not considered to be historically significant.

4.0 ALTERNATIVES

4.1 "NO PROJECT"

Under the "No Project" alternative, the subject property could be allowed to remain in its present state. This alternative would preclude the impacts related to annexation, proposed zoning changes and eventual development. There would be no loss of agricultural land, no additional impacts on air quality, noise, aesthetics, taxes, parks, and recreation or any other environmentally-related issue.

This alternative would not preclude development under the existing land use designation. Under the existing County land use designation, thirty-one percent of the proposed project site is designated for residential development, sixteen percent for medium industrial, twenty percent light industrial and ten percent commercial. Since the property is surrounded by urbanized uses which have replaced agricultural uses in this area, most of the property is presently in fallow agricultural use, producing no income. It is unlikely the undeveloped portion of the site would continue to resist development pressure. The portion of the site which is currently a furniture manufacturing plant would probably remain in the same or similar industrial use.

4.2 STRICT CONFORMANCE WITH THE CHULA VISTA GENERAL PLAN

This alternative would allow annexation, but would restrict eventual development to the uses designated in the Chula Vista General Plan. Under this alternative the majority of the project site would be developed as "medium-density residential". The section of the property fronting on Broadway

would be allowed to develop as "thoroughfare-commercial," a designation comparable to the commercial zone as proposed with no difference in anticipated impacts.

A five acre portion of the project site would be designated as a neighborhood park. Strict conformance with the General Plan would create different environmental impacts from the proposed project. There would be no change in impact on the commercially designated frontage on Broadway. Development of medium-density residential units would be likely to generate greater impacts on parks, recreation, sewer availability and schools. This alternative would create fewer impacts on noise, air quality, traffic, and drainage. The greater impact on park use would be offset by the addition of a neighborhood park on a portion of the property. The loss of agricultural land would remain in the project as proposed.

Under this alternative, the impacts associated with annexation, such as the possible financial impact to the Montgomery Fire Protection District would still occur.

4.3 CONFORMANCE WITH THE SOUTH BAY COMMUNITY PLAN

Under this alternative, the north and east portions of the project site would be designated as "medium residential" with the remainder, fronting on Oxford Street and Industrial Boulevard, as "heavy industrial". Conformance with these designations would be expected to have similar impacts to the project as proposed. The "heavy industrial" designation could create greater potential impacts on drainage, air quality, noise, aesthetics, compatibility with existing land uses,

sewage service, and utility service. The residential development allowed could create greater impacts on schools, parks and recreation facilities, and sewer service than the project, as proposed. Residential development of this portion of the site would probably have fewer impacts on drainage, air quality and noise. A potential conflict and impact on land use compatibility and aesthetics would result from the residential use adjacent to "heavy industrial" development.

4.4 PLANNED UNIT DEVELOPMENT

Development under this alternative would include annexation, prezoning and a general plan amendment as in the proposed project. The impacts related to the annexation, such as the impact to the Montgomery Fire Protection District would remain the same. This alternative would require a Precise Plan for development which could potentially reduce impacts to aesthetics, noise, traffic and other environmental effects. However, as only one developer is currently involved in the project, the same level of consideration and mitigation of environmental impacts could probably be achieved without a precise plan.

4.5. LOWER DENSITY

Lower density industrial and commercial development designations could foreseeably reduce impact related to noise, drainage, traffic volumes, air quality and other environmental issues. However, as these impacts can potentially be eliminated from the project through mitigation, no significant improvement would necessarily result from a lower density project.

4.6 HIGHER DENSITY

Higher density designation of the project site could be expected to create greater adverse impacts which might not be mitigable. Increases in industrial or commercial floor space, including multi-storied space, would be expected to create additional impacts to all environmental issues addressed in the body of the report. For these reasons, this alternative is not feasible nor desirable.

5.0 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

The proposed General Plan amendment, prezoning, and annexation would have only one significant impact in itself. The Montgomery Fire Protection District would experience a significant loss of revenues from the annexation, yet would be expected to provide service to the project site.

6.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USE OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTION

The proposed Price Company Commercial/Industrial Development would have certain cummulative environmental effects However, the short-term effects will be minimal. The proposed amendment to the General Plan will not involve roads, grading, or construction. Ultimately, implementation of the proposed development plans would eliminate agricultural activity from the project site, representing an incremental reduction of agricultural acreage in San Diego County. Development of the Price Club facility and the discount retail and light industrial complex will significantly increase the traffic on the circulation system in the Broadway/Palomar Street vicinity.

Development would ultimately incrementally affect surface water runoff, noise and required public service levels.

Development of the discount retail and light industrial complex will provide employment for residents of the region. The proposed annexation of the property to the city would adversely affect the long-range incorporation plans for the Montgomery Fire District, however, impacts on other public services would not be significant.

7.0 IRREVERSIBLE ENVIRONMENTAL CHANGES

The proposed amendment to the Chula Vista General Plan, prezoning, and annexation would not, in itself, have any irreversible environmental impacts. However, the proposed future development of the site with a Price Club facility, a discount retail complex, and a light industrial complex would represent a major irreversible environmental change; the loss of the land for agriculture use. The loss of this parcel for agricultural use would represent an incremental reduction in agricultural land in the South Bay area. This particular site, however, is not classified as "prime agricultural land" as defined in LAFCO's Agricultural Lands Preservation Policy.

The significant increase in traffic levels associated with this development would irreversibly affect traffic congestion. Additionally, the proposed development would represent an incremental adverse effect on the air quality of the region. However, the potential impacts on drainage patterns, noise levels and public service levels would be comparatively minor.

