DRAFT
SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT
TOWN CENTRE II AMENDMENT

City of Chula Vista EIR 88-3
SCH No. 88033016

Prepared for:
The City of Chula Vista
Redevelopment Agency
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TOWN CENTRE II AMENDMENT EIR

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1.0 INTRODUCTION

1.1 PURPOSE

This document is a Supplemental Environmental Impact Report (EIR) which addresses a proposed amendment to the City of Chula Vista's Town Centre II Redevelopment Plan. An EIR for the approved Town Centre II Redevelopment area was prepared in December 1986 (No. 86-3). The applicant, the Redevelopment Agency of the City of Chula Vista, has prepared a "Preliminary Plan For The Proposed Chula Vista Redevelopment Agency Town Centre II Redevelopment Project Area Amendment" which proposed 10 individual sites to be added to the Town Centre II Redevelopment Project Area. Nine of the 10 sites are located in an area bounded by Interstate 5, National City, Third Avenue, and H Street. One site is located in the Montgomery Community approximately 1.5 miles to the south. All sites, except one (Site 3) are located in built-up areas of the City and away from natural, undeveloped areas. Site 3 is located in the present Sweetwater River floodplain, and, when the flood control project and other associated planned improvements (as part of a separate project) are completed, the developable portion of this site will no longer be located in the floodplain.

The discretionary actions in consideration of the project include the approval and adoption of the proposed Redevelopment Plan by the Planning Commission, Redevelopment Agency and the City Council. No development plans or land use designation changes are included as part of this project.

The purpose of the EIR is to analyze the environmental consequences from approval of the proposed amendment. Because no specific redevelopment plans are part of this analysis, the impact evaluations and resulting mitigation recommendations reflect the action of the Plan approval only. However, to the degree possible, the EIR identifies potential future impacts which could result from intensification of redevelopment allowed under the Plan, as well as under the City's General Plan, and associated mitigation measures are recommended. Due to the uncertainty of these future development activities, the level of specificity of analysis is, in some cases, fairly general. Additionally, the City's General Plan, which future redevelopment activities must conform with, is currently being

updated, thus, the future designations for the project area are not known. A "worst-case" development scenario and other alternative development scenarios were prepared for each site based on suggested revisions to the General Plan. These scenarios were used for analysis purposes only so that some future redevelopment activity could be analyzed for each site.

The EIR is prepared in accordance with the criteria, standards, and procedures of:

- the California Environmental Quality Act (Public Resources Code Sections 21000 et. seq.):
- the State CEQA Guidelines (Cal. Admin. Code Sections 15000 et. seq.);
- the Environmental Review Procedures of the City of Chula Vista; and
- the regulations, requirements and procedures of any other responsible agency with jurisdiction by law.

The lead agency preparing this EIR is the City of Chula Vista in accord with Section 15367 of the State CEQA Guidelines, which defines the lead agency as "The public agency which has the principal responsibility for carrying out or approving a project". The necessity to prepare an EIR and the Scope of Work was determined by the City of Chula Vista's Environmental Review Coordinator. The environmental consultant to the City is P&D Technologies, Inc. of San Diego, California. Preparers of and contributors to this report are listed in Section 9.0. Key contact persons are:

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An effort has been made during the preparation of the EIR to contact all affected agencies, organizations, and persons who may have an interest in this project. Information, data, and observations resulting from these contacts are included where relevant. In addition to those agencies or persons contacted or who responded to the Notice of Preparation (Appendix A), all interested agencies and persons will have the opportunity to comment on the project during the circulation of the Draft EIR. Comments received by the City of Chula Vista, together with responses to such comments, will be included in the Final EIR.

1.2 EXECUTIVE SUMMARY

The remainder of this section summarizes in Table 1-1 the significant impacts likely to occur as a result of the approval of the proposed amendment, future impacts expected from site specific redevelopment, the associated recommended mitigation measures, and the responsibility for mitigation and the implementing mechanism.

Table 1-1

Summary of Impacts and Mitigation

Issue	Impact	Mitigation	Responsibility/Implementation
Geology/Soils/Mineral Resources	Plan Amendment-No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment-Potentially significant impacts to structures if proper remedial site preparation activities do not occur.	Geotechnical testing, as appropriate for each site. Compliance with any recommendations of geotechnical reports; with City grading policies; with Uniform Building Code.	City Engineer to determine necessity of providing geotechnical testing. Each developer responsible for complying with policies and code. Implementation via owner participation agreement or developer disposition agreement.
Drainage/Groundwater/ Water Quality	Plan Amendment-No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment - Potentially significant impacts to area drainage if proper drainage designs are not implemented; incremental impacts to area water quality.	Drainage plans to be reviewed for adequacy. Compliance with RWQCB and/or City of San Diego Industrial Pretreatment Program	City Engineer to review drainage plans for adequacy. Each applicant responsible for complying with RWQCB and City of San Diego water quality requirements. Implementation owner participation agreement or developer disposition agreement.
Landform/Aesthetics	Plan Amendment - No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment - Positive visual results from redevelopment.	No mitigation necessary, however; each developer will have to comply with the Town Centre Design Manual and the Redevelopment Plan (amended).	Individual developers responsibility to comply. Implementation via City design review and approvals of submitted plans.
Transportation/ Access	Plan Amendment - No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment - Potentially significant and/or incremental impacts could occur to E, F, G, H Streets and Broadway from redevelopment of Sites 4, 5, 6, 7, 8 and 9.	Development of a less intense nature than the "worst case", or highest intensity possible could reduce impacts. Incremental impacts, contributing to cumulatively signficant impacts, would remain. Also, specific design measures on F Street could improve circulation.	The General Plan designations will guide future redevelopment intensities, which must be in compliance with the Plan. If designations allow for high intensity uses, as postulated by the "worst case" scenario, the City could approve a percentage of allowable density.
Air Quality	Plan Amendment - No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment - Will produce incremental pollutant contributions, consistent with the SIP and not regarded as significant.	Beyond standard measures to control dust and truck queing, no mitigation necessary. TCM measures encouraged.	Developer responsible for complying with standard design measures contained in City and state plan and policies. Implementation through plan check for conformance.
Noise	Plan Amendment No direct, significant impact.	No mitigation necessary.	
	Future Redevelopment - Slight (1.3 dB) increase in noise levels - insignificant.	Beyond standard site design measures, no measures necessary.	Developer responsible for complying with standard design measures contained in City and state plans and policies. Implementation through plan check for conformance.

Table 1-1

Summary of Impacts and Mitigation
(Continued)

Issue	Impact	Mitigation	Responsibility/Implementation
Biology	Plan Amendment - No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment - Habitat over Site 3 could be incrementally reduced by redevelopment. Potentially significant sedimentation impacts to the wetland biota in the drainage ditch or Sweetwater River on Site 3 could occur from redevelopment.	Erosion control measures would eliminate potentially significant sedimentation impacts.	The City should include measures in an owner participation agreement or developer disposition agreement for Site 3 with appropriate erosion control measures.
Cultural Resources	Plan Amendment - No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment - Potential impacts could occur to historical resources at Sites 2 and 10, and to an archaeological resource at Site 3. Potential impacts to paleontological resources could occur from excavation to at least a basement level.	Site 2 - Documentation of the resource. Site 3 - monitoring of grading activitie and determination of necessity for further measures. Site 10 - documentation and development of American Legion Memorial if Hall were taken down. Paleontological resources - survey during pre-grading geotechnical investigations for projects proposing at least basement-level excavation.	Individual developers responsible for completion of measures. Implementation via owner participation agreement, or developer disposition agreement.
Land Use/General Plan Elements/ Zoning	Plan Amendment - No significant impacts.	No mitigation necessary.	
	Future Redevelopment - No significant impacts if future plans conform to the future updated General Plan.	Compliance with the City's updated General Plan (expected to be completed in mid to late 1988).	Individual developers and/or the redevelopment agency should comply with General Plan land use designations. Implementation via approvals by City Planning Department.
Community Social Factors	Plan Amendment - No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment - Potential indirect impacts resident relocation from Site 6 (Site 2 residents already relocating, irrespective of project).	Compliance with the City's Relocation Program.	Individual developers responsibility to comply. Implementation via owner participation agreement or developer disposition agreement.
Community Tax Structure	Plan Amendment - Increase amount of land subject to tax increment provisions of the California Community Redevelopment Law - considered a positive result to the City, negative to the school district and the County.	Both local entities would be compensated for the loss of tax revenue.	The City would negotiate with both parties to establish a mutually satisfactory agreement.
	Future Redevelopment - No significant impacts. Rather, opportunities to utilize City monies and/or assistance for redevelopment projects.	No mitigation necessary.	
Parks, Recreation, Open Space	Plan Amendment - No direct, significant impacts.	No mitigation necessary.	
	Future Redevelopment - No significant impacts if developers comply with General Plan policies.	Compliance with General Plan, policies, specifically, on the Parks and Recreation and Open Space Elements. Payment of Park Land Dedication fees as appropriate.	Individual developers responsible for compliance with Plan; payment of fees. Implementation via owner participation agreement or developer disposition agreement.

2.0 PROJECT DESCRIPTION AND SETTING

2.1 LOCATION

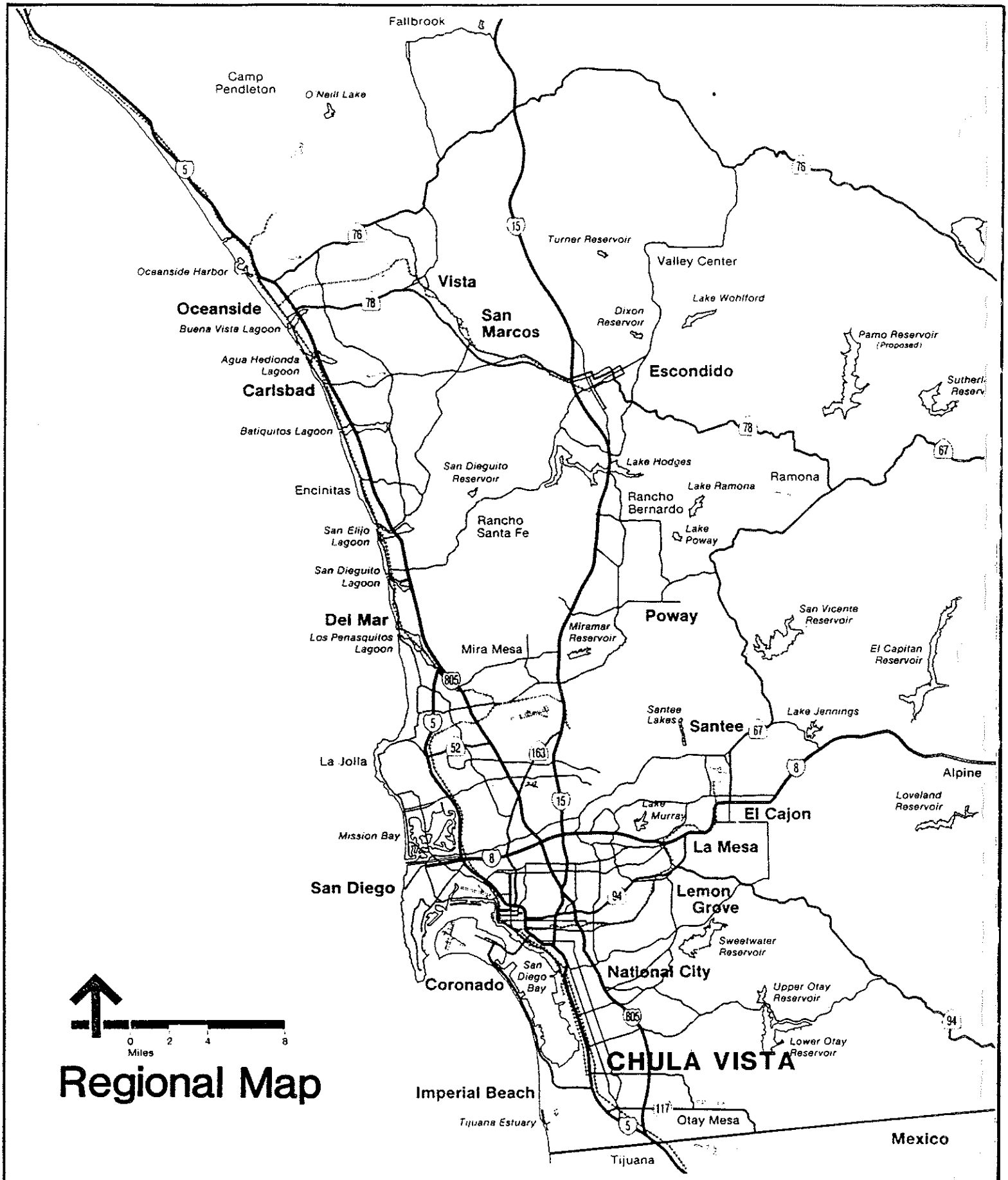
Central Chula Vista is located in San Diego County, approximately 8 miles south of the City of San Diego, and about the same distance north of the Mexican border (see Figure 2-1, Regional Map). Major access to the City of Chula Vista is provided by Interstates 5 and 805.

Nine of the 10 sites which comprise the proposed expansion of the Redevelopment Project Area are located in central Chula Vista. One of the sites (Site 1) is located approximately 1.5 miles to the south in the Montgomery community. Figure 2-2 shows the location and boundaries of each of the sites. Table 2-1 lists for each site the existing use, acreage, and the possible future uses.

2.2 PROJECT CHARACTERISTICS

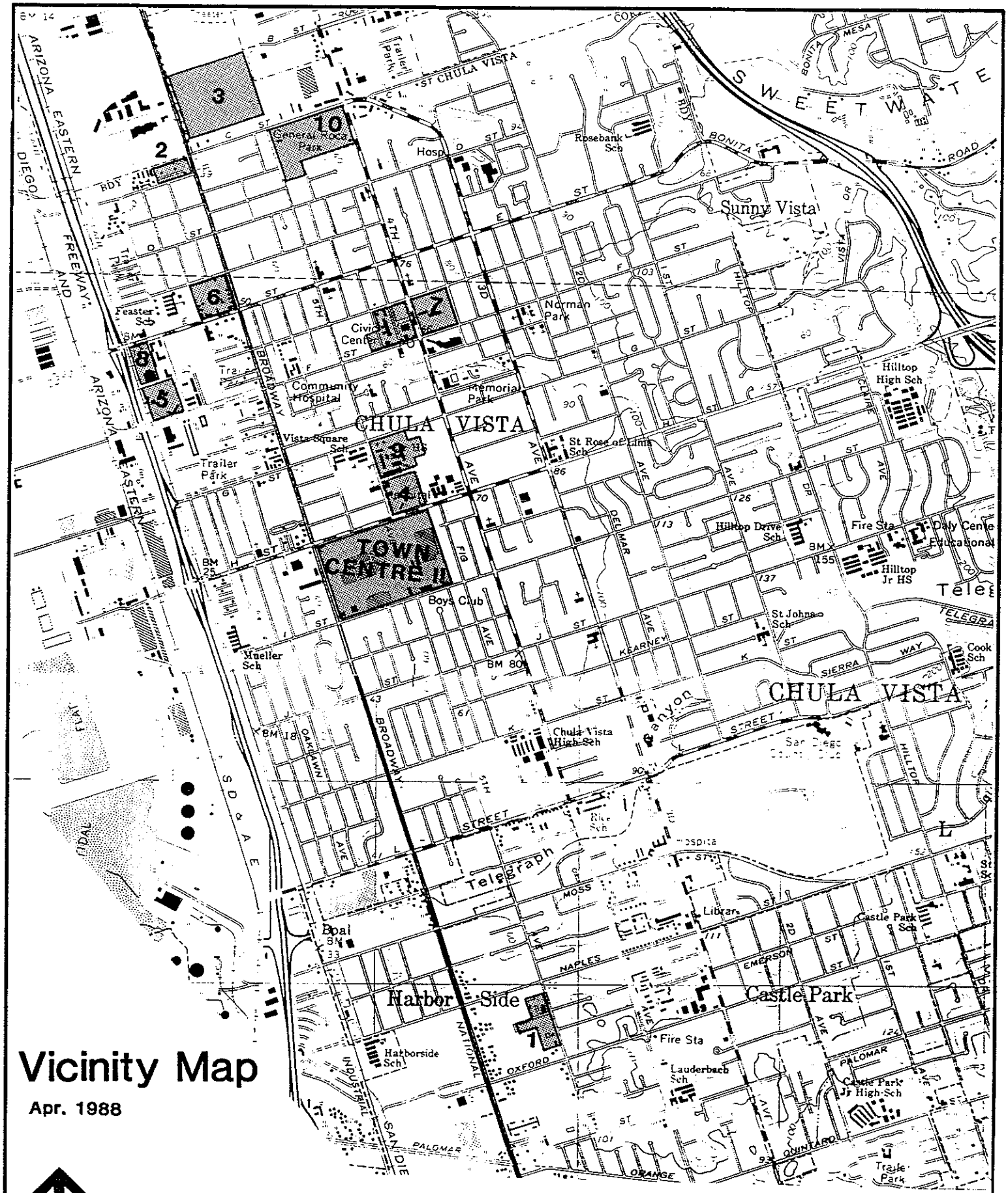
The project consists of an amendment to the existing Town Centre II Redevelopment Plan area by adding the 10 new sites. The discretionary action will be approval and adoption of the proposed Redevelopment Plan Amendment by the Planning Commission and the Redevelopment Agency and City Council. The Preliminary Amended Redevelopment Plan is included in Appendix A to this report.

The amendment area is comprised of a mixture of commercial, institutional and residential uses and vacant land. The commercial areas were selected to promote the continued economic viability of these areas. Redevelopment assistance could include the provision of property rehabilitation programs, improvements to public infrastructure, and the provision of the legal and financial tools for property assemblage. The institutional uses are included to facilitate the expansion and/or enhancement of these facilities to better serve residents of both the amendment areas, as well as the entire community. Residential areas were included for site consolidation and planning purposes and so that redevelopment resources could be used to provide assistance to physically improve the structures, and to assist in facilitating the transition to other uses.



Regional Map

FIGURE 2-1



Vicinity Map

Apr. 1988

FIGURE 2-2

Table 2-1

EXISTING LAND USE/POSSIBLE FUTURE USES

Site	Existing Use	Acres (Including Streets)	Anticipated Development/ Disposition	Possible Uses
1.	Sweetwater Union High School District Administration Site	7.93	Sale, redevelopment	Residential
2.	Al's Trailer Park	5.79	Relocation; redevelopment	Residential, Commercial
3.	Vacant - (National Avenue Associates/Dixieline Site)	32.12	Development (currently vacant)	Commercial, Limited Industrial
4.	Vacant Floor Area - Chula Vista Indoor Swap Meet Other Commercial	11.06	Rehabilitation/ redevelopment	Commerical
5.	City Public Works Center and Yard	9.09	Relocation/ redevelopment	Residential, Commercial
6.	Mixed-Use - Commercial, Residential, Vacant	12.49	Redevelopment	Residential, Commercial
7.	Civic Center	23.11	Expansion	Governmental
8.	E Street Trolley Station	4.11	Redeveloment of adjacent use; air rights development	Commercial, Transportation
9.	Chula Vista Junior High School	16.32	Redevelopment	Institutional Residential, Commercial
10.	Eucalyptus Park	25.09	Rehabilitation	Park

Redevelopment of the amendment area would attain the purposes of the Community Redevelopment Law of the State of California. Certain parcels throughout the amendment area exhibit a complete lack or decline of productive utilization. Characteristics of blight, as defined by state law, are present in the project area and include obsolete and decaying structures, parcels of irregular form and shape that are of inadequate size for proper usefulness and development, and inadequate public improvements and facilities. Such conditions of blight constitute a physical, social and economic burden on the community which has not and cannot reasonably be expected to be cured or ameliorated within the next few years by private enterprise acting alone.

Redevelopment of the area would be attained through the following:

A. Comprehensive planning, redesign, re-planning, development, reconstruction or rehabilitation of the area to promote a higher utilization of the lands thereby contributing to the public health, safety and welfare.

B. Financing activities which will accomplish redevelopment in part by means of revenues derived under Health and Safety Code Section 33670 and tax increment financing permitted thereunder.

C. Eliminating environmental deficiencies, including among others, aging, deteriorating and poorly maintained structures; inadequate and obsolete utilities, including drainage, sewers and streets; conflicting incompatible and inappropriate land uses; and small and irregular lots.

D. Assembling land into parcels unsuitable for modern integrated development with improved pedestrian and vehicular circulation.

E. Assisting in the financing and construction of needed public facilities necessary for the economic viability of the Project and Amendment Areas.

F. Stimulating construction activity and increasing employment.

2.3 PROJECT SCHEDULE

The life of the Redevelopment Plan would be ~~25~~ **45** years, though it is anticipated that redevelopment of most of the sites would occur in the next 3 to 5 years (by 1994). The project schedule would be determined by each property owner/applicant's development plans.

2.4 OTHER AREA PROJECTS

In order to assess cumulative impacts, a list of other projects in the general project area was compiled. This list includes those projects which are either under construction, approved, or proposed in the study area. These projects are listed below.

- No other redevelopment projects are proposed, however, a portion of the Town Centre II redevelopment area is presently under construction (the Chula Vista Shopping Center).

- A three-story office building on the corner of F Street and Garrett Street, adjacent to Site 7, has building permits issued.

- The Sweetwater High School Administration offices are planning to relocate to the corner of 3rd Street and Alvarado Street, three blocks east of Sites 4 and 9.

3.0 IMPACT ANALYSIS

3.1 GEOLOGY/SOILS/MINERAL RESOURCES

A. Project Setting

1. Geology and Soils

The geologic materials which underlie nine of the ten sites (all but Site 3) consist of the Bay Point Formation and nearshore, marine sandstones (unnamed). The Bay Point Formation is composed of marine lagoonal, and non-marine, poorly consolidated sandstones. It extends to an unknown depth and is underlain by the San Diego Formation. The surface soils of this area consist of the Huerhuero-Stockpen associations which are moderately well-drained loams to gravelly clay loams that have a subsoil of clay or gravelly clay.

Site 3 is underlain by alluvium, slope wash, and fill soils. A Geotechnical Investigation was conducted for the easterly half of Site 3 (Woodward-Clyde Consultants (WCC), 1985), which identifies that recently dumped and/or spread fill soils overlie a large portion of the site, consisting of silty to clayey sands and some construction rubble. Underlying these soils (which extend to depths from 1 to 10 feet) are the alluvial soils, consisting of variably interbedded sands, silts, and clays. These soils extend to depths in excess of the maximum depth explored (68.5 feet). Alluvial soils are generally in a compressible state and possess low strength and high settlement characteristics. The soils consist specifically of the Salinas-Corralitos association, which are moderately well-drained to somewhat excessively drained clays, clay loams and loamy sands. This association has fair suitability for citrus, flower or truck crop production and good suitability for tomato production. There are no agricultural uses nearby as agricultural production is prohibitively expensive. Generally, the dumped and spread fill soils are not suitable for support of additional fill or settlement-sensitive structures. In their report, WCC recommended a series of activities and treatments which should occur upon preparation of grading and actual grading.

All of the sites, with the exception of Site 3, are largely covered over by development. Grading plans and Coastal development permits have been issued for Site 3 for surcharge to be placed over the majority of the site. The Sweetwater

River channel, the drainage ditch that parallels the southern site boundary and 100 feet to any edge of the associated wetlands would not be filled. Conditions of approval on those permits include the following:

- o requirement for and limitations on the installation of erosion and sedimentation devices

- o permanent erosion control devices be developed and installed prior to any on-site grading activities

- o planting (for erosion control) of all areas disturbed by grading occur within 60 days of the disturbance

- o slopes and grading activities be at least 100 feet from identified wetlands associated with Sweetwater River and the drainage ditch; and all slopes that have potential to result in run-off into the wetlands be graded to a maximum 3:1 ratio with a silt fence 10' from the toe of these slopes.

2. Geologic Hazards

The sites are all virtually flat, with the exception of a slope through Site 2, thus, no landslide areas are present. The nearest active faults with seismic events of magnitude 4.0 or greater are within the Elsinore and Coronado Banks Fault zones located approximately 44 miles northeast and 10 miles west of the site, respectively. The nearest significant faulting are the Rose Canyon and La Nacion Fault zones located approximately 2 miles west and east of the site, respectively. No magnitude 4.0 or greater earthquakes have been recorded in these zones (WCC, 1985).

3. Minerals

The City of Chula Vista Conservation Element of the General Plan (1983) has identified that sand resources occur along the Sweetwater River channel in the location of Site 3. The Conservation Element states that "extensive sand and

gravel deposits represent Chula Vista's most important mineral resource, both in terms of quantity and economic value". The Element says that water-transported deposits, such as those associated with the Sweetwater River, are useable resources since they are well sorted and generally free of residual debris. The Element cautions that urbanization could cause a decline in the resources. The Element speaks generally of the resource, and, in the case of Site 3 specifically, does not totally apply, because the recently dumped and/or spread soils cover a portion of the site. Also, the alluvial soils consist of a variety of sands, silts and clays, diminishing their value as a quality resource which contains largely sands and sandy loams.

Also, the State Department of Conservation, under the direction of the State Mining and Geology Board, has designated certain areas in San Diego as "regionally significant construction aggregate resource areas". The Sweetwater River in the vicinity of Site 3 is not within any of the designated areas. The nearest designated area is approximately four miles upstream (Sector N of the Board's classification).

B. Impacts

The proposed project is the approval of the Plan and boundaries of the 10 sites. No direct, significant impacts are associated with the project. However, approval of the project could encourage redevelopment of the sites, potentially resulting in future impacts from geologic phenomenom.

1. Geology and Soils

No detailed subsurface investigations have occurred on 9 of the 10 sites. A portion of Site 3 has been investigated and recommendations are on record for future grading activities. Impacts of future development for all of the sites would depend on the proposed depth of excavation, and types and locations of structures to be built. Potentially significant impacts could occur if proper remedial site preparation measures are not taken. At this time no direct, significant impacts would result. When development plans are submitted for each of the sites, the City Engineer would determine whether further geotechnical investigation would be necessary.

2. Geologic Hazards

No direct, significant impacts would occur from approval of the project. Future significant impacts are not expected either from grading or eventual development of the sites. Standard building practices require earth stabilization in soils which tend to shift about during groundshaking. A major earthquake could cause significant damage to structures on the sites, as well as potentially threaten lives, however, the risk is no greater at the sites than that of surrounding developments.

3. Minerals

No direct, significant impacts would occur from project approval. Development of Site 3 would preclude sand extraction which the City's Conservation Element of the General Plan has cited as a significant resource. However, due to the fair to poor quality and/or quantity of the sand resource at Site 3, future development of the site is not considered potentially significant. Also, the State Department of Conservation has not listed this area as a resource area, further supporting the finding of non-significance.

C. Mitigation

1. Geology and Soils

No direct significant impacts were cited to occur as a result of the project, thus mitigation measures are not necessary. However, in order to mitigate potentially significant impacts at the time of future development activities, the City Engineer would determine the need for geotechnical testing for each site, and, as appropriate, detailed subsurface soil and engineering geology investigations would be performed by each developer to provide remedial grading, foundation and construction recommendations prior to the final project's designs. Conditions of approval on each action would outline data to be included in the investigations, and/or actual grading or construction measures to be implemented.

2. Geologic Hazards

Recommendations of the geotechnical investigations would ensure appropriate ground stabilization and building design to protect against seismic occurrences. Also, adherence to the Uniform Building Code would be required.

3. Minerals

No measures are necessary.

D. Analysis of Significance

No direct, significant impacts would occur from approval of the project. The need for detailed subsurface soil and engineering geology investigations would be determined, on a site-by-site basis at the time of future development proposals by the City Engineer. Adherence to the recommendations contained in each investigation would mitigate any potentially significant geologic or soils impacts. Also, standard grading and building practices (adherence to the Uniform Building Code) would ensure protection against seismic occurrences.

3.2 DRAINAGE/GROUNDWATER/WATER QUALITY

A. Project Setting

The San Diego coastal province is approximately 3,900 square miles and includes all hydrographic basins which drain into the Pacific Ocean between the Mexican border and Laguna Beach. The elevations range from sea level to 6000+ feet and, due to the seasonal rainfall pattern, most San Diego streams are of an intermittent type.

Eleven major hydrographic units, which are the entire watershed of one or more streams, make up the coastal province. These units are further divided into sub-units, which are major tributaries or groundwater basins within the unit. The project sites lie within the 49 square mile Lower Sweetwater sub-unit, which is the downstream end of the 230 square mile Sweetwater unit. The Sweetwater River traverses the northernmost site, Site 3. The Sweetwater River is dammed approximately five miles upstream at the Sweetwater Reservoir. Upstream from where the river crosses Site 3, channelization is presently occurring as a separate project.

1. Drainage

All of the sites, with the exception of Site 3, are currently developed. Surface drainage travels to existing streets and storm drains. Some of the existing site designs for drainage are not adequate, resulting in ponding after rainfall, such as on Site 6.

Site 3 drained naturally into the Sweetwater River. Past dumped and/or spread soils have caused natural drainage patterns to be altered, and ponding occurs after rainfall. Most of Site 3 is within the existing Sweetwater River floodway, and the northern and southern perimeters are within the floodplain. Site 2 is adjacent to the floodplain. When the adjacent flood control project is complete, the developable portion of Site 3 will no longer be in the floodplain.

2. Groundwater

Groundwater occurs in the Lower Sweetwater subunit, and, in the project area, is typically less than 25 feet in depth (DWR, 1967). At Site 3, groundwater was found at approximately 0 to 4 feet in depth, which was thought to represent a localized condition considering the proximity of the Sweetwater River (WCC, 1985).

3. Water Quality

The Regional Water Quality Control Board (RWQCB) is responsible for regulating point sources of water pollutants. The California Department of Water Resources (DWR) monitors groundwater quality. Generally, water quality measurements of both the River and the groundwater in the vicinity of Site 3 show high total dissolved solids, sodium and chloride levels. Though the RWQCB lists beneficial uses for area surface and groundwater including municipal and domestic supply, agriculture supply, industrial service supply, groundwater recharge, non-contact water rereation, wildlife habitat, and preservation of rare and endangered species, none of these uses, except wildlife habitat and preservation of species, occur from the river or groundwater supply.

B. Impacts

1. Drainage

No direct, significant impacts would occur from project approval. However, upon future development of each site, drainage impacts could occur if proper design techniques are not utilized to correct existing drainage problems. Because most of the sites are almost completely covered over with development, surface water runoff would not significantly increase. However, development of Site 3, which is presently vacant, would increase surface water runoff into the flood control channel.

Conditions of approval on Coastal Development Permits for Site 3 include measures to control erosion and sedimentation into the River, including

planting, siltstop sediment fences, and reduced ratios for slopes that drain into downstream wetlands. Additionally, the Woodward-Clyde report (WCC, 1985) recommended that finish grading should occur on this site so that surface water is directed off the site and to roadways and drainage structures. The WCC report said that shallow groundwater or surface water conditions could persist because of surface water infiltration from landscape irrigation.

2. Groundwater

No direct, significant impacts would occur from project approval. Ultimate redevelopment of the sites would not significantly decrease the surface-to-groundwater (leaching) drainage, except over Site 3. The reduction in leaching at Site 3 is not considered significant as the developable land on that site is approximately 15 acres, and the amount of water available to the basin from the site is thus an incremental amount and not an important recharge watershed area. Additionally, the groundwater is high in total dissolved solids, sodium and chloride, which has already precluded its beneficial uses.

3. Water Quality

No direct, significant impacts would occur from project approval. Ultimate redevelopment of the sites would not significantly alter the types of contaminants contained in surface water runoff, except at Site 3. At Site 3, sediment loads in runoff would decrease, while contaminants from automotive sources, such as oil, grease, and heavy metals, would increase. Water quality in the flood control channel, and eventually San Diego Bay, would not be measurably degraded by runoff contaminants from the site, but the contaminants would represent a slight, incremental contribution of the total contaminant load.

If future uses of the sites include industrial uses that would discharge waste water into percolation or sedimentation ponds, then the RWQCB would require a Waste Discharge Requirements Permit from that industry. If waste waters were

discharged into the sewage system, then the City of San Diego's Industrial Pretreatment Program requirements would apply.

C. Mitigation

1. Drainage

At this time no mitigation is necessary. However, future development plans for each site should include drainage plans to be reviewed for adequacy by the City Engineering Department. Drainage plans should correct any existing site drainage problems.

2. Groundwater

No mitigation measures are necessary.

3. Water Quality

If future redevelopment proposals include industrial uses, the proposed plans will need to be reviewed by the City and the RWQCB to ensure compliance with the appropriate requirements.

D. Analysis of Significance

No significant impacts would occur from approval of the project. However, future redevelopment of the sites could impact area drainage and incrementally impact water quality. Submittal of future development plans to the City and the RWQCB for their review, and implementation of any required measures would mitigate any potential future impacts.

3.3 LANDFORM/AESTHETICS

A. Project Setting

The Town Centre II Redevelopment Amendment Area consists of 10 separate public and private sites, totaling 147.11 acres (refer to Figure 2-2). Nine of the sites (Sites 2-10) which are proposed for inclusion within the Town Centre II Redevelopment Area are located in the Central portion of the City. This central area is bounded by Interstate 5 on the west, National City to the north, Third Avenue to the east and H Street to the south. The remaining site (Site 1) is located south of this area within the Castle Park "A" area of the Montgomery Specific Plan area. All of the sites, except Site 3, are located in already built-up areas of the City and are physically removed from natural, undeveloped areas. Site 3 is presently undeveloped and the Sweetwater River traverses the site.

The project area is virtually flat with very little topographic relief. The surface heights above mean sea level (AMSL) for each of the 20 sites vary from 15 feet to 100 feet. All of the sites are essentially flat with the exception of Site 10 (Eucalyptus Park) which has a north-facing slope in the southern portion of the site. Table 3-1 shows the elevations and surrounding land uses for each of the sites. All of the sites are located within two miles of the San Diego Bay.

As shown in Table 3-1, existing surrounding land uses within the central amendment area consist of a mixture of commercial, industrial, residential, and institutional uses. The northwest quadrant of the central area consists of primarily residential and commercial uses along with the Feaster Elementary School and some limited industrial and mobile home park uses. The northeast quadrant is also characterized by residential and mobile home parks, limited industrial, commercial uses. The southeast quadrant contains the Chula Vista Civic Center, as well as a mixture of residential and commercial uses. The southwest quadrant contains the Vista Square Elementary School which is surrounded by a combination of residential, commercial, mobile home and limited industrial uses.

FINAL
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SCH No. 88033016

Prepared for:
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Redevelopment Agency
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June 15, 1988

INSTRUCTIONS

This report is a Final Environmental Impact Report for the Proposed Chula Vista Town Centre II Redevelopment Plan Amendment. The Draft Environmental Impact Report was submitted by the City of Chula Vista to public review on May 6, 1988. As a result of that review period, one comment was received from the County of San Diego, which follows. Otherwise, all other comments received were from City of Chula Vista staff and were clarifications or changes to information contained in the report. Response to all of these comments occurs throughout the text as actual text changes. The actual text changes are shown in **bold** type to distinguish those from the original text. The revised Draft Environmental Impact Report and the County comment constitute the Final Environmental Impact Report.

Text changes were made on the following pages in order to respond to the County's comment and City of Chula Vista staff comments:

11	109
39	112
45	123
46	127
51	128
52	130
54	132
101	133
106	

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May 23, 1988

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Environmental Review Coordinator
City of Chula Vista
Planning Department
276 Fourth Avenue
Chula Vista, CA 92010

RE: Comments Regarding Town Centre II Expansion Draft Environmental Impact Report (EIR 88-3)

Dear Mr. Reid:

Thank you for the opportunity to review the Draft Environmental Impact Report (EIR) for the proposed expansion of the Town Centre II Redevelopment Project Area. The Office of Special Projects has reviewed the draft EIR with respect to its discussion of potential fiscal impacts. The draft EIR has also been referred to the County Department of Planning and Land Use. The Office of Special Projects has the following comments regarding fiscal issues:

1. The draft EIR correctly indicates that expansion of the Town Centre II would have a negative fiscal impact on the County, since future property tax revenues would be diverted from the County to the Chula Vista Redevelopment Agency. As noted in the EIR, mitigation of this impact is expected to occur as a result of negotiations between the Agency and the County.

2. The final EIR should include a description of the regional services provided by the County both within the Project Area and throughout the San Diego region. These include social services, public health, welfare, courts and criminal justice programs. The County's ability to provide these services will be

undermined unless the County is compensated for the loss of property tax revenue which will result from use of tax increment financing for redevelopment activities in the expanded Project Area.

If you have any questions on these comments, please contact me at 531-4848.

Sincerely,

RICH ROBINSON, Director
Office of Special Projects

RR:CL:me

cc: Ray Silver, Director
Department of Planning and Land Use

appearance. This includes landscaping of traffic islands and the setbacks of E, H and L Streets between I-5 and Broadway, and the undergrounding of utilities on E Street and L Street. Site 6 (the mixed-uses on the northwest corner of Broadway and E Street) and Site 8 (the E Street Trolley Station) are within the E Street gateway area. It should be noted that the General Plan does not cite specific objectives and policies in relation to these gateways.

The proposed redevelopment sites would be visible to viewers from the areas surrounding the various sites. Motorists traveling along the roads that are situated along and adjacent to the sites would also have full views of the proposed redevelopment projects. These viewers would most likely have uninterrupted views of the project sites. On-site landscaping incorporated into the redevelopment site design may, however, serve to screen views of portions of the sites.

The following section provides a photograph and a brief description of the existing visual setting of each of the 10 sites.

SITE 1: Sweetwater Union High School District Administration Offices

Photo 1: Central portion of site, looking west.

Site 1 consists of a number of single-story office buidings and associated parking. The back portion of the lot is used as a bus parking lot.

SITE 2: Al's Trailer Haven

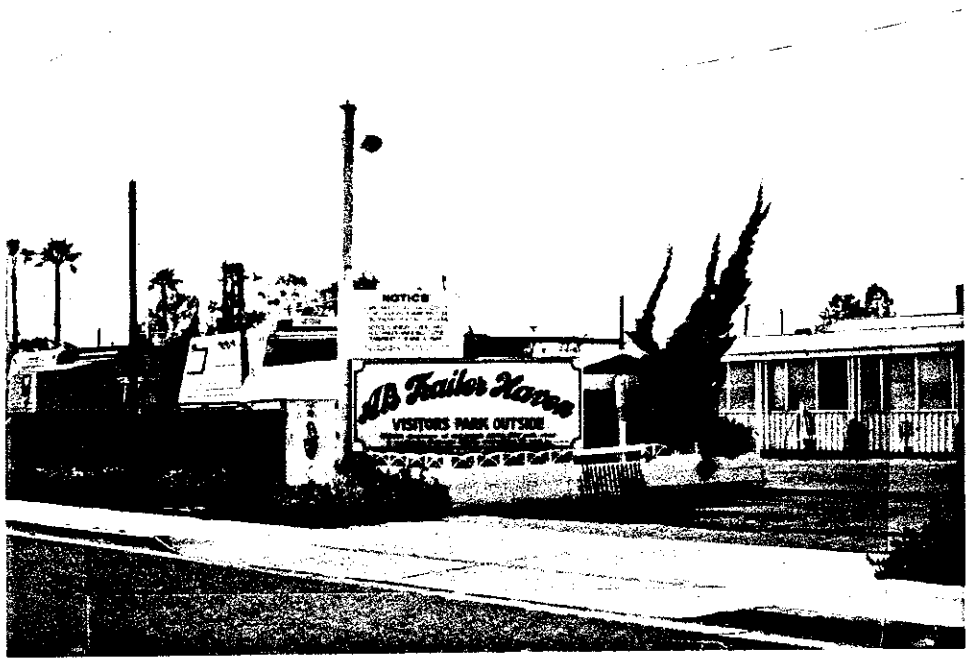


Photo 2: Southern edge of site, looking north.

Al's Trailer Haven consists of approximately 85 mobile homes, travel trailers and recreation vehicles. The site has a wooden fence on either side of the entrance on Sea Vale Street. There appears to be very little landscaping of the site.

Table 3-1

Site Elevations and Surrounding Land Uses

Site Number	Elevation	Surrounding Land Uses To The North	South	East	West
1	100'	residential	residential	residentail	residential
2	40'	vacant	residential/ commercial	industrial	residential
3	10'	vacant	industrial/ residential	industrtial/ vacant	vacant/ industrial
4	60'	school	commercial	medical	residential/ commercial
5	35'	commercial/ residential	industrial	residential	trolley/ railroad/ freeway r.o.w.
6	50'	residential/ commercial	commercial	commercial	school/ residential
7	65'	residential	commercial	residential/ commercial	residential
8	60'	commercial	public works center	commercial/ residential	trolley/ railroad/ freeway r.o.w.
9	60'	residential	commercial/ medical	residential/ commercial	school
10	15-40'	commercial	residential	residential/ commercial	residential

In general, the visual character of the project area is that of a built up urban setting. The ten redevelopment sites have blighting conditions present that satisfy the criteria set forth in the Redevelopment Law. These conditions include, but are not limited to the following:

- The need to recycle underutilized parcels to accommodate higher economic uses improving the financial viability of the community as a whole;

- The need to upgrade the general aesthetics of the older commercial enterprises to improve their economic viability and their ability to compete with newer commercial areas, both within the City of Chula Vista and adjacent communities;

- The need to address street improvements;

- The existence of parcels of property that are of irregular form and shape or inadequately sized for property usefulness and development;

- The existence of obsolete and/or dilapidated structures; and

- The need to promote continued redevelopment of the Downtown Business District.

The majority of sites are not contiguous with one another with the exception of Sites 5 and 8 and Sites 4 and 9 which are contiguous. Site 3 is the only site which is presently undeveloped. With the exception of Sites 3 and 10 there are no significant landforms that characterize the project sites. The Sweetwater River traverses the northwestern portion of Site 3. Site 10 has a significant north-facing slope in the southern one-half of the site.

While there are no designated scenic highways within the project area, the Scenic Highways Element of the Chula Vista General Plan does designate two streets within the project area as "gateways". According to the General Plan, the streets entering the City from Interstate 5 are essentially the "gateways" to Chula Vista and as such have received consideration by the City Council to enhance their

SITE 3: National Avenue Associates/Dixieline Site

Photo 3: Northern edge of site, looking southeast.

Site 3 is presently undeveloped. The Sweetwater River is proposed to be channelized adjacent to the northern property boundary and is seen in the photograph as it runs through the northwest portion of the site. Much of the site has been disturbed by placement of fill and associated grading activities.

SITE 4: Mixture of Commercial Uses

Photo 4: Southern portion of site, looking north.

Site 4 consists of a variety of retail commercial uses including several fast food chains, the single story swap meet building, movie theaters, a Redi-Care Center and associated parking lots. There is some parking lot landscaping.

SITE 5: City Public Works Center

Photo 5: Southern portion of site, looking north.

The City Public Works Center consists of a series of single-story structures enclosed by a 6 foot screened chain-link fence. There are low shrubs in front of the fence. The railroad tracks cross-cut the southwest corner of the site.

SITE 6: Northwest Corner of Broadway and E Street

Photo 6A: Eastern portion of site, looking west.

Photo 6B: Northeast portion of site, looking west.

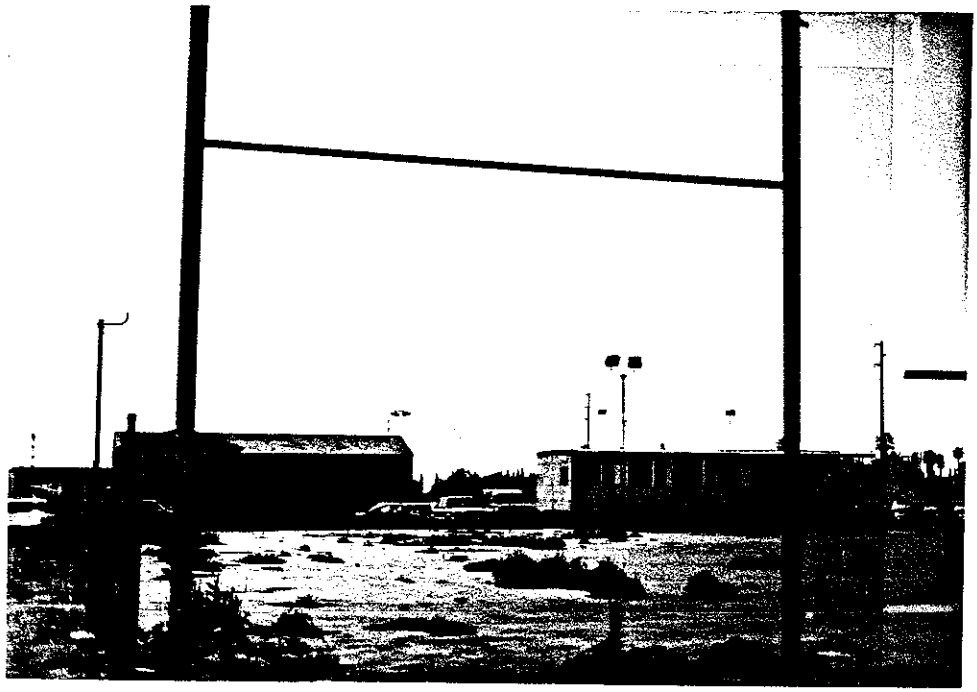


Photo 6C: Northern portion of site, looking south.

Site 6 consists of a variety of commercial and residential uses. The commercial uses are primarily located along E Street. There are approximately 25 trailers and mobile homes and 16 apartment units along Broadway (Photo 6B). The northern portion of the site is largely vacant (Photo 6C) except for J.T. Motors auto repair shop.

SITE 7: Civic Center

Photo 7: Western portion of site, looking north.

The Civic Center site is currently composed of several single-story buildings with red tile roofs. There is a central courtyard with a fountain and colonade walkways. The parking areas and grounds are well landscaped.

SITE 8: E Street Trolley Station

Photo 8A: Northern portion of site (Information Center), looking south.

Photo 8B: Southern portion of site (Bowling Alley), looking south.

The E Street Trolley Station site consists of a modern looking Visitors Information Center and parking lot in the northern portion of the site. Cabrillo Lanes bowling alley is located in the southern portion of the site. The bowling alley is difficult to see from E Street because it is situated almost directly behind the Information Center.