8.0 GROWTH INDUCING IMPACT OF THE PROPOSED ACTION

The proposed land use designation, prezoning and annexation of the proposed project, along with the ultimate development of the Industrial/Commercial Complex, would result in increased urbanization of the project site vicinity. The future construction of an Industrial/Commercial facility in an area already occupied by a Fed-Mart, and commercial and industrial activities could have possible growth-inducing effects. The formation of a large regional complex, such as appears to be developing in this area, may have the cumulative effect of intensifying the use of surrounding properties to that of a higher and more intense use than presently exists.

The surrounding properties are presently designated as light industrial to the south (across Palomar Street), commercial to the east (across Broadway), and residential to the north and west. As such, the present designation of the proposed Palomar Industrial Complex, as well the area immediately south of Palomar Street as light industrial/commercial, would also have significant growth-inducing effects.

The Metropolitan Transit Development Board has developed a park and ride station for the San Diego Trolley, located at the southeast corner of the Palomar Street/Industrial Boulevard intersection. The presence of a regional transit system, like the San Diego Trolley, is expected to have significant growth-inducing effects on areas it traverses. This impact of this specific station, located one block south of the project site, is expected to be significant on the vicinity as a whole.

The current population of this Sub-Region, which includes the City of Chula Vista (85,019), is expected to increase by 16 percent to 101,200 by 1995. The South Bay region located directly southward has a projected 1995 population of 100,400 from its present day 78,922 (SANDAG, 1981). While no permanent residences are to ultimately result, the proposed project would provide for growth in employment opportunities available in the area. It is anticipated that the majority of these employees will be from the local labor base.

Urban services currently exist in the vicinity and are expected to be adequate to serve the needs of the project, although additional drainage facilities will be required on the project level. Thus, infrastructural improvements that may ultimately result from the proposed project would not be growth-inducing.

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10.0 CERTIFICATION

This report was prepared by NEW HORIZONS Planning Consultants, Inc., San Diego, California. Members of the NEW HORIZONS professional staff and associates who have prepared this report are listed alphabetically below:

Robert J. Buckner, B.A. Economic Entomology

Margaret Coates, B.A., Urban Studies

Joan Cudhea, M.A. Social Science, Economic Analysis (subcontractor)

Edward W. Dilginis, M.A. Geography (Urban and Transportation Planning) Project Principal

Hans D. Giroux, M.A. Meteorology, Air Quality Specialist

Carole J. Joyce, A.A. Business Administration Report Production Coordinator

Carole S. Tanner, B.S. Mechanical Engineering

Betsy A. Weisman, M.A. Political Science, Planning Analyst

We hereby afirm that to the best of our knowledge and belief, the statements and information herein contained are in all respects true and correct and that all known information concerning the potentially significant environmental effects of the project have been included and fully evaluated in this draft EIR.

Edward W. Dilginis
Project Principal

11.0 PUBLIC REVIEW COMMENTS RECEIVED ON DRAFT EIR

The following letter was received during the public review period of the Price Company EIR. The response to this letter is provided in Section 12.

April 21, 1981

TO: Planning Commission

FROM: Merritt Hodson, Member
Resource Conservation Commission

SUBJECT: EIR-81-4 - "PRICE COMPANY"

This Environmental Impact Report meets CEQA guidelines.

The Resource Conservation Commission would like to voice the following concerns:

(1) The traffic that will be generated by the Price Company will be in direct conflict with the Harborside Elementary School and residential areas to the north; therefore, the Commission supports mitigating efforts to minimize access onto property from Naples.

(2) The air quality may be impacted with the advent of this industrial/ commercial complex.

(3) Noise pollution will be impacted; thus, the Commission feels a "zoning wall" should be erected on the southern and eastern sides of the Harborside school property.

(4) Aesthetic landscaping should be provided on the Naples Street frontage.

/av

COMMENTS APPROVED BY THE RESOURCE CONSERVATION COMMISSION AT THE REGULAR BUSINESS MEETING HELD MONDAY, APRIL 20, 1981, BY THE FOLLOWING VOTE, TO-WIT:

AYES: COMMISSIONERS GOODRICH, HODSON, HERNANDEZ, IVERSEN, MACEVICZ AND TAYLOR.
Noes: None.
Absent: None.
Abstain: None.

ATTEST: [signature], Secretary
City Boards and Commissions
(April 21, 1981)

cc: Environmental Review Coordinator Reid
RCC Members

12.0 RESPONSES TO LETTERS OF COMMENT

Section 15146(b) of the State EIR Guidelines requires that the lead agency respond to letters of comment received as a result of public review of the Draft EIR. Described below is the disposition of the significant environmental issues raised in the one letter received by the Environmental Review Coordinator:

1. Issue

The letter emphasises the importance of minimizing access onto the subject property from Naples Street due to conflicts with the adjacent elementary school and residential area.

Response

The importance of minimizing this access has been addressed within the transportation access section of the EIR. On pages 95,96, and 98, alternative access is addressed and the prohibition of truck traffic from this street discussed. In addition, the EIR assumes that there would be no access to the project site from Naples Street. Future access points on Naples Street would require further environmental analysis.

2. Issue

The letter expresses a concern that the advent of the project would impact air quality.

Response

Section 3.4 of the EIR discusses the impacts on air quality both locally

and regionally, recommends mitigation, and discusses regional responsibilities.

3. Issue

A zoning wall is recommended to reduce noise pollution along the southern and eastern sides of the Harborside Elementary School property.

Response

The City of Chula Vista Municipal Code, Title 19, requires that a six foot high masonry zoning wall be constructed along the school boundaries, abutting the project site. The wall would be constructed with development of the project site.

4. Issue

The letter suggests that "aesthetic landscaping" should be provided on the Naples Street frontage.

Response

The Municipal Code requires that a minimum 10 foot wide landscaping screening area be provided from the back edge of the sidewalk to the parking areas to provide a visual screen for parked vehicles.