SITE 9: Chula Vista Junior High School Site

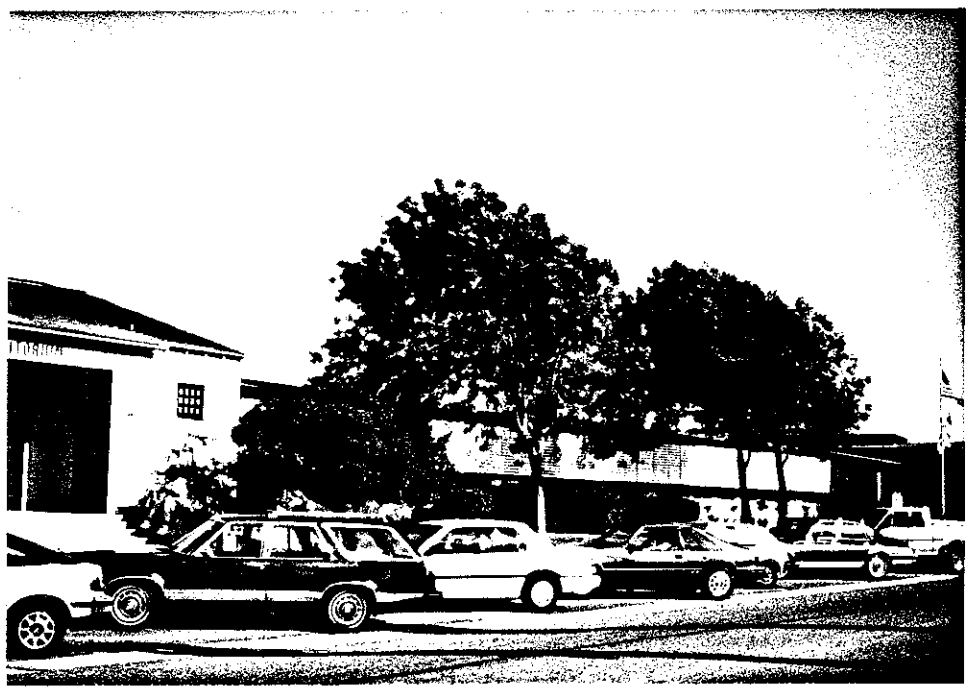


Photo 9: Western portion of site, looking east.

The Chula Vista Junior High School site consists of a series of single-story buildings, classrooms and playgrounds.

SITE 10: Eucalyptus Park

Photo 10: Central portion of site, looking north.

Site 10 consists of the 25-acre Eucalyptus Park. On-site uses include a tot playground, shaded picnic areas, a ball field and tennis courts. There is also an American Legion Hall along the western edge of the site. This hall consists of a small single-story structure and a parking lot.

B. Impacts

No direct significant impacts would occur from project approval. While specific future redevelopment plans are presently not known, the proposed changes in land use by the project will alter the existing visual setting. As a basis for redevelopment of the Amendment Area, it is proposed that permitted land uses be

commercial, residential, and institutional; and complimentary to the adjacent uses. Pursuant to the Community Redevelopment Law all uses permitted in the Amendment Area shall conform to the Chula Vista General Plan as it currently exists or is hereinafter amended. Likewise, limits on building intensity shall be in accordance with the standards contained in the Chula Vista General Plan and Zoning Code. All development projects in the redevelopment area are proposed in accordance with the Town Centre Design Manual and Procedures Manual.

The redevelopment would eliminate environmental deficiencies, including among others, aging, deteriorating and poorly maintained structures; inadequate and obsolete utilities, inadequate drainage, sewers and streets; conflicting, incompatible and inappropriate land uses; and small and irregular lots. The project would replan, redesign and redevelop areas which are considered undeveloped or improperly utilized.

Table 3-11 in Section 3.9 shows likely scenarios for redeveloment over each of the sites. This information is speculative, as future redevelopment plans are unknown. However, the information was developed in order to provide a "worst-case" situation for analysis reasons only.

If redevelopment were to occur as shown in the tables, a variety of land uses would be developed over the sites. Visually, the changes would generally be considered positive as they would replace existing blighted conditions, and would be subject to Design Review Standards, the Town Centre Redevelopment Plan, the Town Center II Redevelopment Plan (amended), and the Town Centre Design Manual. A review of visual compatibility with adjacent land uses also indicates that generally positive results would occur with redevelopment. The only area of concern is the visual compatibility of future uses over Site 3 with the adjacent residential uses to the south.

C. Mitigation

No specific mitigation measures are necessary due to the absence of specific development plans for the various sites. In general, the proposed project is

expected to have a positive effect on surrounding neighborhoods. The Plan proposes that the building standards of future projects shall conform to the building requirements of applicable State statutes, and local codes and ordinances.

Also when project specific plans are available for the redevelopment sites, they would be reviewed by the City's Design Review Committee and the Planning Department prior to project approval. This would apply in particular to landscaping and architectural design elements of the plans. All proposed projects would comply with the City's grading policies.

In addition, the redevelopment projects would be consistent with the provisions and guidelines of the Chula Vista Town Centre II Redevelopment Plan, the Town Centre II Redevelopment Plan (Amended) and the Town Centre Design Manual and Town Centre II Design Manual Addendum. The guidelines set forth in these plans cover design considerations related to the height and intensity of buildings, landscaping, street furniture, open space, the siting of structures, transportation and circulation. The Town Centre Design Manual (and Addendum) is the townscape plan for the comprehensive improvement of the physical environment and spatial relationships of Chula Vista's Town Centre Project Area. The Design Manual provides guidelines for the redevelopment rehabilitation, conservation and general development of the Redevelopment Area. According to the Chula Vista Town Centre Redevelopment Plan, (Section 470.1-C - Property Disposition) all developers and owner participants shall submit preliminary architectural plans, site and landscape plans, and final plans including landscaping and sign plans, and specifications of the improvements proposed to be constructed on the land for architectural approval by the Redevelopment Agency.

D. Analysis of Significance

Approval of the Plan would not result in any direct significant impacts. Although site specific future redevelopment plans are presently not known, it is anticipated that these changes will be positive and that the project will be beneficial to the overall character of the project area. The project would eliminate uses that are presently considered to be in a blighted condition and/or are incompatible or inappropriate land uses. The topography of the project area is basically flat and

would not be significantly changed as a result of the redevelopment project. With the implementation of the above mitigation measures the proposed redevelopment would result in an improved aesthetic environment.

3.4 TRANSPORTATION/ACCESS

A. Project Setting

1. Exising Roadway Conditions and Future Classifications

The 10 project sites being analyzed in this study are all within the older, urbanized area of western Chula Vista. The major street system is oriented on a grid pattern with quarter mile intervals between the collector streets. The major streets within the central area are E, H and L Streets plus Broadway and Fourth Avenue. Local and collector streets are situated within this overall grid and provide access to the interior properties. The major and collector streets on the grid typically have traffic signals at the intersections which occur each quarter mile. Access to Interstate 5, the nearest freeway, is obtained through interchanges on E Street, H Street and Palomar Street at the south. The individual streets are described in more detail in the following section.

One of the criteria used to describe the streets is level of service. Level of service is a term used to categorize the traffic flow of a street based on a ratio of vehicular usage to roadway capacity. When the ratio approaches 1, the number of vehicles using the road is approaching the maximum amount designed for the road. When this ratio exceeds 1, the capacity of the roadway is exceeded and severe traffic congestion can be a result. Level of service A is the ideal situation, level of service F is gridlock. For planning purposes, level of service C or better is regarded as acceptable. Level of service D is common in urban centers, especially near freeway interchanges.

a. Broadway

Broadway runs generally north and south between Chula Vista's limits with National City on the north and the City limits on the south. At the northern end, Broadway is typically 82 feet wide within a 102 foot right-of-way. It is configured for four lanes of moving traffic with parking plus two-way left turn lane that transitions to an exclusive left turn and storage lane at signalized intersections.

The current traffic volumes vary from approximately 20,000 ADT at the north end to a high of almost 28,000 ADT between F and G Streets. An appropriate maximum desirable volume for this type of street is 29,600 ADT based on County of San Diego recommendations for level of service C. Figure 3-1 displays the existing volumes and the street system in the study area.

b. Fourth Avenue

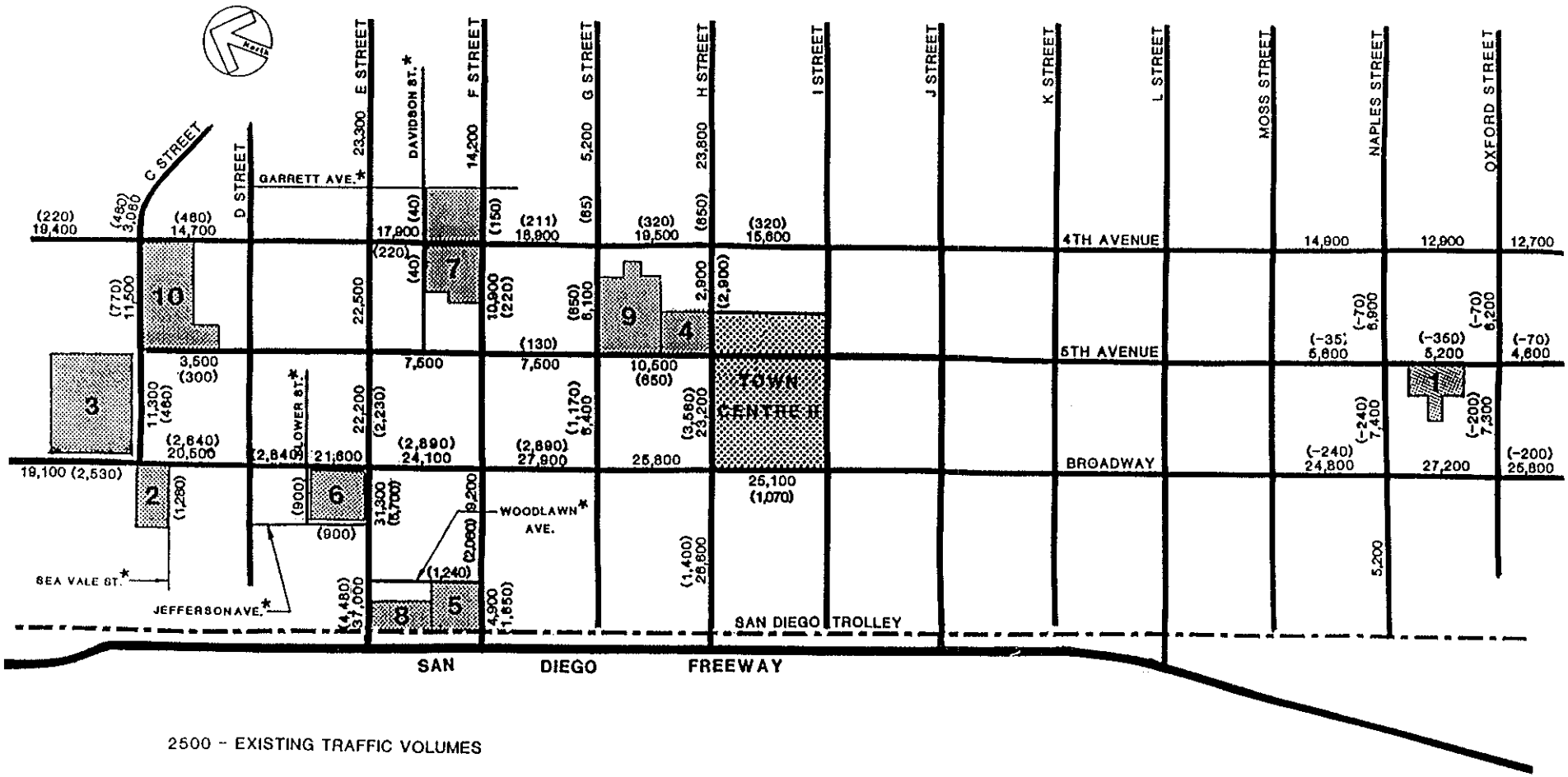
Fourth Avenue, like Broadway, provides continuous north-south movement through Chula Vista. The cross-section of 64 feet between curbs typically allows four travel lanes. In mid-block areas, parking is allowed to serve local development which varies from residential to commercial and office. At the intersections of other major streets with signals, parking is eliminated to allow sufficient width for the four lanes plus left turn storage in the center of the street.

Current traffic volumes vary from almost 15,000 ADT to nearly 20,000 ADT. County standards would characterize Fourth Avenue as a collector road with a maximum desirable level of service C volume of 27,400 ADT. However, Fourth Avenue is serving the role of a major street.

c. Fifth Avenue

Fifth Avenue does not afford continuous movement through Chula Vista from the adjacent communities, but is is continuous from C Street on the north to H Street, and from I Street to Orange Avenue on the south. The cross-section varies. In the north between C and ~~D~~ F Streets, it is 40 feet wide with 2 lanes and parking. ~~In the central area between F and H Streets,~~ **As it approaches H Street,** it ~~is~~ **widens** to 64 feet wide with 4 through lanes and parking that, like Fourth Avenue, is eliminated at signalized intersections to allow for a left-turn lane. In the southern end between Naples Street and Oxford Street, the cross-section varies from an unimproved width of 26 feet to half width improvements for a 64 foot wide cross-section.

Present traffic volumes at the north end average 3,500 ADT while in the wider portions ~~between F and H Streets,~~ **closer to H Street,** it reaches 10,500 ADT. In the southern end between Naples and Oxford Streets, the volume is 5,200 ADT. These volumes



2500 - EXISTING TRAFFIC VOLUMES

(2500) - PROJECTED CHANGE IN VOLUMES DUE TO DEVELOPMENT OF TOWN CENTRE II AMENDMENT SITES

* EXISTING TRAFFIC IS NOT AVAILABLE

EXISTING TRAFFIC VOLUMES WITH PROPOSED PROJECTS

FIGURE 3-1

compare to the recommended County level of service C volumes of 27,400 ADT for a 64-foot street, 7,000 ADT for a 40-foot wide residential collector and 1,500-2,300 ADT for residential-interim roadways.

Recently, Fifth Avenue was closed in the portion between H and I Streets to allow for expansion of the Town Center II shopping center. This closure neccesitates the redirection of north-south traffic, otherwise was on Fifth Avenue, to Fourth Avenue and Broadway. Counts have not been completed since the closure, but traffic was anticipated to grow on Fourth Avenue and Broadway in excess of 7,000 ADT as a result of the closure (Draft EIR Chula Vista Town Centre II, December, 1986). This growth has been reflected in the future analysis in this study.

d. C Street

C Street does not provide continuous east-west access through the City as it comes to a T intersect at Broadway and turns southbound to connect with Third Avenue at its eastern end. The cross section of the street varies along its length. At its western end it is 64 wide with two through lanes and on-street parking. At Date Street and to the east the street width narrows to 52 feet and the curb dimensions vary.

Nineteen eighty-seven traffic volumes along C Street are just over 11,000 ADT between Broadway and Fourth Avenue. East of Fourth Avenue, prior to reaching Third Avenue, traffic volumes on C Street do not exceed 3,100 ADT. County standards would classify C Street as a collector road which would provide a level of service C at a volume of 27,400 ADT.

e. E Street

E Street is a major street that provides access from I-5 to I-805 through the commercial areas of the city. The cross-section near the project is typical of a major street, 64 feet wide with 4 travel lanes, a painted median and signalized intersections to allow for left-turn lanes. No parking is allowed on E Street near the project sites.

Traffic counts report volumes between 22,150 ADT and 37,150 ADT on E Street between Broadway and the freeway (I-5). East of Broadway, traffic volumes do not exceed 30,000 ADT. According to County of San Diego classifications, volumes on E Street approach a level of service E (37,000) between Woodlawn and I-5. Between Woodlawn and Broadway the volume compares to a County level of service D 33,400 ADT. The remaining volumes compare to a level of service C 29,600 ADT.

f. F Street

F Street provides continous east-west access through Chula Vista from I-5 to Hilltop Drive. The cross section of the street is varied along its length. The typical cross section is 64 feet wide allowing 4 lanes with some parking. The road narrows at least 8 feet in front of the library. Just west of the civic center the road narrows to 40 feet allowing 2 lanes of traffic and parking. Prior to crossing I-5 F Street widens again to 64 feet allowing 4 lanes with parking. Railroad tracks exist in the center of F Street within this 64' feet right-of-way and appear to be maintained for use.

Daily traffic volumes, as reported in 1987, vary from just over 9,000 ADT to just over 14,000 ADT. These volumes compare to the recommended County level of service C volumes of 27,400 ADT for a 64-foot collector street and 7,000 ADT for a 40-foot residential collector.

g. G Street

G Street serves as an east-west collector road between central Chula Vista and the Hilltop area. In the vicinity of the project area the street link is 40 feet wide which allows for two through traffic lanes and parking. Traffic volumes reported in 1987 are no more than 6,400 ADT in the vicinity of the project. Further east volumes decrease to just over 2,000 ADT. Based on the standards for residential collector roads as determined by the County of San Diego, level of service on this street is C or greater.

h. H Street

H Street is a major thoroughfare in the City of Chula Vista and connects east-west travel between I-5 and I-805. In the vicinity of the project, between Broadway and Fourth, H Street is 72 feet wide with 4 travel lanes, no parking plus a simulated median painted to allow a continuous, two-way left turn lane that transitions to an exclusive left turn lane and storage lane at signalized intersections.

Traffic volumes on H Street vary from 23,000 ADT to almost 29,000 ADT. The greatest volumes are reported between Fourth and Fifth Avenues, adjacent to Sites 4 and 9, and the existing Town Centre II Shopping Mall. These volumes compare to 29,600 ADT for level of service C in the County's major road standard.

In addition to these major streets, several smaller roadways serving portions of the Town Centre II sites have been analyzed and include:

i. Sea Vale Street
j. Flower Street
k. Jefferson Avenue
l Woodlawn Avenue
m. Davidson Street
n. Naples Street
o. Oxford Street

All of these streets can be considered residential collectors or residential interim roads and vary in width from 24 feet to 42 feet. All allow 2 lanes of through traffic and all, except Davidson Street, allow parking. No volume data are available for these streets.

2. Future Traffic Volumes

The City of Chula Vista is currently engaged in preparing an update to the City's General Plan. Part of this work is the testing of various land use alternatives and the transportation system that is required to support them. This work is on-going.

A review of the output from SANDAG's travel demand model suggests that refinement of the results will be necessary before the volumes are published.

3. Public Transportation Services

The Metropolitan Transit District operates the trolley adjacent to I-5 within Chula Vista and three trolley stations serve the City; Bayfront, H Street and Palomar. A CalTrans Park and Ride facility is currently provided at the Bayfront Trolley Station. This corresponds to Site 5 within the redevelopment plan. The City of Chula Vista operates the Chula Vista Transit (CVT) bus system to provide public transportation for citizens. The CVT currently operates eight routes, four of which provide service to the H Street trolley station, two provide service to the Bayfront trolley station and one route makes a stop at the Palomar station. Other points serviced include the Civic Center, Rohr Industries, Southwestern College and all local medical clinics and major shopping facilities. The privately operated Amarillo y Rosa transit service also has one route in Chula Vista which provides service from San Ysidro and points south to Chula Vista and the Bayfront trolley station. San Diego Transit also operates one route which connects National City and points north to San Ysidro. Transfer between CVT and National City Transit is available at Plaza Bonita.

B. Impacts

No direct significant impacts would occur from approval of the Plan. However, in order to assess the traffic related impacts of potential future redevelpoment of the 10 sites on the surrounding street system, the expected traffic which could result from the development of the sites is estimated. The different alternative scenarios for potential future land use associated with redevelopment (see Table 3-11) were used as a base for analysis. For this analysis the worst case scenario was evaluated. Once traffic numbers were estimated, traffic was then distributed and assigned to the street system and added to the existing as well as the future, near-term traffic to evaluate the potential impacts.

Since the 10 individual projects that comprise the Town Centre II overall project are all located in the same general area and would impact many of the same streets, the analysis prepared here makes use of the following assumptions:

- o The trips generated from all of the 10 individual sites are combined together for assessing the impacts on individual streets;
- o To simplify the distribution of traffic from the sites, some have been grouped together (4 and 9, 5 and 8);
- o The net difference in daily trips has been distributed and assigned to the street system for each site or group.

In the preparation of the impact to the future street system, the growth in traffic was calculated by examining the last five year's growth in ADT on the study area streets and calculating a similar percentage for the next five years. If no growth occurred, or if the traffic diminished, the existing volume was used. Each street segment was treated individually to reflect its unique nature.

1. Trip Generation

The traffic that could result from the redevelopment of each site has been calculated for two situations. The "worst case" project was calculated to add the greatest number of trips to the sytem when considered in total. A less intense development alternative has been prepared to demonstrate how the impacts could be lessened near site 4 (on H Street) and sites 5, 6 and 8 (all affect E Street). Both of these cases are compared to the existing development to determine the net increase (or decrease, as in site 1) in traffic on the surrounding street system.

The traffic was estimated using trip generation rates published by SANDAG in its report entitled "San Diego Traffic Generators", and the individual rates were reviewed with City staff before being applied. Table 3-2 summarizes the potential future land uses based on the "worst-case" scenario, and intensity and generation rates used to calculate trip ends. A comparison of the existing and future land uses, the trip rates and the daily and PM peak period trips is included in a spread sheet in the appendix for both the "worst case" scenario and less intense project alternatives. **The land use intensity and generation rates assumed for existing conditions are provided in the spread sheets in the appendix. The incremental change (positive or negative) associated with both the "worst-case" scenario and the less intense alternative when compared to existing conditions is provided in the daily net change column of the spread sheets in the appendix. The Trip Ends column of Table 3-2 discusses the total number of trips associated with future development,**

not the incremental growth. Incremental growth can be positive or negative or zero as shown in the Appendix. In the case of Site 10, traffic generation is a function of the number of acres. The acreage of the park will not change with adoption of the approved plan; therefore, the incremental change is zero.

2. Trip Distribution and Assignment

The distribution of traffic from the sites to the street system was made utilizing an estimate of likely ultimate travel destinations and the roadways that would be used to arrive at those destimations. Factors that comprise the choice of route include major attractors, likely origins of those trips and the street network. Several individual distributions were reviewed with staff prior to being utilized.

Table 3-2
TRIP GENERATION

Site	Potential Future Land Use	Quantity	Rate	Trip Ends
		70		**560**
1	residential	~~64~~ units	8/unit	~~512~~
2	residential	80 units	8/unit	640
	retail	27.5 KSF	40/KSF	1,100
3	research and development	15.5 acres	100/acre	1,550
4	retail	250.9 KSF	40/KSF	10,036
5	office	292.7 KSF	20/KSF	5,854
6	retail	164.8 KSF	40/KSF	6,592
	residential	35.5 units	8/unit	284
7	improved civic center	135.7 KSF	40KSF	5,428
	park	4.4 acres	10/acre	44
	library	55.0 SF	46/KSF	2,530
8	trolley station	310 spaces	2/space	620
	office	147.2 KSF	20/KSF	2,944
9	residential	151 units	8/unit	1,208
10	park	19 acres	40/acre	760
				40,060
TOTAL				~~40,012~~

3. Project Impact on Surrounding Streets

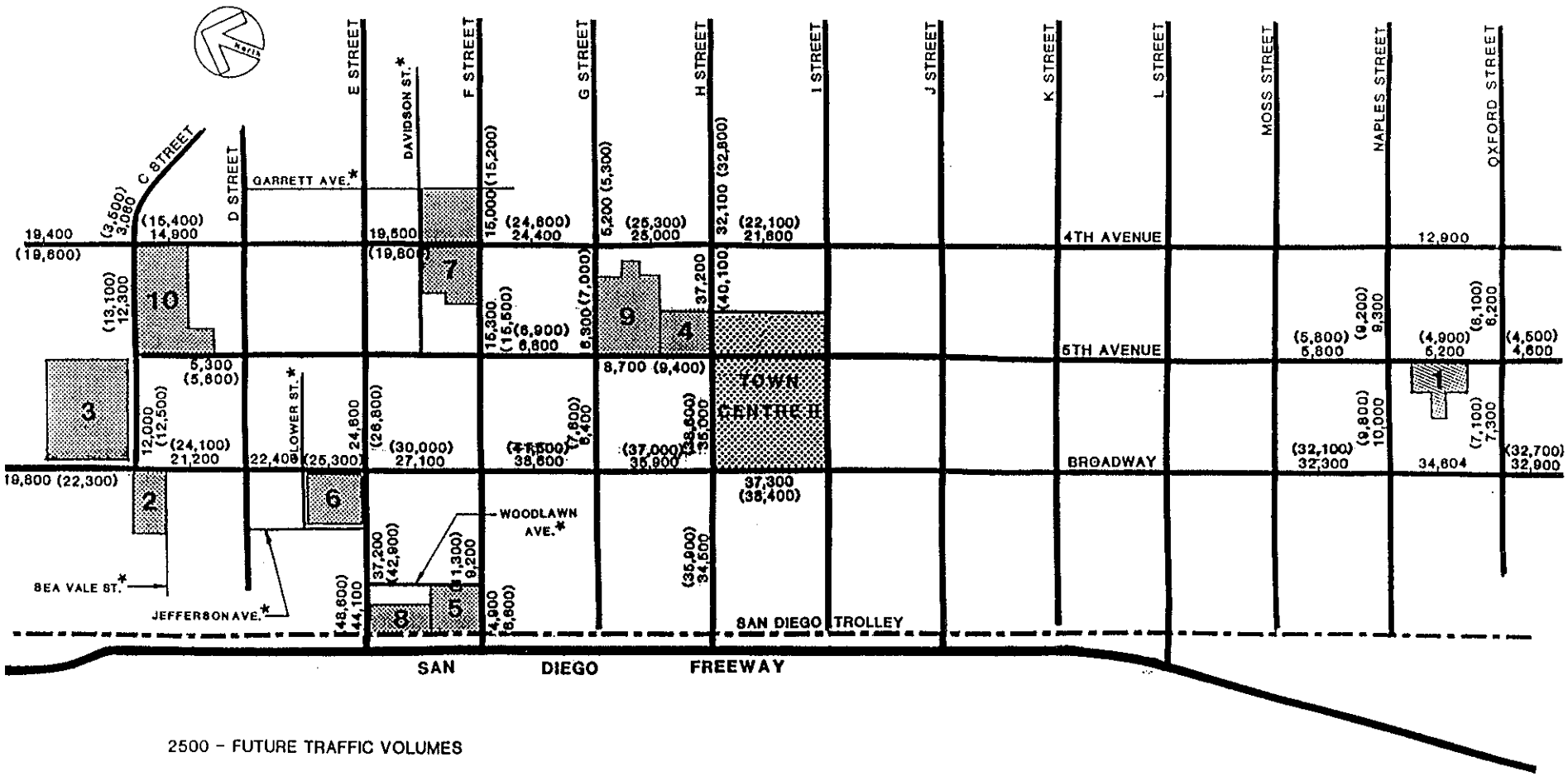
Figure 3-1 summarizes the various roadway volumes that could result with the addition of potential future project sites traffic in comparison to existing volumes. Future traffic without redevelopment is illustrated in Figure 3-2. Future traffic volumes plus the potential incremental growth associated with the project sites are shown on this graphic as well.

Redevelopment of the Town Centre II sites contributes varying amounts of traffic to the adjacent street system. In one instance, at Site 1 on Fifth Avenue between Naples and Oxford Streets, the proposed redevelopment actually reduced traffic compared to the existing use.

The greatest additional volume of project traffic would occur on portions of H Street, E Street and Broadway (near H Street) where from 2900 to 5700 ADT would be added as a result of the proposed redevelopment projects. On these streets, the future traffic volumes based on five year normal growth trends and on the closure of Fifth Avenue between H and I Streets would result in less than acceptable traffic volume regardless of the proposed project. In several more instances, especially E Street east of Interstate 5 and F Street east of Fifth Avenue, the existing volumes already exceed acceptable levels. Roadways which would be impacted by future growth and the proposed project to such a degree their level of service would approach D or F are illustrated in Figure 3-3. It should be noted that these streets would approach unacceptable levels of service without redevelopment of the proposed sites.

a. E Street

The addition of a combined 5,700 ADT to E Street due to projects 5, 6 and 8 would further reduce the existing level of service from "F" near the freeway and "E" near Broadway to "F" over its length in this area, constituting a potentially significant impact. Congestion now being experienced will worsen, especially since E Street provides access to I-5 via the interchange. Improvements within the existing 4 lane right-of-way and 64-foot width have been maximized and the existing building



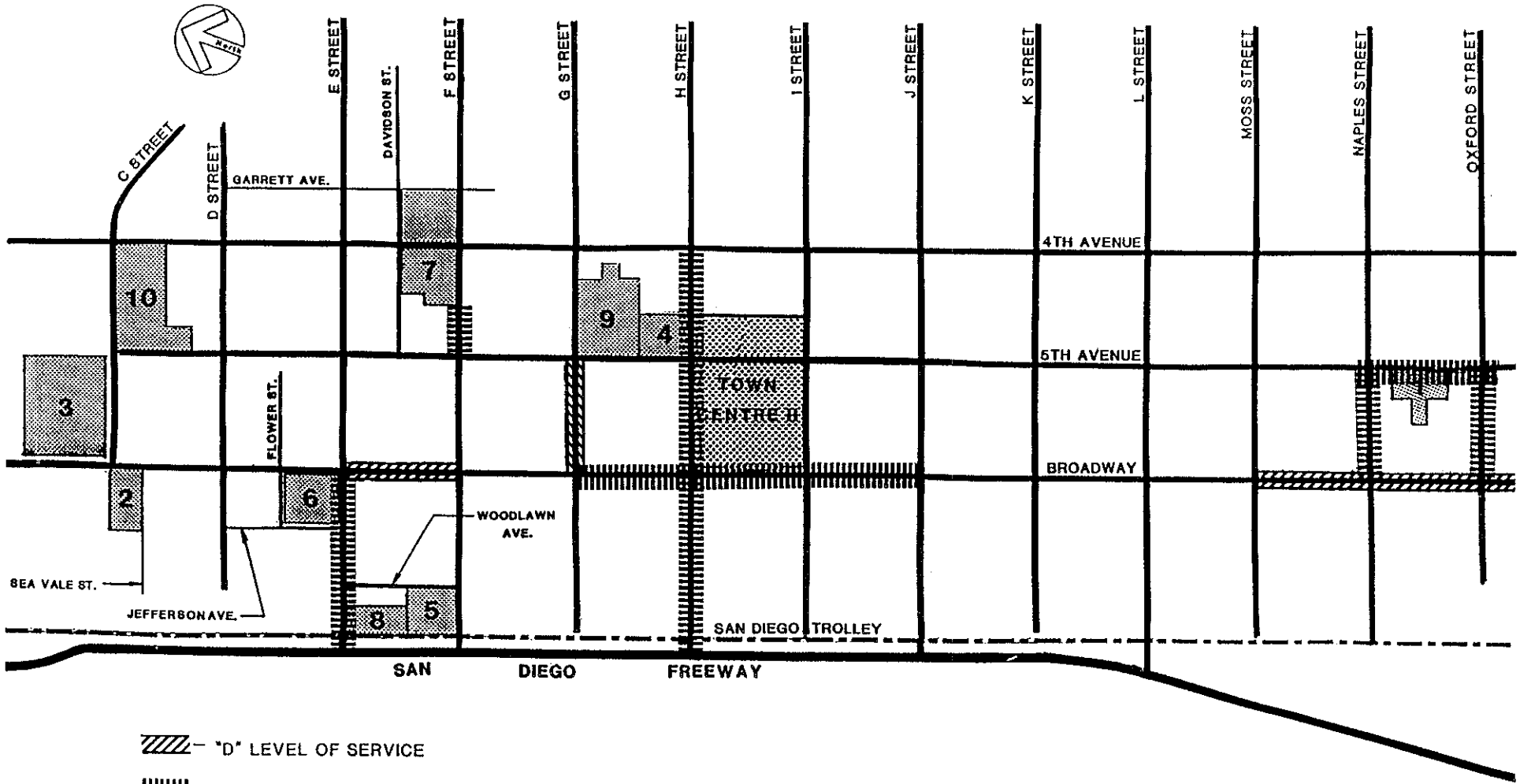
2500 - FUTURE TRAFFIC VOLUMES

(2500) - FUTURE TRAFFIC VOLUMES INCLUDING DEVELOPMENT OF TOWN CENTRE II AMENDMENT SITES

* FUTURE VOLUMES NOT AVAILABLE

FUTURE TRAFFIC VOLUMES WITH PROPOSED PROJECTS

FIGURE 3-2



LOCATIONS OF "HIGHER THAN DESIRABLE" TRAFFIC VOLUMES

FIGURE 3-3

setbacks make further widening unlikely. Normal growth in the area will also cause poor levels of service to be experienced on E Street near the freeway irrespective of the redevelopment projects. Congestion near freeway interchanges is a normal occurrence..

b. F Street

The portion of F Street west of the Civic Center complex leading west toward Broadway currently experiences volumes of over 10,000 ADT. Growth in the area will cause these volumes to increase to approximately 15,000 ADT which is well beyond the acceptable maximum volume of 7,000 ADT for a two-lane, 40-foot street. The redevelopment of the Civic Center area (Site 7) could contribute a relatively small 200 ADT to this segment, incrementally contributing to the cumulatively significant impact. Widening to 4 lanes within the 80-foot right-of-way is possible at the expense of mature trees that line the street.

c. H Street

Generally, H Street was operating at acceptable levels of service prior to the closure of Fifth Avenue. The closure has diverted more traffic to H Street with some lessening of the level of service. Improvements to the intersection at H Street and Fourth Avenue and H Street and Broadway to increase capacity have been recently completed. Future volumes without redevelopment of the Town Centre II amendment sites will reach 37,000 ADT on H Street between Broadway and 4th Avenue. The proposed redevelopment projects on Sites 4 and 9 could increase that to 40,100 ADT, an increase of 3100 ADT. This increase exceeds acceptable levels of service, and without major property acquisition and widening, further improvements to H Street are limited. This is considered to constitute a potentially significant impact.

d. G Street

The redevelopment of sites 4 and 9 could add nearly 1,200 ADT to G Street between Fifth Avenue and Broadway. Presently, G Street is accommodating 6,400 ADT and it is just within the limit of acceptable volume which is 7,000 ADT for

this type of road. The addition of project traffic could cause this to become 7,600 ADT which just enters the D level of service designation. This is considered an incremental contribution to a cumulatively significant impact.

e. Broadway

Current traffic volumes on Broadway between E Street and I Street reach almost 28,000 ADT which maintains a C level of service for a major street. Future growth without the redevelopment projects would raise this to 38,000 ADT due primarily to the closure of Fifth Avenue at the Town Centre II shopping center. This represents a level of service in excess of E. Redevelopment of the proposed project Sites 4, 9 and 6 could add up to 2,900 ADT, which would worsen the congestion in this area. Redevelopment project traffic would incrementally contribute to a cumulatively significant impact.

Further south on Broadway and nearer to site 1, which is between Naples Street and Oxford Street, the future traffic is expected to be in the level of service D range with traffic volumes near 33,000 ADT. Redevelopment of Site 1 would result in a reduction in traffic volume. Although the reduction is small (less than 400 ADT), the future redevelopment cannot be said to add to a likely future problem. Traffic volumes of 33,000 ADT in an urbanized area on a 4-lane, divided roadway are quite typical and would not require special measures.

g. Naples Street/Oxford Street/Fifth Avenue

In the vicinity of Site 1 (Sweetwater School District yard), the replacement of the **Administration Offices and** yard with the proposed housing would actually lessen the amount of traffic on the surrounding streets. Each of these streets is similar and are addressed together here. Although the decrease is modest (less than 400 ADT), the lack of complete abutting improvements on each of these streets makes these streets appear to be more constricted. In some locations, the improvements are complete on one side or another, but in other locations no curb, gutter or sidewalk exists. Existing traffic varies from 5,000 ADT to 7,000 ADT and would increase due to nearby growth on Napels Street to 10,000 ADT. Ultimate traffic on Oxford Street is expected to be 7,100 ADT and 5,200 ADT on Fifth Avenue

between them. Where half-width improvements have been obtained from newer developments, they would result in 40-foot wide residential streets on Oxford and Naples Street, which is sufficient for 7,000 ADT; and a 64-foot collector for Fifth Avenue, which would be sufficient for 27,400 ADT. **A future impact from relocation of the yard and transportation facilities (including school buses) will be the trips associated with yard activities and school bus transportation. Since the relocation site is undeter- mined, these potential impacts cannot yet be analyzed. The impacts will be reviewed at the time the relocation is actually proposed and a site is chosen.**

4. Site Access

In most instances, the ten sites that comprise the Town Centre II redevelopment area have been assumed to access from the adjacent streets. The assumed access streets are as follows:

- Site 1 - Fifth Avenue, driveway access
- Site 2 - Sea Vale Street, driveway access
- Site 3 - An extension northward of Fifth Avenue (less than 1,600 ADT are added which is appropriate for a 2-lane, 40-foot wide local street)
- Site 4 - Fifth Avenue, driveway access; H Street, although a new, private access road can be added on the east property line, a new signalized intersection at that location would be detrimental to the traffic operations on H Street.
- Site 5 - F Street, driveway access; Woodlawn Avenue, driveway access.
- Site 6 - Jefferson Avenue, driveway access; Flower Street, driveway access; Broadway, driveway access.
- Site 7 - Use existing access on F and Fourth
- Site 8 - Use exsiting access on E and Woodlawn
- Site 9 - G Street, driveway access; Fifth Avenue, driveway access
- Site 10 - Use existing access on C and Fourth.

C. Mitigation

No mitigation is required as no direct impacts would occur from project approval. However, significant and/or incremental impacts were cited to occur on five streets both through normal growth in traffi in the area, and due to the potential future redevelopment projects. These streets are: E Street, F Street, G Street, H Street and Broadway. **Considering the potential significance of the identified impacts, future redevelopment projects should be reviewed on a case-by-case basis to determine their incremental significance.**

Mitigation opportunities on the streets which are already fully improved is limited. Those streets not yet fully improved can be completed with redevelpoment as the area progresses as part of the normal permit process. In the case of F Street west of the Civic Center, a decision will have to be made about whether the existing character of the street is worth maintaining in view of the expected traffic volumes, irrespective of future redevelopment.

The cited impacts on E Street, G Street, H Street and Broadway can best be mitigated by reducing the intensity of future potential redevelopment projects from what was projected by the "worst case" scenario. An alternative scenario was developed which involved less intense redevelopment of Sites 4, 5, 8 and 9. An alternative scenario was also evaluated for Site 6 which involved an increase in total trips generated. The "worst case" scenario for Site 6 involved retail and residential development, whereas the alternative scenario involved retail redevelopment only. The net increase in total trips generated by the alternative scenario is 1,800 ADT.

The spread sheet calculations as well as trip end results are included in the appendix. Two graphics are included in the appendix which show the existing traffic volumes compared to the incremental growth associated with the alternative scenario and future traffic volumes with the incremental alternative growth. In general, less intensity redevelopment results in fewer trips distributed to the street system.

In the case of Sites 5 and 8, adjacent to E Street, the projected land use intensity under the "worst case" scenarios could result in almost 43,000 ADT when combined with normal growth on E Street. The Sites 5 and 8 "worst case" generates a combined 8,300 additional trips per day which could be reduced to just under 1,000 trips per day with redevelopment of a less intense nature, such as shown in the alternative scenarios. This could yield a combined total of 39,000 ADT on E Street, rather than the 43,000 ADT under the "worst case" scenario. Thus, the alternative could reduce the future number of trips on E Street by approximately 4,000 ADT, however, level of service would remain below C. Thus, the level of impact would be reduced substantially to constitute an incremental, rather than a significant, impact.

Impacts on F Street, although they are minimal due to the future potential redevelpoment of site 7 (200 ADT), are best mitigated by completion of the full street widening west of the Civic Center area. This means widening from the existing 40-foot cross-section to a 64-foot curb-to-curb cross-section within the existing right-of-way. As stated earlier, the widening is fully justified based on the existing volumes of 10,000 ADT, as well as the future volumes of 15,000 ADT without the project.

H Street is already impacted between Fourth Avenue and Broadway, and little opportunity exists to further improve the street. The future volumes of traffic can be accommodated on the street, but the level of service will degrade. Development of Sites 4 and 9 would involve the generation of 6,500 additional trip ends to be distributed to the circulation system. Alternative development of these sites would generate 4,000 additional trip ends, a reduction of 2,500 ADT. Traffic on H Street, between Broadway and 4th Avenue, could be reduced from 3,500 additional trips ("worst case scenario") to 1,400 additional trips (alternative scenario). This is a reduction of 2,100 ADT on H Street associated with the alternative scenario.

Similarly, Broadway and G Street would benefit from a less intense redevelopment project than that defined as the "worst case" alternative. The alternative scenario for Sites 4 and 9 could lower the ADT on Broadway by approximately 1,800 ADT and on G Street by 450 ADT. The alternative scenario for redevelopment of Site 5 and 8 would also result in fewer ADT on Broadway.

Mitigation near Site 1 on Fifth Avenue and Oxford and Naples Streets consists of completion of the abutting improvements. The east side of Fifth Avenue is scheduled to be improved at the existing width in late 1988. It should be noted that the defined project represents a lessening of traffic in the area since the residential use would generate approximately ~~700~~ **650** fewer daily trips than the current Sweetwater School District facility.

D. Analysis of Significance

No direct significant impacts would occur from project approval. However, future potential redevelopment of the 10 sites could involve incremental and/or

significant impacts to major streets in Chula Vista, specifically E, F, G and H Streets, and Broadway. Projects 4, 5, 6, 8 and 9 would involve an increase in trips on these street links. Some reduction in impacts could be achieved by allowing redevelopment projects of a less intense nature than the "worst case", or highest intensity possible. With less intense redevelopment projects, potentially significant impacts could be reduced, but would still incrementally contribute the cumulatively significant roadway impacts which are expected on these streets from normal growth alone.

3.5 AIR QUALITY

A. Project Setting

1. Meteorology/Climate

The climate of Chula Vista, as with all of Southern California, is largely controlled by the strength and position of the semi-permanent high pressure center over the Pacific Ocean. The high pressure ridge over the West Coast creates a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and little temperature change throughout the year. Limited rainfall occurs in winter when the high center is weakest and farthest south when the fringes of mid-latitude storms occasionally move through the area. Summers are often completely dry with an average of 10 inches of rain falling each year from November to early April.

Unfortunately, the same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse the air pollution generated by the large population attracted to San Diego County in part by the climate. The onshore winds across the coastline diminsh quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes.

Because coastal areas are well ventilated by fresh breezes during the daytime, they generally do not experience the same frequency of air pollution problems found in some areas east of San Deigo. Unhealthful air quality within the San Diego Air Basin's coastal communities, such as Chula Vista, may occur at times in summer during limited localized stagnation, but occurs mainly in conjunction with the occasional intrusion of polluted air from the Los Angeles Basin into the county, especially North County. Localized elevated pollution levels may also occur in winter during calm, stable conditions near freeways, shopping centers or other major traffic sources, but such clean air violations are highly localized in space and

Table 3-3

AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standard	National Standard
Ozone	1 hour	0.10 ppm	0.12 ppm
Carbon Monoxide	1 hour	20.00 ppm	35.00 ppm
Nitrogen Dioxide	1 hour	.25 ppm	--
	Average Annual		.05 ppm
Sulfer Dioxide	1 hour	.25 ppm	--
	Average Annual		0.03 ppm
Total Suspended Particulates	Annual Geometric Mean	--	75 ug/m^3

Notes: ppm = parts per million
ug/m^3 = micrograms per cubic meter
Source = Ventura County Air Quality Management Plan (Draft), July 1987.

TABLE 3-4
Chula Vista Area Air Quality Monitoring Summary - 1982-1986
(Days standards were exceeded, and maxima for periods indicated)

Pollutant/Standard	YEAR 1982	1983	1984	1985	1986
Ozone:					
1-HR 0.10 ppm	23	20	18	28	20
1-HR 0.12 ppm	5	6	4	4	2
1-HR 0.20 ppm	1	1	0	1	0
Max. 1-HR (ppm)	0.20	0.21	0.15	0.20	0.14
Carbon Monoxide:					
1-HR 20 ppm	0	0	0	0	0
8-HR 9 ppm	0	0	0	0	0
Max. 1-HR (ppm)	9.	13.	7.	7.	7.
Max. 8-HR (ppm)	4.1	4.4	4.6	3.9	5.1
Nitrogen Dioxide:					
1-HR 0.25 ppm	0	0	0	0	0
Max. 1-HR (ppm)	0.18	0.18	0.20	0.16	0.14
Sulfur Dioxide:					
1-HR 0.25 ppm	0	0	0	0	0
24-HR 0.05 ppm	0	0	0	0	0
Max. 1-HR (ppm)	0.13	0.07	0.07	0.08	0.06
Max. 24-HR (ppm)	0.039	0.021	0.021	0.015	0.013
Total Supsended Particulates:					
24-HR 100 ug/m^3	3/61	0/60	0/61	0/61	1/61
24-HR 260 ug/m^3	0/61	0/60	0/61	0/61	0/61
Max. 24-HR (ug/m^3)	112.	103.	88.	96.	119.
Lead Particulates:					
1-MO 1.5 ug/m^3	0/12	0/12	0/12	0/12	0/12
Max. 1-MO (ug/m^3)	1.00	0.82	0.60	0.38	0.28
Sulfate Particulates:					
24-HR 25 ug/m^3	0/62	1/58	0/61	0/54	0/60
Max. 24-HR (ug/m^3)	16.9	25.8	18.0	15.4	17.6
Inhalable Particulates (PM-10):					
24-HR 50 ug/m^3	--	--	--	--	3/51
Max. 24-HR (ug/m^3)	--	--	--	--	104.

Source: California Air Resources Board, Summary of Air Quality Data, 1982-1986. Chula Vista Monitoring Station Except Lead and Sulfate Particles which are from San Diego APCD Island Avenue Station.

be undertaken to improve air quality. In San Diego County, the attainment planning process is embodied in a regional air quality managmeent plan developed jointly by the APCD and SANDAG with input from other planning agencies. This plan, originally called RAQS (Regional Air Quality Strategies), was last updated about 6 years ago and called the 1982 State Implementation Plan Revisions (1982 SIP Revisions). The underlying promise of this plan was that the county can have continued economic and population growth and still achieve basinwide clean air. The plan outlined the analysis methodology and charted the necessary steps to reduce the existing excess omissions burden plus offset the air pollutants associated with continued growth. The 1982 SIP Revisions recognized that there are meteorological patterns under which county omissions are uniquely responsible for ozone violations, and there are also conditions where interbasin transport is a major factor in observed air quality. The basic conclusion of the 1982 SIP was that emissions will have been sufficiently reduced by the end of 1987 such that all county-related ozone violations will have been eliminated, but that violations due to transport from the Los Angeles Basin will contiue as long as that basin continues to experience very unhealthful ozone levels.

The SIP Revisions are now again being revised in another update cycle. The new plan is designed to lead to incremental improvements toward a long-range attainment target date and to insure that programs are in place to continually offset the emissions increases associated with continued growth of the basin. The proposed downtown redevelopment relates to the SIP Revisions through incorporation of sub-regional development plans into regional growth estimates. If the project has been correctly anticipated in the current SANDAG growth forecasts (the basis for SIP transportation emissions forecasts), then it will not cause any unanticipated regional air quality impacts. If, however, the proposed redevelopment signfiicantly exceeds the intensity of development predicted for downtown Chula Vista or occurs sooner than predicted by regional growth forecasts, it will be inconsistent with the SIP Revisions.

B. Impacts

No direct, significant impacts would result from project approval. However, new residential and commercial land uses, such as those potentially comprising the

Town Centre II redevelopment area, can impact air quality, almost exclusively through the vehicular traffic generated by the development. Such impacts occur basically on two scales of motion. Regionally, personal commuting, office worker and retail site customer travel will add to regional trip generation and increase the vehicle miles traveled (VMT) within the local airshed. Locally, project traffic, especially at rush hour, will be added to the local roadway system near the various redevelopment sites. If such traffic occurs during periods of poor atmospheric ventilation, is comprised of a large numer of vehicles "cold-started" and operating at pollution inefficient speeds, and is driving on roadways already crowded with non-project traffic, then there is a definite potential for the formation of micro-scale air pollution "hot spots" in the area immediately around the project site.

Secondary project-related atmospheric impacts derive from a number of other small, growth-connected emissions sources such as temporary emissions of dusts and fumes during project construction, increased fossil-fuel combustion in power plants and heaters, boilers, stoves and other energy-consuming devices, evaporative emissions at gas stations or from paints, thinners or solvents used in construction and maintenance, increased air travel from business travelers, dust from tire wear and resuspended roadway dust, ec. All those emission points are either temporary, or they are so small in comparison to project-related automotive sources that their impact is negligible. They do point out, however, that growth engenders increased air pollution emissions from a wide variety of sources, and thus further inhibits the near-term attainment of all clean air standards in the region.

1. Construction Impacts

The demolition of existing site land uses, the excavation of utility access, the preparation of foundations and footings, and building assembly will create temporary emissions of dusts, fumes, equipment exhaust and other air contaminants during the project construction period. In general, the most significant source of air pollution from project construction will probably be the dust generated during demolition, excavation and site preparation. Typical dust lofting rates from construction activities are usually assumed to average 1.2 tons of dust per month per acre disturbed. Dust control through regular watering and other fugitive dust

abatement measures required by the San Diego APCD can reduce dust emission levels from 50 - 70 percent. Dust emissions rates therefore depend on the redevelopment rate and the care with which dust abatement procedures are implemented. It should be noted that most of this dust is comprised of large particles that are easily filtered by human breathing passages, and settles out rapidly on parked cars and other nearby horizontal surfaces. It thus comprises more of a soiling nuisance rather than any potentially unhealthful air quality impact. Although a considerable portion of the construction activity fugitive dust does settle out near its source, the smallest particles remain suspended throughout much of their transit across the air basin. Construction dust is therefore an important contributor to regional violations of inhalable dust standards.

Equipment exhaust as well will be released during temporary construction activities, particularly from mobile source during site preparation and from on-site equipment during actual construction. Although the construction activity emission rates may be substantial (especially NOx from diesel-fueled trucks and on-site vehicles), they will be widely dispersed in space and time by the mobile nature of much of the equipment itself. Furthermore, daytime ventilation during much of the year in Chula Vista is usually more than adequate to disperse any local pollution accumulations near the project site. Any perceptible impacts from construction activity exhaust will therefore be confined to an occasional "whiff" of characteristic diesel exhaust odor, but not in sufficient concentration to expose any nearby receptors to air pollution levels above acceptable standards. Because of the limited distance between site sources and nearby receptors, it will be important to minimize any localized concentrations of emissions such as from trucks idling and queueing while waiting to load out dirt or to drop off building materials, and from project trucks blocking traffic on nearby streets that might cause high microscale levels of automotive exhaust. If measures are implemented to prevent multiple trucks from blocking traffic or from idling near occupied receptor sites, then construction activities should not create any unacceptable air quality impacts during project buildout.

2. Vehicular Emissions Impacts

By far, the greatest project-related air quality concern derives from the mobile source emissions that could result from the potentailly additional 23,620 daily trips that could be generated if the "worst case", or highest intensity possible project were to develop. At a typical area commercial trip length of around 5 miles per trip (a combination of longer commuting and shorter retail trips), the project could add around 120,000 vehicle miles traveled (VMT) to the regional traffic burden. Some of the trip generation and associated VMT may be overstated because much of the project-related traffic is already present on the local roadway and would use the same facilities at some other location if not at the redevelopment project sites, but the project nevertheless represents a major contributor to additional vehicular air pollution emissions within the San Diego Air Basin.

Automotive emissions can be readily calculated using a computerized procedure developed by the California ARB for urban growth mobile source emissions. This emissions model, called URBEMIS2, was initialized with trip generation factors specified by the traffic consultant, and run for build-out years of 1990, 1995, 2000, 2005 and 2010. The results from the model run are summarized in Table 3-5.

If the "worst-case" intensity was developed, project traffic could add about 2.0 tons of carbon monoxide (CO) and 0.2 tons each of nitrogen oxides (NOx) and reactive organic gases (ROG) to the airshed for a 2000 build-out. Continued emissions reduction from the retirement of older, polluting cars will gradually reduce the overall project regional emissions impact slightly, but the project will continue to represent a small, but not negligible portion of regional automotive emissions. Table 3-5 also shows that the project represents a small fraction of the regional emissions burden. The percentage fraction is small, but is is the sum of multiple small percentage emissions increments that comprise the basinwide burden and load to the basin's continued violations of clean air standards.

In terms of regional significance, it is generally not the small incremental increase in project-related air emissions that is important, but rather whether the proposed project is consistent with the growth assumptions of the SIP Revisions. The SIP is based on generic trip making characteristics for specified types of land uses. The

TABLE 3-5
Town Centre II Redevelopment Regional Air Pollution Emissions
(Principal vehicular emissions in tons/day[1])

Project Buildout Year	Reactive Organics	Carbon Monoxide	Nitrogen Oxides
1990	0.21	2.34	0.27
1995	0.18	2.14	0.24
2000	0.14	2.02	0.23
2005	0.13	1.84	0.21
2010	0.13	1.80	0.21
Year 2000 San Diego Air Basin	212.25	817.70	142.75
Year 2000 Project Share of Basin	0.67%	0.25%	0.16%

Assuming 0.87 of TOG = ROG

Source: URBEMIS2 Computer Model and 1982 APCD SIP Revisions.

future redevelopment projects could increase the intensity of land uses from currently underutilized uses to those more consistent with the trip-making characteristics of normally productive commercial and medium density residential zoning. Since the demand for retail space and modern affordable housing already presumably exists (it will not be created by the proposed redevelopment), and since much of the traffic to the site is already on the roadway system to similar land uses elsewhere in the area, the project is consistent with good air quality growth planning. By definition of consistency, the regional impact of project-related automotive emissions, while substantial, is judged not significant.

While the project itself may have only a minimal regional impact, the increase of traffic around the project site may create localized violations of ambient health standards. To evaluate the potential for the formation of any air pollution "hot spots", the California line source dispersion model CALINE4 was used to estimate receptor exposure at various intersections in downtown Chula Vista potentially impacted by redevelopment traffic. This model was run with maximum traffic and minimum dispersion conditions with and without future potential project traffic in order to generate a "worst-case" impact assessment. CO was used as the indicator pollutant to determine if there was any air pollution "hot spot" potential. The results of the modeling exercise are summarized in Table 3-6. The hourly CO exposure near the five analyzed intersections where maximum localized CO impacts are likely to occur currently total about 2 - 4 ppm above the regional background level if intersections operate at level of service "D" or better. Continued emissions reductions from newer, less polluting automobiles will create a continuing reduction in future microscale CO levels despite projected increases in traffic levels as long as there is no substantial decrease in intersection performance form the increased traffic. If the roadway system can accommodate increased traffic volume, future microscale CO levels, with or without the redevelopment, will be lower than what they are today. Since the "with Project" levels are well below any level of concern, the less intense development (Alt. Dev.) scenario is not an important air quality consideration.

C. Mitigation

The proposed redevelopment project does not create a significant air quality impact on either a local or a regional scale. There is, therefore, no requirement to

TABLE 3-6
Town Centre II Redevelopment Microscale Air Quality Impact Analysis

Intersection/ LOS	Existing Traffic	No Proj	Future W/Proj	Alt.Dev.
Broadway/ "E" Street				
B	2.1	1.5	1.9	1.6
D	3.3	2.4	2.7	2.5
F	5.7	3.8	4.4	4.1
Broadway/ "C" Street				
B	1.5	1.3	1.4	1.3
D	2.4	1.9	2.1	2.0
F	4.1	3.2	3.4	3.3
Broadway/ "H" Street				
B	1.8	1.6	1.7	1.7
D	2.8	2.5	2.7	2.6
F	4.9	4.1	4.4	4.3
Broadway/ Naples				
B	1.4	1.1	1.1	1.1
D	2.2	1.7	1.7	1.7
F	3.7	2.8	2.8	2.8
5th Avenue/ "H" Street				
B	1.7	1.2	1.3	1.3
D	2.6	1.9	2.1	2.0
F	4.5	3.1	3.4	3.3

Source: Project Traffic Study and CALINE4 Roadway Emissions Dispersion Model.

develop any unusual mitigation measures to off-set any project impacts. Further, since future project impacts would derive primarily from vehicles, where emissions characteristics are beyond the control of project proponents and local regulatory agencies, the potential for effective mitigation is quite limited.

However, there are transportation control measures (TCMs) and temporary construction activity mitigation measures that should be incorporated into the proposed project. Measures that should be considered in project planning include:

- o Dust control measures required by the APCD will be implemented during construction. Such measures include maintaining adequate soil moisture as well as removing any soil spillage onto traveled roadways through site housekeeping procedures.

- o Reducing interference with existing traffic and preventing truck queueing around local receptors should be incorporated into any project construction permit. The permits should limit operations to daytime periods of better dispersion that minimizes localized pollution accumulation.

- o Various transportation control measures (TCMs) should be evaluated to determine how they might be incorporated into project designs. Such measures would be aimed primarily at employees of the redeveloped parcels, but might also include customers in certain instances. Measures that should be evaluated include:

  - Ridesharing
  - Vanpool Incentives
  - Alternate Transportation Methods
  - Work Scheduling for Off-Peak Hour Travel
  - Transit Utilization
  - Program Coordination
  - Traffic Signal Coordination
  - Physical Roadway Improvements to Maintain LOS of "D" or Better

D. Analysis of Signfiicance

No direct, significant impacts would occur from Plan approval. Future redevelopment activities will produce incremental pollutant contributions to the local and regional airshed. Because the future redeveloment projects are anticipated to be consistent with the growth assumptions of the SIP Revisions, the emissions are not expected to be significant. Standard measures to control dust emissions and truck queueing around construction sites should be incorporated during future construction activities. Also, transportation control measures should be encouraged, as they are not required.

3.6 NOISE

A. Project Setting

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is unwanted sound. Sound is characterized by various parameters that describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily (middle A) in a process called "A-weighting" written as dB(A).

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called Leq), or, alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise instrusion during the evening and at night, state law requires that for planning purposes, an artifical dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL). An interior CNEL of 45 dB(A) is mandated for multiple family dwellings, and is considered a desirable noise exposure for single family dwelling units as well. Since typical noise attenuation within residential structures with closed windows is about 20 dB, an exterior noise exposure of 65 dB CNEL is thus typically the design exterior noise exposure for new residential dwellings in California. Because commercial or industrial uses are not occupied on a 24-hour basis, a less stringent noise/land use compatibility criteria is generally specified for these less noise sensitive land uses.

These guidelines form the basis for the Noise Element of the City of Chula Vista's General Plan which suggests a desirable exterior noise exposure of 65 dB(A) for

residential and other noise sensitive uses. The City's noise policy states as its first objective that every citizen has a right to live in an environment where noise is not detrimental to his or her life, health, and enjoyment of property. Within the policy's implementation provisions, there is a mandate for the City to consider the effects of noise, especially from transportation sources, in its land use decisions in order to realize the above objective.

Existing noise levels within the Town Centre II Redevelopment Project area derive primarily from surface vehicular sources on downtown roadways. In order to characterize current noise levels in and around the redevelopment area, a brief on-site noise survey was conducted on April 14, 1988. Short-term (15 minute Leq) noise levels adjacent to downtown roadways were monitored at seven (7) locations using standard CalTrans roadway noise monitoring protocols. Monitoring was conducted using a B&K Model 2230 Sound Level Moter operating in the A-weighted Leq monitoring mode. The purpose of this monitoring was two-fold. On-site monitoring provides a "real-world" characterization of baseline noise levels that take into account site-specific vehicle mixes, travel speeds, noise obstructions, etc. Secondly, the monitoring provides a calibration data base by which a computer model of traffic noise can be validated. The calibrated model can then be used with a higher degree of confidence to project future noise distributions from changing traffic patterns.

The Town Centre II readings, in conjunction with concurrent traffic counts and speed checks, were used to calibrate the federal highway traffic noise prediction model (FHWA-RD-77-108) initialized with the latest California vehicle noise (Calveno-85) emissions data. The results of the calibration run versus measured data (dB(A)) were as follows:

Monitoring Locations	Measured Noise	Model Prediction	Difference
5th St. N of Oxford	66.3	64.2	- 2.1
4th St. between "E" & "F"	67.1	69.5	+ 2.4
"C" St. between 4th & 5th	67.4	68.7	+ 1.3

Monitoring Locations	Measured Noise	Model Prediction	Difference
5th St. between "E" & "F"	60.7	58.2	- 2.5
Broadway between "E" & "F"	66.9	70.9	+ 4.0
"H" St. btwn Broadway & 5th	68.8	68.0	- 0.8
"E" St. btwn Broadway & 5th	66.9	66.8	- 0.1
Average Deviation:			+ 0.3

The model versus measured comparison shows that ambient noise levels were within model predictions by 0.3 dB(A) on the average, but that there was wide deviation on any individual street. In open areas with only one distinct traffic source, the model versus measured correlation usually does not have as wide a spread. In the downtown area, non-local traffic contributions from adjacent streets added a substantial excess noise level to the local exposure on lightly traveled streets, while structural distortion on heavily traveled streets reduces the noise level that would normally be observed. In the Town Centre area, the model underpredicts the noise level in quiet areas and overpredicts the noisiest cases. The FHWA Highway Noise Model directly applied in its present form will thus give a reasonable noise characterization in the downtown area averaged over a number of roadways, but the predicted exposure at any single receptor may have an uncertainty of plus or minus several decibels. Any land use planning actions, such as noise wall considerations, as a result of anticipated changes in traffic noise would therefore require additional detailed on-site monitoring to narrow the localized uncertainty in the predicted noise distribution.

B. Impacts

Two characteristic noise sources are typically identified with urban redevelopment. Construction activities, especially heavy equipment, will create short-term noise increases near the various project sites. Upon completion, vehicular traffic on streets within the downtown area may create a higher noise exposure to Chula Vista residents beyond the noise levels currently experienced.

1. Construction Noise Impacts

Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by demolition and large earth-moving sources, then by foundation and parking lot construction, and finally for finish construction. The demolition and earth-moving sources are the noisiest with equipment noise ranging from 73 to 95 dB(A) at 50 feet from the source. Point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance. The quieter noise sources will thus drop to a 65 dB exterior/45 dB interior noise level by about 200 feet from the source while the loudest will require over 1000 feet from the source to reduce the 95 dB(A) source strength to an acceptable 65 dB(A) exterior exposure level.

Construction noise sources are not strictly relatable to a community noise standard because they occur only during selected times and the source strength varies sharply with time, but it does point out the advisability of maintaining a suitable distance buffer or in erecting a temporary noise barrier between the loudest noise sources and nearby occupied dwellings during certain construction activities. The penalty associated with noise disturbance during quiet hours and the nuisance factor accompanying such disturbance usually leads to time limits on construction activities imposed as conditions on construction and use permits. The weekday hours from 7 AM to 7 PM are typically the allowed times for construction activities if there are occupied dwellings within a reasonable exposure zone surrounding the construction site.

Materials handling and small stationary noise sources have lower initial noise levels, and their corresponding noise impact zones during later phases of construction are therefore much smaller. Equipment size is also often smaller (compressors, generators, etc.) such that they lend themselvevs to placement in areas where existing structures or larger pieces of equipment may screen a portion of the noise transmission.

2. Vehicular Noise Impacts

Long term noise changes could occur from the future potential development intensity of the project area, primarily from mobile source emissions on the major

roadways in the downtown area. These concerns were addressed using the FHWA Model based in part on data developed during the model vs. measurement calibration runs. The model calculates the Leq noise level for a particular reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers.

Because redevelopment of ten parcels scattered throughout the downtown area would create traffic volume changes on a larger number of roadways, a threshold traffic level was chosen to limit the noise impact analysis to a reasonable number of potential impact situations. A threshold level of 500 additional trips per day on any traffic link was used. Even with this constraint, there were still 21 roadway links requiring a computerized noise impact assessment. Table 3-7 summarizes the calculated CNEL at 50' from the roadway centerline for six traffic scenarios (Existing - no project, with project, and with a reduced project scope, and Future - no project, with project, and with a reduced scope) at each of the 21 links. Table 3-8 shows the corresponding distance from the centerline to the 65 CNEL for each scenario and each link. The "worst-case" development scenario and less intense development scenarios (from Table 3-11) were used for these calculations in order to project potential noise from future potential redevelopment.

By way of references, a 1 dB increase in noise level is an almost imperceptible increase even under very quiet conditions whereas a 3 to 5 dB increase becomes noticeable when the sound is superimposed upon typical interior noise levels in a house. Any increase above 5 dB is immediately perceptible. The maximum noise increases (CNEL) from project implementation along each of the downtown streets compared to existing levels and to the future no-project case are as follows:

	Existing Traffic		Future Traffic		
	With Proj	Alt. Dev.	No Proj	With Proj	Alt Dev.
Broadway	+ 0.6	+ 0.6	+ 1.0	+ 0.5	+ 0.5
5th Avenue	+ 0.3	+ 0.3	- 0.8	+ 0.3	+ 0.3
4th Avenue	+ 0.1	+ 0.1	+ 1.1	0.0	0.0
"C" Street	+ 0.3	+ 0.3	+ 0.3	+ 0.2	+ 0.2
"E" Street	+ 0.7	+ 0.3	+ 0.8	+ 0.6	+ 0.3
"F" Street	+ 0.3	+ 1.2	+ 0.0	+ 1.3	+ 1.2
"G" Street	+ 0.7	+ 0.4	+ 0.1	+ 0.7	+ 0.4
"H" Street	+ 0.4	+ 0.3	+ 1.7	+ 0.5	+ 0.3

Table 3-7

TOWN CENTRE II REDEVELOPMENT ROADWAY NOISE IMPACT ASSESSMENT

(CNEL d(B) at 50 Feet from Centerline of Indicated Roadway Link)

Roadway	Link	Exist. Traffic	With Project	Alt. Dev.	Future No Proj	Future W/Proj	Future Alt Dev
Broadway	35th to "C"	69.5	70.1	XX.X	69.7	70.2	XX.X
Broadway	"C" to "D"	69.8	70.4	XX.X	70.0	70.5	XX.X
Broadway	"D" to "E"	70.1	70.6	XX.X	70 2	70.7	XX.X
Broadway	"E" to "F"	70.5	71.0	70.7	71.0	71.5	71.2
Broadway	"F" to "G"	71.2	71.6	71.3	72.6	72.9	72.7
Broadway	"G" to "H"	71.3	71.4	71.4	72.3	72.4	72.4
Broadway	"H" to "I"	70.7	70.9	70.8	72.4	72.6	72.5
5th Ave.	"G" to "H"	66.9	67.2	XX.X	66.1	66.4	XX.X
4th Ave.	"G" to "H"	69.6	69.7	69.7	70.7	70.7	70.7
"C" St.	5th to 4th	67.3	67.6	XX.X	67.6	67.9	XX.X
"E" St.	I-5 to Woodlawn	72.4	72.9	72.7	73.2	73.6	73.4
"E" St.	Wood to Brdwy	71.7	72.4	72.0	72.4	73.0	72.7
"E" St.	Broadway to 5th	70.2	70.6	70.4	70.6	71.0	70.8
"F" St.	I-5 to Woodlawn	63.6	64.9	63.8	63.6	64.9	63.3
"F" St.	Wood to Brdwy	66.3	67.2	66.5	66.3	67.2	66.5
"G" St.	Broadway to 5th	64.8	65.5	65.2	64.8	65.5	65.2
"G" St.	5th to 4th	64.6	65.0	XX.X	64.7	65.2	XX.X
"H" St.	I-5 to Broadway	71.0	71.2	71.1	72.1	72.3	72.2
"H" St.	Broadway to 5th	70.4	71.0	70.8	72.1	72.6	72.4
"H" St.	5th to 4th	71.3	71.7	71.6	72.4	72.7	72.6
"H" St.	4th to 3rd	70.5	70.6	70.5	71.8	71.9	71.8

Source: FHWA-RD-77-108 Highway Noise Model.

Table 3-8

TOWN CENTRE II REDEVELOPMENT ROADWAY NOISE IMPACT ASSESSMENT

(Distances (') to 65 CNEL from Centerline of Indicated Roadway Link)

Roadway	Link	Exist. Traffic	With Project	Alt. Dev.	Future No Proj	Future W/Proj	Future Alt Dev
Broadway	35th to "C"	98'	108'	XX.X	101'	109'	XX.X
Broadway	"C" to "D"	103'	113'	XX.X	106'	114'	XX.X
Broadway	"D" to "E"	108'	116'	XX.X	109'	118'	XX.X
Broadway	"E" to "F"	114'	124'	118'	124'	133'	127'
Broadway	"F" to "G"	127'	136'	129'	158'	165'	160'
Broadway	"G" to "H"	129'	131'	131'	151'	153'	153'
Broadway	"H" to "I"	118'	122'	120'	153'	158'	156'
5th Ave.	"G" to "H"	66'	69'	XX.X	58'	61'	XX.X
4th Ave.	"G" to "H"	100'	101'	101'	118'	118'	118'
"C" St.	5th to 4th	70'	73'	XX.X	73'	77'	XX.X
"E" St.	I-5 to Woodlawn	153'	165'	160'	173'	184'	179'
"E" St.	Wood to Brdwy	138'	153'	144'	153'	168'	160'
"E" St.	Broadway to 5th	109'	116'	113'	116'	124'	120'
"F" St.	I-5 to Woodlawn	50'	50'	50'	50'	50'	50'
"F" St.	Wood to Brdwy	60'	69'	62'	60'	69'	62'
"G" St.	Broadway to 5th	50'	53'	51'	50'	53'	51'
"G" St.	5th to 4th	50'	50'	XX.X	50'	51'	XX.X
"H" St.	I-5 to Broadway	124'	127'	126'	146'	151'	149'
"H" St.	Broadway to 5th	113'	124'	120'	146'	158'	153'
"H" St.	5th to 4th	129'	138'	136'	153'	160'	158'
"H" St.	4th to 3rd	114'	116'	114'	140'	142'	140'

Source: FHWA-RD-77-108 Highway Noise Model.

None of the downtown streets experience a noise increase that constitutes a significant increase above existing urbanized levels. The maximum redevelopment project traffic noise impact is 1.3 dB while the maximum non-project change in ambient noise levels is 2.2 dB on "F" Street between Broadway and 5th Avenue. While any increase contributes to a perceived incremental degradation of the noise environment, there are no changes in noise levels from redevelopment project, non-project traffic growth or from both sources that will cause a significant change in the downtown Chula Vista noise environment. Since the additional traffic growth may cause a reduction in mean travel speeds from slightly greater congestion, the slower speeds may partially compensate for the greater traffic volumes. Another factor not included in the noise assessment is that the proposed uses may also create a small shift from heavier and noisier vehicles such as school buses to less noisy passenger vehicles - again slightly reducing the project impact. Future noise levels in downtown Chula Vista may therefore not be substantially different than existing distributions. Less intense development scenarios creates lesser increases along several roadway links, but the fact that the noise imapct from the maximum "worst-case" scenario is insignificant by virtue of its small additional noise increment negates the importance of any small noise impact differences between the maximum and the less intense development scenarios.

C. Mitigation

Noise impacts from increased downtown traffic due to future potential redevelopment projects represent only a minor increase in existing exposure. No mitigation of long-term traffic noise is necessary beyond siting new residential uses either with enough set-back to meet the City's land use compatibility criterion or through the use of perimeter walls to achieve noise exposure guidelines.

Short-term construction noise intrusion should be limited by conditions on construction permits to weekday hours with least noise sensitivity. Those same permits should also specify construction access routing to minimize construction truck traffic past existing residential, motel or other noise sensitive uses.

D. Analysis of Significance

No direct, significant impacts would occur from project approval. Future redevelopment activities would create additional traffic to the project area which would slightly increase noise levels. The maximum noise increase from these projects alone would be 1.3 dB. A 3 to 5 dB increase is perceptible, thus the potential increase is considered insignificant. Beyond standard site specific design measures to meet the City's land use compatibility criteria, and standard construction time limitations, no mitigation measures are necessary.

3.7 BIOLOGY

The biological analysis was performed by Stephen J. Montgomery of SJM Biological Consultants; the report is included in it's entirety as Appendix B and is summarized below.

A. Existing Conditions

1. Site 10

This site contains a heavily-used recreational park and an extensive stand of tall eucalyptus trees that is potential raptor nesting habitat. A field check of the eucalyptus grove revealed no such nests, while the associated park harbored only a few common urban-tolerant bird species. Further analysis of this site for biological resources was considered unwarranted.

2. Site 3

a. General Physiography and Site Description

Site 3 generally has little topographic relief, being essentially flat throughout except for a berm created by fill dirt deposited near its western perimeter. This berm is presently surrounded on its western and southern boundaries by a 2-foot high silt fence designed to prevent the flow of eroding sediment from the fill into the nearby wetlands. The purpose of the fill is to raise the level of the uplands development site up to provide visual access from Broadway and State Route 54.

The Sweetwater River channel, which is supplied by diverted urban and natural runoff, crosses the northwestern edge of the site and the flood control channel is adjacent to the northern project boundary. The western bank has been heavily degraded by fill dirt and rip-rap used to stabilize the bridge. The channel crosses under Broadway near the southwest corner of Site 3 and eventually reaches San Diego Bay approximately 1 1/2 miles to the west. It is reportedly inundated by tides of 1.2 feet above MLLW (Pacific Southwest Biological Services, Inc., "PSBS", 1985).

A normally freshwater drainage ditch, which is supplied by industrial and urban runoff, crosses the entire southern portion of the site. It merges at its western extremity with the Sweetwater River and is, therefore, periodically tidal. These two drainages are the primary components of a designated wetland that forms most of the southern and western boundaries of the property. In addition, a riparian (willow) woodland occurs along the southwest corner of the site. Both wetland and woodland are remnants of similar habitats that were formerly more extensive in this area.

All portions of Site 3 are heavily disturbed, although the central, northern and eastern portions are most recently impacted by such factors as vehicles transporting fill dirt. The area is bounded on all sides by development of varying kinds, with the exception of the river channel along the northwest property boundary. Surrounding development includes: the flood control channel project to the north, the Dixieline lumberyard to the east, and industrial complexes and residential areas to the south. Broadway forms the western project boundary.

Additional information regarding topography, underlying soils and tidal action on the site is discussed in Pacific Southwest Biological Services, Inc. (1985) and Wier Biological (1985a), which are hereby incorporated by reference. With the exception of the fill berm, conditions have not changed significantly since those reports.

b. Botanical Resources

Seventy-five plant species were observed on Site 3 during the current survey. Fifty-one of these were non-natives, illustrating the severely degraded condition of the habitats on the property. Uplands on the site are dominated by disturbed grassy-weedy vegetation, while wetlands are inhabited by floral elements characteristic of freshwater marsh and coastal salt marsh. Riparian vegetation, including several well developed willow trees, occurs in the upland portion of the site, apparently as a result of infilling of a formerly lower topography.

The wetlands on site are represented by the east-west drainage ditch and a short stretch of the Sweetwater River channel. The westward flowing drainage ditch

supports scattered individuals of Mule-fat, a congregation of which occurs on a sandy embankment near the National City Boulevard bridge. The understory in this area is extraordinarily weedy and noticeably lacking in other wetland indicator species. Changes in hydrology and historical site disturbances are undoubtedly the major factors causing the habitat degradation. Also present in limited numbers along this minor drainage are soft flag cat-tail, yerba mansa, toad rush, and curly dock, all typical elements of urban freshwater watercourses. Prairie bulrush is the dominant aquatic species along the channel banks, which are also laden with salt grass and a host of non-native, invasive annuals.

The vestiges of a salt marsh flora occur in a depression adjacent to the drainage ditch on its north side. Noteworthy species in this area are pickleweed, cressa, and Frankenia. Ranging into the weedy, adjacent upland terrain is California sea blite, virtually the only native species among a lot of non-native weeds.

The segment of the Sweetwater River near the northwestern site boundary contains several patches of prairie bulrush. Although several immature southwestern willows occur along the river's bank with a single elderberry, shrub-tree cover is sparser than expected from the abundance of water in the drainage. Salinity from periodic tidal influxes may limit the growth of such vegetation in this area; however, salt marsh species are also curiously scarce.

The small remnant riparian woodland near the southwestern corner of the property contains several mature arroyo willows, surrounded by mule-fat. Also present are an infestation of giant cane and thickets of blackberry and California rose. The latter species has become quite uncommon near the coast during the second half of this century. The understory within this riparian habitat has been severely depleted by the activities of transient "homesteaders" currently occupying the location.

Disturbed uplands on Site 3 support a diverse assemblage of plants dominated by non-native species. Natives present include ragweed, telegraph weed, and the pleasantly scented pineapple weed. Observed non-native forbs include wild radish, brass buttons, chrysanthemum, wild heliotrope and cheeseweed. Non-native

grasses include foxtail fescue, darnel, crabgrass, soft chess, Johnson grass and the widespread red brome. Native species are geneally poorly adapted for competing with such weeds on severely disturbed soils.

The berm created by deposited fill dirt is largely devoid of vegetation, although some fast-growing annuals have invaded this area.

The previous studies of Site 3 reported similar conditions of heavily disturbed uplands dominated by non-native plant species and an associated degraded wetland. The site has apparently changed little since 1985, except that disturbance has probably increased somewhat in the area in general.

c. Wildlife Resources

Major wildlife habitat types on Site 3 include: disturbed uplands, riparian woodland, and a wetland encompassing tidal mudflats and fragmented elements of freshwater marsh and coastal salt marsh. The uplands are moderately to severely degraded by a variety of factors. These conditions reduce their value to wildlife, as illustrated by the relatively low number of species observed in upland areas. Uplands primarily serve as foraging, and for a very few species nesting, habitat for smaller birds; however, several raptor species may occasionally forage and even perch on high points (tall shrubs, trees, posts, berm ridge, etc.) in this area.

Riparian vegeation on this site is limited to a small but dense willow woodland surrounded by mulefat thickets, and scattered small willows and mulefat shrubs. While this vegetation type is typically important foraging and nesting habitat for numerous passerine birds and raptors, its limited extent on Site 3 reduces these values. However, the inherent value of this habitat type to certain species is illustrated by the reported occurrence on Site 3 of the sensitive yellow-breasted chat. The presence of a transient encampment in the center of the willow woodland further decreases its use by wildlife, especially for raptors. Scattered riparian trees and tall shrubs are heavily used as perches by shrikes, sparrows and other species. Wetland habitats on Site 3, which encompass tidal mudflats and freshwater-brackish marsh, are valuable to a variety of species of water-associated

birds, including kingfishers, egrets, herons, shorebirds and wading birds. The freshwater marsh vegetation along the east-west ditch also harbors common yellowthroats. The small fish present in channel waters at both low and high tide levels serve as prey for these birds, as well as for the occasional tern that visits the areas. The abundant invertebrate prey in the tidal mudflats are also very important food items for several waterbirds. Although limited in area on the site, these aquatic habitats are relatively scarce in the region and clearly contribute greatly to the overall wildlife diversity on Site 3. Expansion and enhancement of the wetland habitats on site would definitely result in the presence of higher numbers of species and individuals.

In summary, although fundamentally quite disturbed, the habitats on Site 3 nonetheless support a wide array (58 species, minimum) of birds. The eventual presence of water in the channelized portion of the river immediately to the north, may in time foster a more abundant avian fauna on site.

Abundant mosquitofish were observed in the freshwater habitats in the eastern end of the east-west drainage ditch. California killifish reportedly occur in the Sweetwater River at high tide, and a few other common species would be expected as well. California hornsnails are abundant on the mudflats and channel edges of the Sweetwater River, as are fiddler crabs, and two shore crabs. The regularity of tidal flushing on site is indicated by the presence of the latter of these crabs, an animal that is intolerant of stagnant water conditions. An assortment of estuarine annelids and mollusks are epxected in the Sweetwater river channel bottom sediments (PSBS, 1985).

The western fence lizard is the only reptile species observed at Site 3, typically in association with brush piles and riparian thickets south of the east-west drainage ditch. A few other reptiles are possible but unlikely on the site, due to the high level of habitat degradation. No amphibians were observed at this site, although common species such as the pacific treefrog and western toad would not be unlikely in the freshwater portion of the east-west ditch. An African clawed frog was observed in a drainage channel at Site 10 immediately to the southeast of Site 3. It is possible that this exotic species also occurs in freshwater channels on the site.

Fifty-eight bird species were observed on Site 3, including 47 species in April, 1988 and an additional 11 during preivous surveys by Pacific Southwest Biological Services (1985) and Wier Biolgoical (1985a, 1985b). This relatively high number of species is due to the diversity of habitats present on site, and particularly the presence of tidal mudflats and the associated freshwater and brackish marsh habitats. The most important avian groups using the site are marshbirds, shorebirds and raptors, several of which are sensitive species (see Sensitive Species summary following). These birds raise the site diversity significantly above the level normally recorded in such disturbed habitats. Only a few smaller passerine species are expectd to nest on Site 3.

Four common mammals were detected on site during April 1988, including pocket gophers, desert cottontails, California ground squirrels and dogs. Pacific Southwest Biological Services (1985) also reported long-tailed weasels, brush rabbits and oppossums on Site 3. All species would occur most commonly in areas of greater vegetation cover, which would include the upland buffer zone and riparian habitats south and west of the silt fence. The observed mammals are common San Diego County residents.

d. Sensitive Species

The only sensitive plant potentially on Site 3 is the coastal salt marsh bird's beak, a constituent of high coastal salt marsh habitat in the Sweetwater Marsh downstream. Neither the present nor previous surveys of Site 3 found this species to be present, probably due to the limited distribution of salt marsh bird's beak as well as the limited extent and degraded status of the existing salt marsh community on site.

A variety of bird species observed during the current and previous surveys of Site 3 are considered sensitive by various governmental conservation agencies or private organizations. A list of these species and their sensitivity status occurs in Appendix B. Since none of these are expected to nest on site, their use of the area is for periodic foraging. The narrow dimensions and disturbed status of the available suitable habitats reduces the site's use by these species to some degree, as suggested either by their infrequent use of the site or by the generally low number of individuals observed.

Site 3 wetlands would not be developed and would be protected from development on the uplands by a 100-foot buffer as presently required by the existing Coastal Development Permits (CV CDP-004 and 008); impacts to the wetland vegetation are thus not expected. Development of the non-buffer uplands would directly eliminate foraging habitat for several visiting raptors, thereby reducing their use of the area. A variety of smaller resident and migratory birds, as well as rabbits, squirrels and other common small mammals would also be eliminated or forced into neighboring habitats. Such incremental losses of habitat would contribute to the cumulative population reductions caused by progressive development in the region. In general, however, these impacts are considered insignificant because of the degraded quality of the existing habitats on site and the low sensitivity of the species involved. Also, a number of these displaced species would undoubtedly continue to use the adjoining upland buffer zone and associated wetlands, both of which presently exhibit somewhat higher quality wildlife habitat than the non-buffer uplands.

Wildlife in the wetlands and buffer zone would be indirectly impacted to some degree by such expected factors as the presence and activity of increased numbers of people and vehicles, possibly the presence of buildings or other vertical structures, and the overall reduction of open, visually unobstructed terrain on the site. The nature of the effect of the latter two factors on wildlife is often difficult to define or quantify. However, at least a temporary reduction in faunal diversity in more constricted habitats closely circumscribed by development, especially among raptors and some waterbirds, is usually found. Nonetheless, this indirect impact is considered insignificant, once again due to the low sensitivity of species and generally low numbers of individuals involved. In addition, if human intrusion into the wetland and undeveloped upland buffer areas is eliminated or minimized through appropriate measures, most affected species will likely habituate in time to the adjacent develoment.

Also, sedimentation could potentially occur to the drainage ditch and/or the Sweetwater River from construction associated with future redevelopment. The added silt load would primarily affect the habitat of benthic invertibrates, which could in turn affect area waterbirds.

2. Site 2

Future development of this site would have no direct impact on botanical or wildlife resources within the project bondaries. However, land preparation and construction acitivities could temporarily reduce use of the adjacent slope and lowland habitats by red-shouldered hawks and other raptors. This impact would likely cease following the completion of the planned development, since the existing trailer park has not displaced these animals to-date. If fill dirt is allowed to cover the slope vegetation, the use of these habitats by wildlife would be terminated. Since the wildlife inhabiting the lower vegetation that would be covered by fill are common and the existing populations small, this is not considered a significant impact. Nonetheless, development plans should include provisions to minimize impacts to these slope habitats.

C. Mitigation

Though no mitigation is required for the proposed project, the following recommendations should minimize indirect impacts of future development on the wetland and upland buffer sections of Site 3, and on the slope and lowlands adjoining Site 2 to the north.

1. Prevent fill material from the development of Site 2 from covering the slope or adjacent lowlands immediately north.

2. In Site 3, minimize intrusion of humans into the wetland and buffer zones by constructing a 5-foot chain link fence or other effective constaints between the wetland and upland development. An appropriate location for the fence is 50 feet from the wetland boundary. The outer 50 feet of the buffer may be utilized for a hiking and bicycle trail provided adequate screening is provided to ensure that wildlife utilizing the wetland are not disturbed by human uses in the outer 50 feet of the buffer. The City's certified Local Coastal Program specifies the appropriate buffer design.

3. Continue to control sediment deposition in the wetland during and following development activites.

4. To eliminate potential sedimentation impacts, include a silt fence between construction and the drainage ditch and/or the Sweetwater River.

D. Analysis of Significance

No direct, significant impacts would occur from Plan approval. However, potential sedimentation impacts could occur to the drainage ditch and/or the Sweetwater River from future construction activities, potentially affecting benthic invertibrates and thus area waterbirds. A silt fence would eliminate the potential impact.

3.8 CULTURAL RESOURCES

A. Project Setting

The investigation of the proposed sites of the Town Centre II redevelopment project included the determination of the potential existence of cultural resources within the 10 selected site areas. In order to accomplish this determination, an archaeological/historical study was conducted. The elements of this study included archaeological site files record searches at the regional clearinghouses (the San Diego Museum of Man and San Diego State University), archival research as needed, and a site review of each of the ten proposed project sites. The results of the study are presented in the following subsections. The results of the record searches for the project are provided in Appendix C.

The potential for paleontological (fossil) resources to occur in the 10 sites was also examined. The project area is underlain by surface deposits of an unknown depth which are in turn underlain by the San Diego Formation which has revealed paleontological resources. The potential for paleontological resources to occur in the sedimentary material exists throughout the project area.

The results of the information gathering effort for each proposed project site will be provided on a site-by-site basis in this section.

(1) Sweetwater Union High School District Administration Site (7.93 acres)

The record searches obtained for the vicinity of this site did not document any previously recorded sites, either historic or prehistoric. The field survey of the site area revealed the presence of various utility buildings and offices affiliated with the school district. The only structures closely studied were a few small, single-story, framed buildings in the northeast corner of the administration area. Inspection of the structures indicated that these were built circa the 1940s-1950s, based on the types of building materials and construction techniques used. The investigation at Site 1 concluded with the determination that no historic or prehistoric resources were present.

(2) Al's Trailer Haven Site (5.79 acres)

Record searches for the vicinity of this area did not document the presence of any previously recorded sites. The trailer park dates to the pre-World War II era, and possibly to the early 1930s. Electrical fixtures and wiring (post and wrap) in the park, as well as the architecture of some of the structures, verified the age of the park. Of particular interest were two art deco shower/restroom facilities, which appear to be original structures dating from the 1930s. The manager's office is a one-story craftsman bungalow with cobblestone chimney, foundation, and porch pillars. The bungalow dates to approxiamtely 1916.

While the park exhibits improvements that are relatively recent, there are sufficient portions remaining that date to the 1930s to consider the park to be potentially sensitive. This sensitivity is based upon the age of the park and the condition and architecture of some aspects of the buildings. While the historic sensitivity of the trailer park is noteworthy, its significance is difficult to determine. The architecture of the buildings (particularly the art deco-style structures) is unusual and representative of an era, but not necessarily unique or uncommon.

The trailer park site is evaluated as potentially sensitive, based upon the information gathered, but is not considered to be significant or unique. The park may have some local interest, as many trailer occupants appear to have been long-term tenants.

(3) National Avenue Associates/Dixieline Site (32.2 acres)

The record searches obtained for the vicinity of this site revealed that one previously recorded archaeological site, W-2241, was present on the north side of C Street. This site was recorded as a deposit of tools with a thin shell midden exposed on the surface. The field survey of the vacant site area did not reveal the presence of any prehistoric sites. Rather, the area was covered with fill dirt and displayed evidence of previous earth movement, although it is possible that a portion of Site W-2241 is present below the fill dirt. The investigation at Site 3

concluded with the determination that no historic or prehistoric reources were observable; however, it is possible that a prehistoric site could be present below the fill dirt at this location.

(4) Chula Vista Swap Meet (Royal/Ardan) Site (11.6 acres)

The archaeological site files record searches conducted for the vicinity of this site did not document any previously recorded sites, either historic or prehistoric. The field survey of the site area revealed the presence of various commercial buildings and offices. These structures are all releatively modern and lack historic potential. The majority of the site is paved, which obstructed the ground surface and prevented an accurate evaluation of prehisotric site potential. The investigation at Site 4 concluded with the determination that no historic or prehistoric resources were present.

(5) City Public Works Center Site (9.09 acres)

The record searches obtained for the vicinity of this site did not document any previously recorded sites, either historic or prehistoric. The field survey of the site area revealed the presence of several public works buildings and offices affiliated with the City of Chula Vista. All of the structures were reviewed, but these were considered to be too modern to hold any historic sensitivity. The investigation at Site 5 concluded with the determination that no historic or prehistoric resources were present.

(6) Northwest Corner of Broadway and E Street (8.0 acres)

The record searches obtained for the vicinity of this site did not document any previously recorded sites, either historic or prehistoric. While most of the site has been recently disturbed, a small group of poorly maintained California bungalows built circa 1930 are present at this location. These are representative of a very common style of the period, with no architectural significance or historic sensitivity. The survey of the site did not reveal any evidence of prehisotric sites. The investigation at Site 6 concluded with the determination that no significant historic or prehistoric resources were present.

(7) Civic Center Site (23.11 acres)

The record searches obtained for the vicinity of this site did not document any previously recorded sites, either historic or prehistoric. The field survey of the site area revealed the presence of several public buildings and offices affiliated with the library and city hall complex. The structures which are present are relatively modern and have no particular historical or architectural sensitivity. The intensity of previous land uses, including landscaping, at this site have resulted in obscured ground visibility which negated any attempt to locate prehistoric sites. The investigation at Site 7 concluded with the determination that no historic or prehistoric reources were present.

(8) E Street Trolley Station Site (4.11 acres)

The record searches obtained for the vicinity of this site did not document any previously recorded sites, either historic or prehistoric. The field survey of the site area did not reveal the presence of any historic structures. Most of the site is either paved or otherwise in use, greatly limiting the area available for viewing. The areas which were inspected did not reveal any prehistoric resources. The investigation at Site 8 concluded with the determination that no historic or prehistoric resources were present.

(9) Chula Vista Junior High School Site (16.32 acres)

The record searches obtained for the vicinity of this site did not document any previously recorded sites, either historic or prehistoric. The field survey of the site area revealed the presence of several buildings and offices affiliated with Chula Vista Junior High School. Inspection of these structures indicated that these were built circa the 1940s-1950s, based upon the types of building materials and construction techniques used. The masonry buildings at the school site do not possess any sensitive architectural features, although the site may hold some historical sensitivity for those residents who attended the school in the past. The investigation at Site 9 concluded with the determination that no historic or prehistoric resources were present.

(10) Eucalyptus Park Site (25.09 acres)

The record searches obtained for the vicinity of this site did not document any previously recorded sites, either historic or prehistoric. The only potentially significant element within the park is the American Legion Hall, built in 1931. Originally known as the First Veterans Memorial Hall, it was constructed by volunteers using an undefined architectural style. The building has a brick perimeter foundation and post-and-pier supports. The interior ceiling and truss construction are primarily of decorative redwood. Based upon the initial analysis of the structure, it is evaluated as a historically sensitive structure due to its age, its function as a memorial to veterans, and its unique construction style.

During the investigation of the Legion hall, members of the organization related that during its construction a number of Indian artifacts had been discovered. Unfortunately, none of these items remain at the hall, and a sufficient quantity of topsoil and vegetation are now present to completely obscure the original ground surface. No evidence of an archaeological site was detected in the area of the Legion hall or elsewhere within the park. However, this does not preclude the possibility that a prehistoric site is present but buried beneath the landscaping. The investigation at Site 10 concluded with the determination that one historic resource was present, possibly along with a prehistoric deposit.

B. Impacts

The proposed project will include the 10 subject sites as elements of the Town Centre II redevelopment district. This project in itself will not constitute an adverse impact to the cultural resources identified above. The actual develoment and construction activities, however, could have an impact. The sites which may be impacted are Site 2 (Al's Trailer Park), Site 3 (the Dixieline Site), and Site 10 (Eucalyptus Park). The resources at these sites are potentially significant and include a prehistoric site at the Dixieline site, various pre-World War II structures at Al's Trailer Haven, and the American Legion hall at Eucalyptus Park. Redevelopment at Site 2 and Site 3 would likely require intense site disturbance

and would result in the complete removal of cultural resources (although there is some question about the existence of the site and the potential for detecting the presence of prehistoric resources at Site 3). Redevelopment of Site 10 is likely to require the removal of the Legion hall because, if it were to remain, it would require substantial structural enhancement. Otherwise, the structure may be unstable.

Regarding paleontological reources, the potential for future impacts to occur exists depending on the depth of excavation over each site. If just leveling of the site occurs, then no impacts would be expected. However, if excavation to a basement level occurs, then potential impacts could occur to paleontological resources.

C. Mitigation

The mitigation of potentially adverse impacts to cultural resources at Sites 2, 3, and 10 can be accomplished through the implementation of the following procedures:

(1) Site 2 - Al's Trailer Haven

The historic resources at the trailer park are generally representative of a locally sensitive landmark, but do not necessarily represent unique architectural entities. Mitigation of impacts, assuming the park will be removed, can be accomplished through the thorough documentation of the park. This documentation should include archival research, complete photographic recordation, and a habitational/architectural assessment. Once these are completed, the site could be developed without a need for preservation.

(2) Site 3 - Dixieline Site

The recorded archaeological site at this location was not relocated during the present survey, and is likely buried beneath fill dirt dumped in the area. Any

redevelopment of this project site would logically include extensive grading that, in turn, would remove any prehistoric sites which may presently be covered by the fill. Since the location, integrity and significance of any prehistoric sites are unknown, the mitigation of potential impact should include the archaeological monitoring of any earthwork at the site. Should resources be identified during the monitoring, then the earthwork should be halted and the resource evaluated for significance. The mitigation measures might then be modified to reflect the fact that significant reources were being subjected to direct impacts. These mitigation measures would likely require that further grading be halted at the site until all mitigation efforts are completed.

(3) Site 10 - the Eucalyptus Park Site

If the American Legion Hall were removed, mitigation for the loss of the structure would involve the replacement of the essence of the sensitive element, the fact that the structure was built as a memorial to veterans. A suitable memorial could be erected that would commemorate both the veterans as well as the previous efforts of the American Legion to preserve a symbol of the sacrifice made by veterans. Also, the Legion should be assisted in locating other suitable meeting facilities. Lastly, if another building replaces the hall, such as a community center, some elements of the Legion hall should be salvaged, such as the redwood timbers and hardwood floors, to be used in the new building. Also, a plaque could be incorporated into the entrance of the new building citing the use of salvaged materials.

Potential impacts to paleontological resources can be accomplished by conducting a paleontological survey during any pre-grading geotechnical work, such as trenches and borings, for projects proposing at least basement-level excavation. The results of this survey would indicate whether further investigation would be necessary.

D. Analysis of Significance

The cultural resources study of the proposed Town Centre II redevelopment project has resulted in the determination that, for the most part, the selected sites contain

very few cultural resources. Inclusion of all 10 of the sites within the redevelopment plan will not, in itself, constitute a potential adverse impact to cultural resources. The initiation of redevelopment construction or improvement projects could, however, represent potentially adverse impacts at Sites 2, 3, and 10, which can be mitigated by documentation; monitoring; and erection of a suitable monument, possible materials salvage in a new community center building, and relocation assistance, respectively. Potential paleontological impacts can be mitigated by performing a survey during pe-grading geotechnical work over each of the sites which would have at least basement level excavation proposed.

3.9 LAND USE/GENERAL PLAN ELEMENTS/ZONING

A. Project Setting

1. Project Area and Surrounding Area Land Uses

The Town Centre II Redevelopment Amendment Area consists of 10 separate public and private sites, totaling 147.11 acres, which are shown on Figure 3-4. Nine of the sites (Sites 2-10) are located in the central portion of the City. This central area is bounded by Interstate 5 on the west, National City to the north, Third Avenue to the east and H Street to the south. The remaining site (Site 1) is located south of this area within the Castle Park "A" area of the Montgomery Specific Plan area.

All of the sites, except Site 3, are located in already built-up areas of the City and are physically removed from natural, undeveloped areas. Also, as described below, there are a variety of existing land uses on each of the sites including City and Sweetwater Union High School District facilities, 2 City parks, older commercial development and two travel trailer parks. Approximately 50 acres of the Amendment Area are expected to be recycled/redeveloped for commercial and residential use; the remaining 68.2 acres will stay as public use, plus 28.91 acres in right-of-way. Site 3 is presently undeveloped and the Sweetwater River traverses the northwestern portion of the site.

Existing surrounding land uses within the central amendment area consist of a mixture of commercial, industrial, residential, and institutional uses. Land uses adjacent to each site are idenitifed in Table 3-1. The northwest quadrant of the central area consists of primarily residential and commercial uses along with the Feaster Elementary School and some limited industrial and mobile home park uses. The northeast quadrant is also characterized by residential and mobile home parks, limited industrial, commercial uses. The southeast quadrant contains the Chula Vista Civic Center, as well as a mixture of residential and commercial uses. The southwest quadrant contains the Vista Square Elementary School which is surrounded by a combination of residential, commercial, mobile home and limited industrial uses.

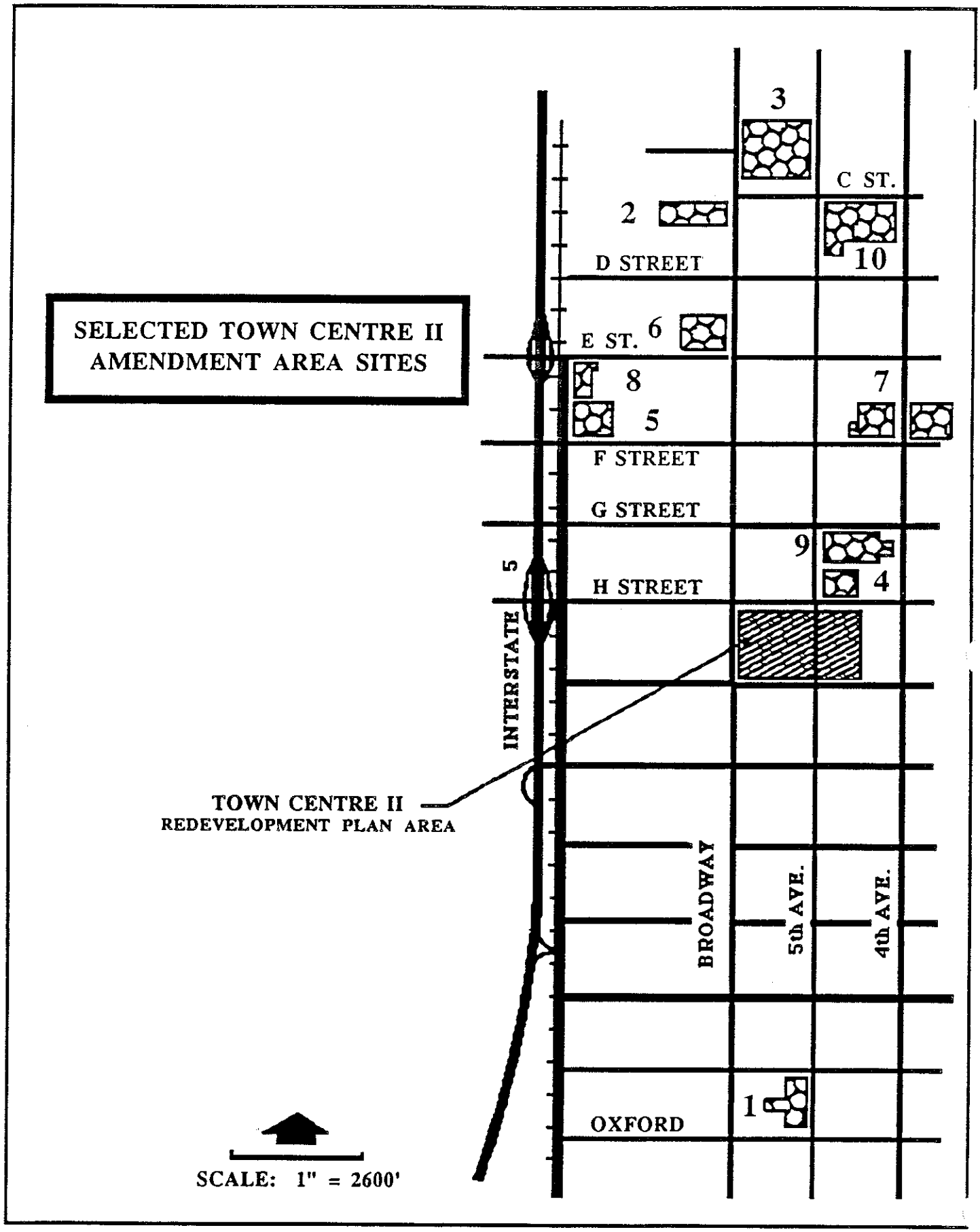

SELECTED TOWN CENTRE II
AMENDMENT AREA SITES
3
C ST.
2
10
D STREET
E ST.
6
8
7
5
F STREET
G STREET
9
4
H STREET
5
INTERSTATE
TOWN CENTRE II
REDEVELOPMENT PLAN AREA
BROADWAY
5th AVE.
4th AVE.
1
OXFORD
SCALE: 1" = 2600'

FIGURE 3-4

Table 3-9 provides a list of the existing land uses and acreages for each of the Amendment sites.

Table 3-9

EXISTING LAND USE

Site	Existing Use	Acres (Including Streets)
1.	Sweetwater Union High School District Administration Site	7.93
2.	Al's Trailer Park	5.79
3.	National Avenue Associates/Dixieline Site	32.12
4.	Variety of Commercial Uses	11.06
5.	City Public Works Center	9.09
6.	Northwest Corner of Broadway and E Street	12.49
7.	Civic Center	23.11
8.	E Street Trolley Station	4.11
9.	Chula Vista Junior High School	16.32
10.	Eucalyptus Park	25.09
	TOTAL	147.11

The following section provides a description of the location and existing land uses of each site.

Site 1: Site 1 is located northwest of the corner of Oxford Street and Fifth Avenue and contains 7.93 acres. This site is currently used as the Sweetwater Union High School District Administration offices, and public works yard, **and transportation facilities.** The existing uses of the site consist of one-story office buildings and associated parking areas.

Site 2: Site 2 is located on the southwest corner of Broadway and C Street and contains 5.79 acres. Al's Trailer Haven is located on this site.

Site 3: Site 3 is located north of the block formed by the intersections of Broadway, C Street and Fifth Avenue. The site is comprised of 32.12 acres and is currently vacant land located within the Sweetwater River floodplain boundary. The Sweetwater River and a drainage ditch and associated wetland habitats run through the northwestern and southern portions of the site.

Site 4: Site 4 is located on the northeast corner of the intersection of H Street and Fifth Avenue. The site consists of 11.06 acres and is currently used for the Chula Vista Indoor Swap Meet. Uses of the site include several fast food restaurants such as Arby's and Captain Kids, the single-story swap meet structure, a Redi-Care Center, the Fiesta Cinemas and associated parkings lots.

Site 5: Site 5 is located on the northwest corner of F Street and Woodlawn Avenue. The site includes 9.09 acres and is currently the City of Chula Vista Public Works Center. This consists of single-story buildings and parking areas which are fenced.

Site 6: Site 6 is located on the northwest corner of Broadway and E Street. This site consists of 12.49 acres which contain a variety of commercial and residential uses. Commercial uses include a gas station, restaurant, office supplies store, auto repair and auto rental. The northern portion of the site is currently vacant and the central portion of the site contains a mixture of residential and mobile home uses.

Site 7: Site 7 is located on both the northeast and northwest corners of the intersection of F Street and Fourth Avenue. This site is 23.11 acres in size. The western area (west of Fourth Avenue) currently contains the City Hall, the Civic Center Building, associated offices and parking. The eastern portion of the site

(east of Fourth Avenue) contains the City of Chula Vista library to the south and Friendship Park to the north.

Site 8: Site 8 is located on the southeast corner of the intersection of E Street and I-5. The site contains 4.11 acres and is currently the location of the E Street Trolley Station/Visitor Information Center, and parking. Cabrillo Lanes bowling alley and parking is located on the southern portion of the site.

Site 9: Site 9 is located on the southeast corner of G Street and Fifth Avenue. The site is 16.32 acres and contains the Chula Vista Junior High School. The classrooms are contained in single-story buildings.

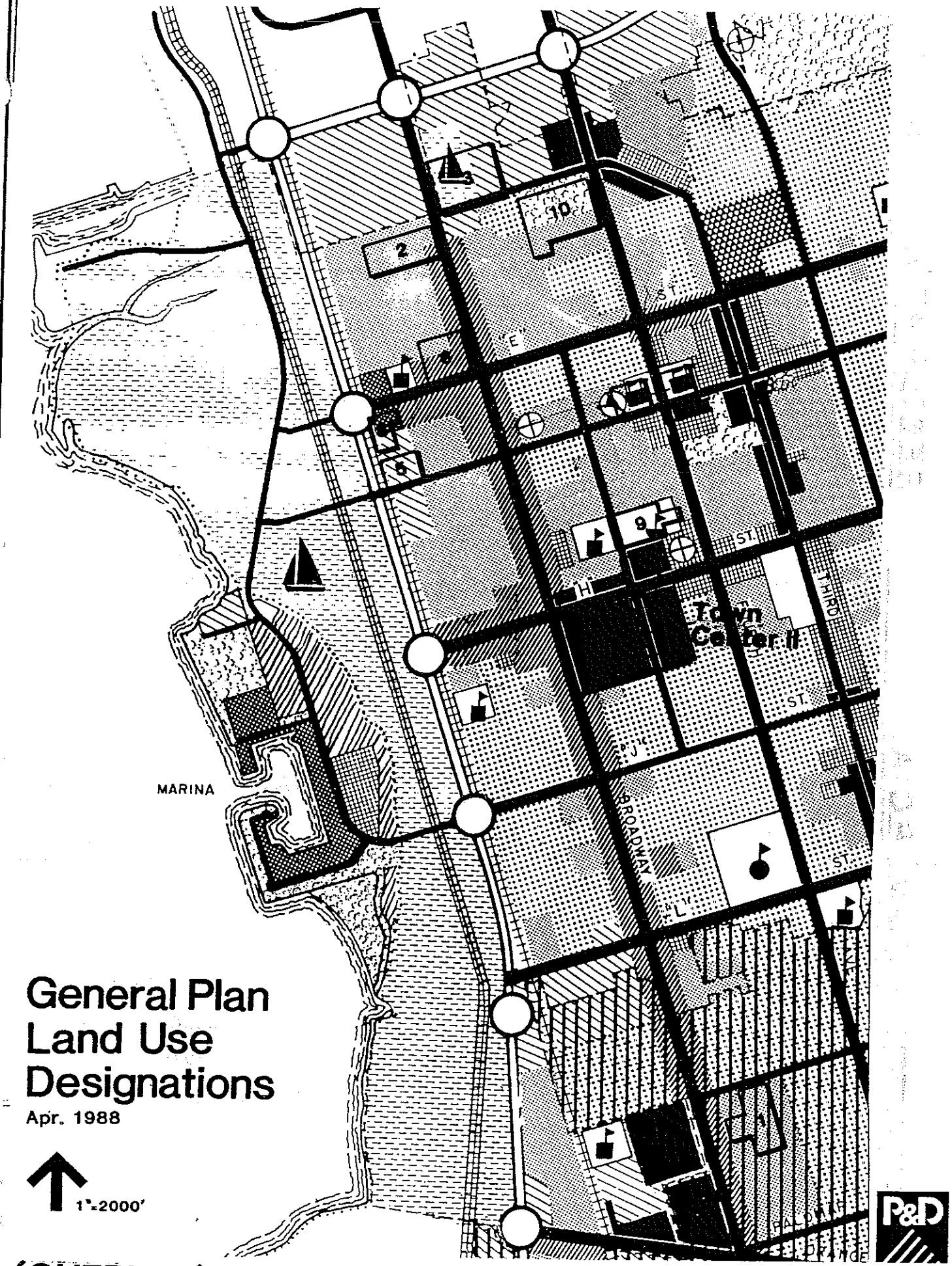
Site 10: Site 10 is located south of the block formed by the intersection of Fifth Avenue, C Street and Fourth Avenue. This is a 25.09 acre park site known as Eucalyptus Park. Existing uses include a tot playground, shaded picnic areas, ball fields and tennis courts. Along the western side of the site there is a single-story structure and a parking area which is the American Legion Post 434.

2. General Plan and Zoning

The project is located in the central portion of the City of Chula Vista. The City of Chula Vista is currently in the process of updating their General Plan. The adopted General Plan will be presented in this report since adoption of the General Plan Update is not scheduled prior to completion of this EIR.

The General Plan land use designations for each of the Amendment Area sites are illustrated in Figure 3-5. Table 3-10 provides a listing of both the General Plan designations and the zoning for each site. As can be seen by a review of this table, the sites consist of a mixture of residential, industrial, commercial, parks and open space and public/quasi-public uses land use designations. The zoning for each site dictates the types and intensities of uses allowed within each designation.

Sites 1 and 2 are designated for residential use. Allowable land uses for Site 1 are governed by the Montgomery Specific Plan which was adopted by the City of Chula Vista in January 1988.



General Plan Land Use Designations

Apr. 1988

1"=2000'

(OVERLAY)

FIGURE 3-5

LEGEND

General Plan Land Use Designation

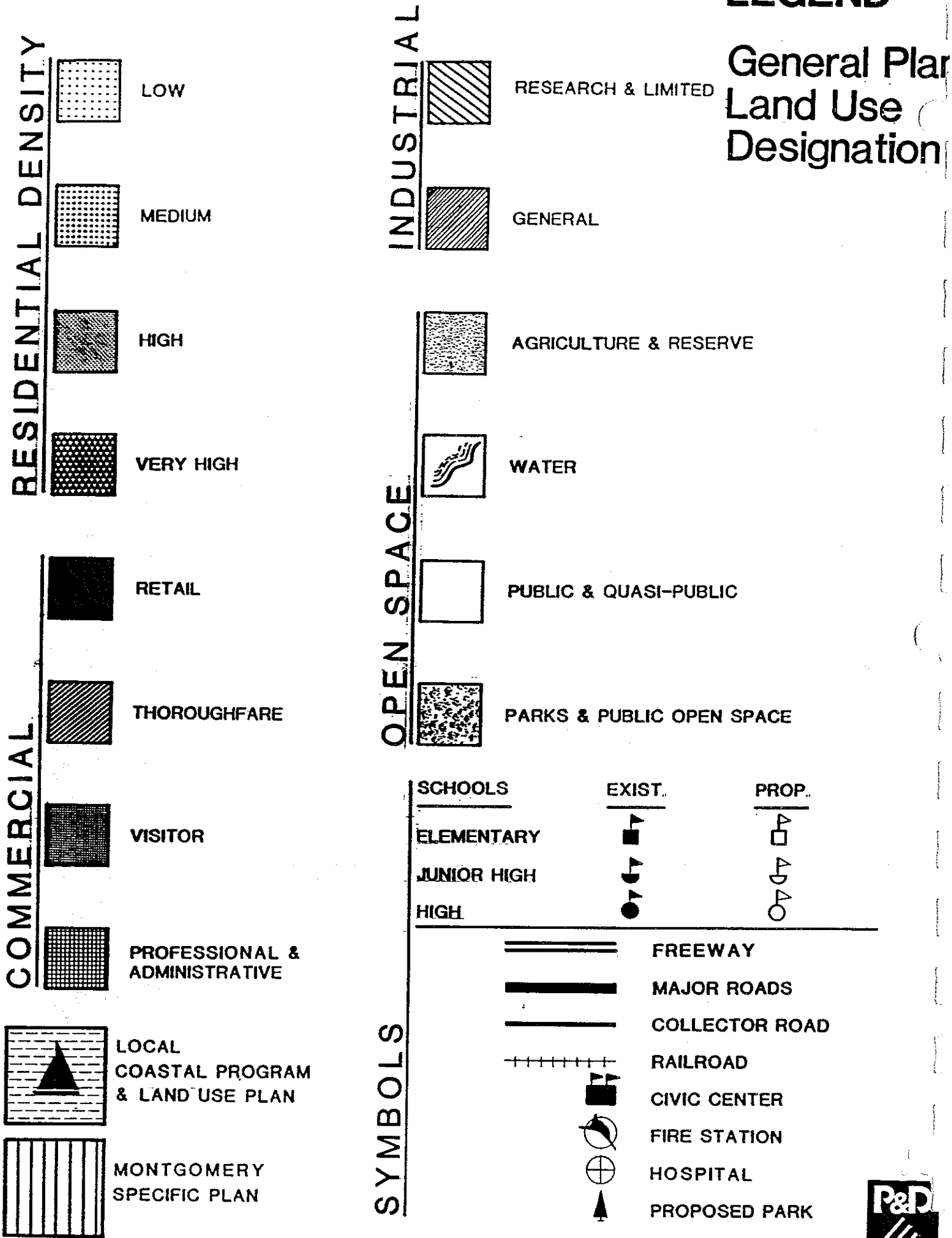


FIGURE 3-5

Table 3-10

GENERAL PLAN DESIGNATIONS AND ZONING

Site No.	General Plan Designations	Zoning
1	Medium Residential (Maximum ~~10~~ 11 du/ac or maximum ~~64~~ 70 du over site)	R-2
2	High Residential (13-26 du/ac)	R-3
3	Research and Limited Industrial/ Local Coastal Program (General Industrial)	I-L/F-1
4	Retail Commercial	C-C-D
5	Research and Limited Industrial	I-L
6	Thoroughfare Commercial/High Residential (13-26 du/ac)	C-T
7	Civic Center	C-O
8	Visitor Commercial/Research and Limited Industrial	C-V
9	Junior High School	R-3
10	Parks and Public Open Space	R-3

The Montgomery Specific Plan (Figure 3-6) is an intermediate level plan which is more detailed than the Chula Vista General Plan. Site 1 is designated for medium density residential use (6-11 du/ac). The zoning designation over most of the site is RV-15 (14.5 du/ac) except for the central panhandle section which is zoned RU-29 (29 du/ac).

Site 2 is designated for high residential density (13-26 du/ac) and is zoned R-3 (apartment residential zone).

All of Site 5 and the eastern portion of Site 3 are designated research and limited industrial. The western one-half of Site 3 is within the jurisdiction of the Chula Vista Local Coastal Program (LCP) and is designated limited industrial. Both Sites 5 and the eastern portion of Site 3 are zoned I-L (Limited Industrial). The western portion of Site 3 (the area within the Coastal Zone) is zoned general industrial. In addition, Site 3 is within the F-1 zone (floodway).

Site 4 is designated retail commercial and is zoned C-C-D (Central Commercial/design-control modifying district).

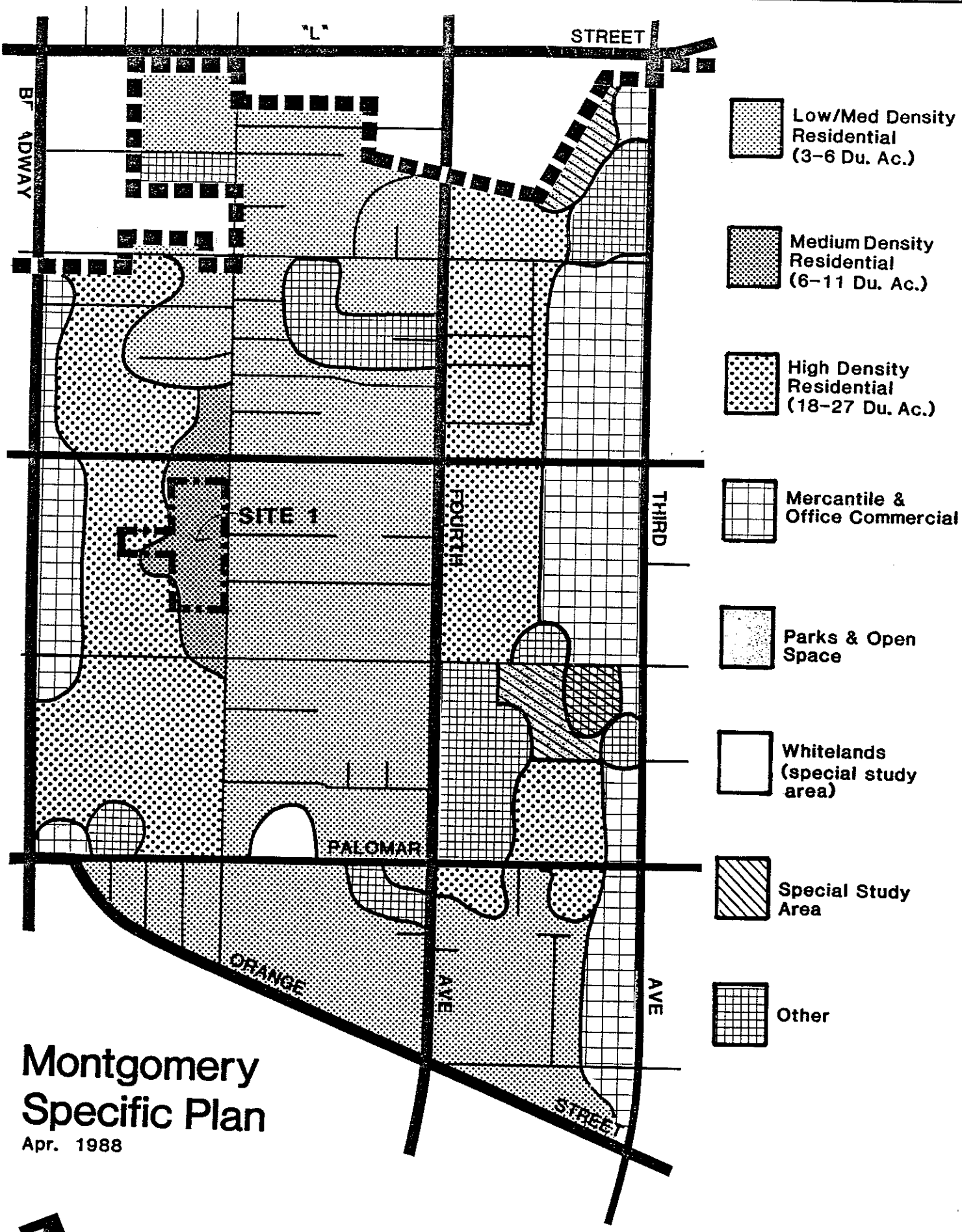
Site 6 is largely designated thoroughfare commercial except for the northwest corner which is designated high residential (13-26 du/ac). The zoning designation is thoroughfare commercial.

Site 7 is designated for civic center uses and is zoned C-O (Administrative and professional office).

The northern portion of Site 8 is designated for Visitor Commercial and the southern portion is designated for research and limited industrial. Site 8 is zoned C-V (Visitor Commercial).

Site 9 is designated as a Junior High School site and is zoned R-3 (Apartment Residential).

Site 10 is designated as parks and public open space and is zoned R-3 (Apartment Residential).



Montgomery Specific Plan

Apr. 1988

1"=3200'

FIGURE 3-6

The Land Use Element of the General Plan discusses proposals and policies for each category of land use. The following is a summary of the range of uses that are allowed within each land use category. The high residential category (Site 2 and part of Site 6) would allow for single family, small apartment units, larger garden apartments, townhouses and cluster developments. The research and limited industrial category (Site 5 and eastern portion of Site 3) would allow uses such as manufacturing, processing and warehousing. The intensity of the general industrial uses allowed under the Chula Vista LCP (western portion of Site 3) are to be consistent with the existing Chula Vista zoning code (the Bayfront Specific Plan). The retail commercial (Site 4) uses allowed are intended to be neighborhood and community shopping centers. The thoroughfare commercial uses (majority of Site 6) include a mixture of retail, commercial and office uses. The future expansion of the Civic Center (Site 7) shall be in accordance with the Civic Center Master Plan. Land uses which are permitted within the visitor commercial designation (Site 8) include complexes of high quality tourist facilities including motels with meeting and convention facilities, restaurants, service stations, and related facilities to serve the visitor or traveler. The Chula Vista Junior High School site (Site 9) is designated as a junior high school site and Eucalyptus Park (Site 10) is designated for open space/park use.

B. Impacts

No direct, significant impacts would occur from approval of the proposed project. However, future redevelopment of the 10 amendment area sites could result in a variety of land use changes for each of the sites. As mentioned earlier, the proposed project is the amendment to add approximately 147 acres (the "Amendment Area") of property to the existing Town Centre II project area. ~~As a basis for the redevelopment of the Amendment Area, the Redevelopment Plan Amendment proposes that permitted land uses be commercial, residential, and institutional; and complimentary to the adjacent uses.~~ Pursuant to the Community Redvelopment Law, ~~all uses permitted~~ **the land use control** in the Amendment Area ~~shall conform to the~~ **will be the** Chula Vista General Plan, ~~as it currently exists or is hereinafter amended~~ **and when it is updated, the Redevelopment Plan would change accordingly.** Likewise, limits on building intensity shall be in accordance with the standards contained in the Chula Vista General Plan.

The Amendment Area is comprised of a mixture of commercial, institutional and residential uses. The commercial areas were selected to promote the continued economic viability of these areas. Redevelopment assistance would include the provision of property rehabilitation programs, improvements to public infrastructure, and the provision of the legal and financial tools for property assemblage. The institutional uses are included to facilitate the expansion and/or enhancement of these facilities to better serve residents of the Amendment Area, and the community as a whole. Residential areas were included to provide assistance to physically improve the structures, and to assist in facilitating the transition from residential to commercial uses.

Table 3-11 is a summary of likely alternative land use development scenarios that were formulated for each of the redevelopment sites based on alternative scenarios that were developed for the General Plan Update. For each site there is a proposed redevelopment land use which is indicated as Worst Case Development Scenario. In addition, there are up to three alternative development scenarios for each of the sites. It should be re-emphasized that the proposed "project" is the approval and adoption of the Amended Redevelopment Plan (including the boundaries of each site), by the Planning Commission, the City Council and the Redevelopment Agency. Thus, no development plans are included as part of this project, and there are no direct impacts that would be associated with project approval. Redevelopment of the sites will occur independently and will be initiated by individual site property owners. It is anticipated that this will occur in the next 3 to 5 years (by 1994). The alternative development scenarios were developed for analysis purposes only, in order to examine future potential land uses which might occur as a result of redevelopment activities.

The following is a discussion of the compatability of the development scenarios for each site with existing surrounding land uses and the Chula Vista General Plan and Zoning designations. The City of Chula Vista is in the process of updating their General Plan and, therefore, this analysis of consistency with the General Plan is based on the currently adopted General Plan.

Table 3-11

ALTERNATIVE LAND USE SCENARIOS

Site No.	Worst-Case Development Scenario	Alternative 1	Alternative 2	Alternative 3 (No Project)	Intensity of use
1	Based on Montgomery Specific Plan	Park (Based on recommendation Montgomery Planning Comm.)	--	Sweetwater Union H.S. Admin. Site	Max. 11 du/ac or max. 64 du over site
2	RH/CR	RMH	RMH/C-R	Trailer Park	F.A.R. = 80% (2 stories max. @ 40% lot coverage)
3	I-L	I-L/Auto Dealership	--	Vacant	F.A.R. = 105% (3 stories max. @ 35% lot coverage
4	C-R	C-O/C-R	--	Chula Vista Swap Meet Site	F.A.R. = 80% (2 stories max. @ 40% lot coverage)
5	C-O	RH	RMH	City Public Works Center	F.A.R. = 120% (4 stories max. @ 30% lot coverage)
6	RMH/C-R	C-R	C-V	Residential/ Commercial	F.A.R. = 80% (2 stories max. @ 40% lot coverage)
7	Civic Center Improvements	--	--	Existing Civic Center	--
8	Trolley Station w/offices overhead	--	--	Trolley Station only	F.A.R. = 120% (4 stories max. @ 30% lot coverage)
9	RM	RM/C-O Medical	--	Chula Vista Junior High School	F.A.R. = 80% (2 stories max. @ 40% lot coverage)
10	Park Improvements	--	--	Existing Park	--

RH	Residential High (18-27 du/acre)	C-R	Retail Commercial
RMH	Residential-Medium High (11-18 du/acre)	C-V	Visitor Commercial
RM	Residential Medium (6-11 du/acre)	I-L	R&D (Limited Industrial)
C-O	Office	P	Public

Site 1

Worst Case Development Scenario: The proposed land use would be based on the Montgomery Specific Plan which designates this site as medium density residential (6-11 du/ac) or a maximum of ~~64~~ 70 du over the site. This would represent a change from the existing land use which is the Sweetwater Union High School District Administration site, **associated public works yard and transportation facilities.** The proposed project would be consistent with the General Plan and zoning for the site which is based on the Montgomery Specific Plan. Residential use also would be compatible with the existing surrounding residential uses.

Alternative 1: This alternative would allow the development of a park on this site. This proposed alternative is based on the recommendation of the Montgomery Planning Committee. This use would not be consistent with the General Plan or the zoning for the site. However, the Montgomery area has a critical scarcity of public park land. One of the goals of the Montgomery Specific Plan is to increase the park acreage in the community. Park use would be consistent with that goal and would be compatible with the adjacent residential uses.

No Project Alternative: Under this alternative the existing Sweetwater Union High School District Administrative office would not be redeveloped; therefore, there would be no change. However, the District is presently planning to relocate its offices to a different location, **the corner of 3rd Street and Alvarado Street,** which would result in future office use of a different type at Site 1, or a vacant building. **Also, the District plans to relocate the public works yard and transportation facilities to a different location which is presently undetermined.**

Site 2

Worst Cast Development Scenario: The land use for this site would be a mixture of high density residential (18-27 du/ac) and retail commercial use. The existing General Plan and zoning designation would allow for the residential use but not the commercial use. The General Plan is currently being updated and the future land uses would be consistent with one of the proposed scenarios for the updated General Plan. This mixed-use project would be compatible with surrounding land uses which are residential and commercial.

Alternative 1: This alternative would allow for medium high residential (11-18 du/ac) use of the site. This would be an underutilization of the site under the existing General Plan designation and zoning for the site which is high residential and R-3 (apartments). This alternative would be compatible with surrounding land uses.

Alternative 2: This alternative would allow for a mixture of medium high residential use and retail commercial use. This is not consistent with the existing General Plan and zoning designations of high residential (13-26 du/ac) and R-3 (apartments). This alternative would, however, be compatible with existing surrounding land use.

No Project Alternative: Under this alternative the existing tract travel trailer and mobile home use of the site would not be redeveloped; therefore, no change would occur.

Site 3

Worst Case Development Scenario: The use of this site would be limited industrial. This use would be consistent with the existing General Plan and zoning designations of research and limited industrial/general industrial (Local Coastal Program). It should be noted that the Conservation Element of the General Plan identifies valuable sand resources that should be extracted prior to any development that would preclude sand extraction activities. This is discussed in detail in Section 3.1 and is not considered significant. Limited industrial use would be compatible with existing surrounding land uses which are primarily industrial, some commercial, and medium and high density residential uses to the south.

Alternative 1: Under this alternative a combination of limited industrial use and an auto dealership would occur on the site. The existing General Plan designation and zoning of the site would permit the industrial use by right and the automobile sales by Conditional Use permit. The California Coastal Commission is currently considering an amendment to the Bayfront Specific Plan that would allow new automobile sales and related uses by Conditional Use permit on the portion of

Site 3 within the Coastal Zone. This alternative would be compatible with existing surrounding land uses.

No Project Alternative: Under this alternative the site would remain vacant; there would be no change.

Site 4

Worst Case Development Scenario: The use of this site would be retail commercial. This would be consistent with the existing General Plan designation and zoning which would allow retail commercial uses. This would also be compatible with existing surrounding land uses which include retail commercial, professional and administrative office uses and some medium density residential uses.

Alternative 1: This alternative would allow for a mixture of administrative and professional office use and retail commercial use. The General Plan and zoning for the site currently allows for the retail use but not the office use. This alternative would, however, be compatible with existing surrounding land uses.

No Project Alternative: Under this alternative the existing Indoor Swap Meet and other retail commercial uses of the site would not be redeveloped. There would be no change.

Site 5

Worst Case Development Scenario: The land use for this site would be administrative and professional office use. This would not be consistent with the existing General Plan and zoning designations which allow for research and limited industrial use of the site. The use would be compatible with the existing surrounding land uses which include high density residential and research and limited industrial uses.

Alternative 1: This alternative would allow high density residential (18-27 du/ac) use of the site. This is not consistent with the existing General Plan and

zoning designations. This alternative would be compatible with existing surrounding land uses.

Alternative 2: Under this alternative the site would be redeveloped with medium high residential (11-18 du/ac) uses. This is not consistent with the existing General Plan and zoning research designations. This alternative would, however, be compatible with existing surrounding land uses.

No Project Alternative: Under this alternative the existing City Public Works Center would not be redeveloped and there would be no change.

Site 6

Worst Case Development Scenario: The land use for this site includes both medium high residential (11-18 du/ac) and retail commercial uses. The existing General Plan land use designations for the site are thoroughfare commercial and high density residential (13-26 du/ac). The existing zoning for the site is commercial thoroughfare. The proposed use would not be consistent with either the General Plan or the zoning. The use would be compatible with the existing surrounding land uses which include high density residential and thoroughfare commercial.

Alternative 1: Under this alternative the site would be used as a commercial retail site only. This is not consistent with either the existing General Plan designation of thoroughfare commercial/high residential or the zoning (thoroughfare commercial). This alternative would be compatible with the existing surrounding land uses.

Alternative 2: Under this alternative the site would be redeveloped as a commercial visitor site. This would not be consistent with the existing thoroughfare commercial/high residential designation. This alternative would be compatible with existing surrounding land uses.

No Project Alternative: Under the alternative the existing residential/commercial uses of the site would not be redeveloped. There would be no change.

Site 7

Worst Case Development Scenario: The redevelopment would involve improvements to the existing Civic Center. This would be in conformance with both the existing General Plan and zoning designations of Civic Center and office, respectively. The proposed improvements would be compatible with existing surrounding land uses which include a mixture of medium and high density residential, professional and administrative office uses and retail commercial.

No Project Alternative: Under this alternative the existing Civic Center would not be redeveloped. There would be no change.

Site 8

Worst Case Development Scenario: The use would be maximum allowable utilization of the site by the addition of overhead (or second story) office space. This would be consistent with the existing General Plan and zoning designations of Civic Center and administrative and professional offices. This would be compatible with the existing surrounding land uses which include visitor commercial uses, general industrial and an elementary school.

No Project Alternative: Under the no project alternative there would be no additional development of the trolley station and therefore, no change.

Site 9

Worst Case Development Scenario: The use would be medium density residential use (6-11 du/ac). This is not consistent with the existing General Plan designation of the site as a Junior High School site. However, the zoning for the site is R-3 (apartments) and medium density residential use would be compatible with the R-3 zone. The proposed redevelopment use would also be compatible with

existing surrounding land uses which include high density residential uses, professional and administrative offices, retail commercial, a hospital and an elementary school. It is not anticipated that redevelopment of this site would be proposed by the School District if enrollment stays constant or increases over the next few years.

Alternative 1: Under this alternative the site would be redeveloped to medium density residential use combined with administrative and office professional (medical) use. This would not be consistent with either the existing General Plan designation or the zoning. This alternative would be consistent with existing surrounding land uses.

No Project Alternative: Under this alternative the site would not be redeveloped and would remain as the Chula Vista Junior High School site.

Site 10

Worst Case Development Scenario: Redevelopment would involve park-related improvements to the existing park and recreation facilities at Eucalyptus Park. This would be consistent with the existing General Plan designation (Parks and Public Open Space), however, the existing zone is R-3 (apartments). The proposed improvements would be compatible with existing surrounding land uses which include a mixture of residential, retail commercial, and research and limited industrial uses.

No Project Alternative: Under the no project alternative the proposed park improvements would not occur.

Summary

The previous discussion of impacts indicates for some sites an inconsistency between future potential uses and the existing general plan and zoning designations, while generally there would be consistency with existing surrounding land uses. As mentioned earlier, the General Plan is being updated and the future

designations are, as yet, unknown. However, when individual property owners propose redevelopment over their sites, one of the criteria for redevelopment under the Redevelopment Plan amendment is that redevelopment be consistent with the General Plan. Thus, no impacts to the General Plan and existing surrounding land uses are expected as a result of future redevelopment activities. And, as stated earlier, no impacts would result from approval of the Plan amendment.

C. Mitigation

The proposed project would be the approval and adoption of the boundaries of the redevelopment area. Therefore, the Town Centre II Redevelopment Project Area Amendment would not result in direct land use impacts. As such, no mitigation measures would be required. When redevelopment plans are submitted, the City should check that the proposed uses are consistent with the General Plan and zoning designations, and the existing surrounding land uses. If not, separate environmental review should occur to determine whether impacts would occur.

D. Analysis of Significance

The Chula Vista Town Centre II Redevelopment Plan Amendment would involve only the approval and adoption of the boundaries of the redevelopment sites. There are no significant land use impacts anticipated; therefore, there are no mitigation measures required. Future specific project proposals would be required to conform with the existing City of Chula Vista General Plan.

3.10 COMMUNITY SOCIAL FACTORS

A. Project Setting

The Chula Vista Town Centre II Amendment project area is basically within the Central Chula Vista sub-area. As such, the project area is considered the core of the City. The core area is characterized by substantial development with a full range of urban land uses including the Civic Center. The character of the area has developed largely as a result of spontaneous growth, rather than planned development. The South San Diego area is one of the fastest-growing areas in the County, and is expected to absorb a major portion of the County's growth by the year 2000.

1. Population

According to the 1980 U.S. Census, population of the City of Chula Vista was 83,927. As of January 1, 1986 the population of the City, including the recently annexed Montgomery area, was estimated at 116,324. Chula Vista is the second-largest city in San Diego County.

Within the Chula Vista General Plan Area (GPA), the estimated population as of January 1, 1986 was 131,294. According to SANDAG's Final Series 6 Growth Forecast (1980 - 2000), population in the GPA is expected to reach 188,726 persons. This annual growth rate of 3.1 percent is greater than the 1.7 percent growth rate that is expected for San Diego County as a whole.

A large percentage of the County's growth is anticipated to occur in the southern portion of the County (near the City of Chula Vista).

2. Housing

The number of housing units in the City is projected to increase from 30,400 in 1980 to 55,652 in 2000 (54.6 percent increase). Housing in the Chula Vista GPA is projected to increase from 41,900 in 1980 to 69,600 in 2000 (66.1 percent increase), and in the San Diego Region from 670,100 in 1980 to 1.04 million in 2000 (55.7 percent increase).

The median value of existing single-family housing in the GPA is $122,000, which is comparable to that in the County ($121,000). The median price in 1986 of new detached housing in the GPA was $148,990 as compared to $127,940 in the County.

The City's Housing Element of the General Plan includes a breakdown of acreage designated for each category of residential density, and states that there is enough designated land to meet the present and future housing needs. It also states that the recycling of commercial or industrial territory to residential use would serve no purpose.

One of the goals of the Housing Element involves the systematic renewal, rehabilitiation, conservation, and improvement of the residential neighborhoods of the Chula Vista Planning Area. In conjunction with this, it is stated that one of the general objectives of the Housing Element is the provision of adequate public works, facilities and infrastructure. The following policies are relevant to the proposed Redevelopment Project:

- The City of Chula Vista shall encourage neighborhood conservation and rehabilitiation programs. These programs protect peripheral, sound housing, and constitute an effective counter-attack against the wasteful practice of destroying old, but well-designed houses. The Community Development Department shall be responsible for the effectuation of this policy and shall recommend that expenditure of adequate funds for the subject purpose in its Redevelopmnt Low and Moderate Income Housing Program.
- Good, sound housing, situated in stable residential neighborhoods, should be provided for relocated families.
- Public facilities, such as water, sewer, and effective drainage shall be provided throughout the City. These facilities will help deter residential decline and blight infestation.

The Housing Element is implemented via an Action Program which is designed to increase the availability of the City's housing stock, the improvement of existing neighborhoods and the creation of new residential areas. Certain policies contained in the following Action Programs apply to the Chula Vista Town Centre II Amendment Area Project: The Affordable Housing Program and Relocation of

Displaced Families. The Affordable Housing Programs states the following relevant policies:

- o In order to ease the burden which the above subprogram places upon the developer, the City of Chula Vista shall grant maximum 25% net density bonuses, where such would not adversely affect the order, amenity, or stability of adjacent land uses, or where such bonuses would not augment density after bonuses mandated under Section 65915 of the State Government Code. The number of housing units constituent to a density bonus granted by the City shall generally equal the number of low and moderate income housing units provided by the developer.
- o The City of Chula Vista shall require developers of projects which contain more than fifty dwelling units to participate in an "Affirmative Fair Marketing Plan," such as the BCA/HUD program. The Community Development Department shall administer this subprogram on a continuing basis. (Explanatory Note: An "Affirmative Marketing Plan" is initiated by an agreement between a developer and the U.S. Department of Housing and Urban Development. Under this agreement, the developer prepares a market plan which is designed to attact prospective home buyers of tenants from all groups within a given market area. The primary objective of this "outreach" plan is the enlargement of housing opportunities.)
- o Prior to the submittal of residential development plans for processing, developers shall confer with the City Planning and Community Development Department. These pre-planning conferences shall be used to apprise develo pers of local housing needs and policies; available affordable housing incentives; and, current State and Federal legislation and programming with respect to housing. These conferences should also provide a mechanism for private-public negotiation, and the formulation of incremental affordable housing programs.

The Relocation of Displaced Families Program states that: Prior to the commencement of programs which would displace individuals or families, the City of Chula Vista shall endeavor to relocate these people in standard, affordable housing, sited in suitable neighborhoods. The relocation of individuals and families

from one depressed area to another would not meet the policy guidelines of the Housing Element and would tend to augment urban decline.

3. Employment

The economy of Chula Vista is comprised of hundreds of commercial and industrial firms. Chula Vista's large employers include Rohr Industries, Scripps Hospital, Ratner (Apparel) Manufacturing, and Sears, Roebuck & Co.

The median income level within the City of Chula Vista (including the Montgomery Community) in 1980 was $16,906, compared with the San Diego Region's median income level of $17,107.

In 1985, Chula Vista's total employment was 37,831, an increase of 4.5 percent since 1980. The average increase County-wide was 4.1 percent. The four largest sectors of Chula Vista's employment are Retail Trade, Services, Manufacturing, and Government. The number of employees by industry is shown below.

Industry	No. of Employees
Agriculture, Forestry, Fishing, Mining	405
Construction	1,545
Non-Durable Manufacturing	890
Durable Manufacturing	6,525
Transportation, Utilities, Communications	984
Wholesale Trade	1,248
Retail Trade	9,287
Finance, Insurance, Real Estate	1,587
Services	9,028
Government	6,332
Military	0
Total	37,831

Source: SANDAG, 1986

Within the Chula Vista GPA, total employment is projected to reach 52,004 by the year 1000, which represents an annual increase of 2.5 percent. Similar to the County, the largest increases in employment are expeted in retail and services. Development plans in Chula Vista call for a range of land uses, including largely industrial use which follows retail trade and services in employment figures.

B. Impacts

The proposed project consists of the approval and adoption of the Amended Redevelopment Plan (including the boundaries of each site), by the Planning Commission, the Redevelopment Agency and the City Council. As such, there would not be any direct housing or employment impacts associated with project approval.

The surrounding area community structure is characterized by a mixture of residential and industrial uses, providing both employment and housing opportunities. The proposed project and future redevelopment activities in the project area would not conflict with the development trends in the area and, in general, should have a positive effect on surrounding neighborhoods.

There could, however, be potential indirect impacts associated with some of the sites in the future if the sites are, in fact, redeveloped. These indirect impacts are primarily related to the eventual relocation of existing businesses and residents. Site 2 (Al's Trailer Haven) and Site 6 (Northwest Corner of Broadway and E Street) are the only sites that currently have residential uses. If redevelopment occurs on Site 2, the alternative land uses that are likely to occur on the site include a mixture of high-density residential and retail/commercial, or medium-high residential use only, or a combination of medium-high residential use and retail/commercial. The property owner of this site already has plans for the site and has posted signs to inform the residents that they will need to relocate. Residents of this site will be relocating regardless of the proposed project.

Site 6 consists of approximately ~~25~~ 50 trailers and mobile homes and 16 apartment units, as well as various commercial uses. It is anticipated that this would change

to one of the following uses: Medium-high residential and retail/commercial use, retail/commercial use only, or visitor commercial use. Under the first two alternative scenarios, even though existing residents would have to relocate, the project would be providing additional residential units. Also, Site 5 (the City Public Works Center) may be redeveloped with either high-density residential or medium-high residential use. If this occurs, additional housing would be provided within the project area.

In summary, future redevelopment activities may provide additional housing in the Central Chula Vista sub-area, though it is not presently known exactly how many units would be provided. This would serve the projected increase in population in the area in the future.

Future redevelopment activities could also include displacement and/or redevelopment of existing office, industrial and commercial retail uses. If and when redevelopment of these sites occurs, the project area would consist of land uses that provide more employment opportunities than the present uses. This is based on the assumption that higher intensity uses on the site would be a result of redevelopment activities.

Because future redevelopment plans are presently unknown, numbers of employees expected as a result of redevelopment cannot be determined. The City of Chula Vista has on file employment information for the sites in the project area. Thus, when the City receives future submittals, they can quantify the percent increase in employment for each site. Generally, it is expected that future projects will provide employment opportunities which are considered consistent with trends in the area. No adverse impacts are expected to occur with regard to employment due to the proposed project.

C. Mitigation

No mitigation is necessary as no impacts would occur from project approval. However, the existing businesses and residents that would be displaced as a result of future redevelopment activities directly involving the Redevelopment Agency

would be eligible for relocation assistance. Under the provisions of the State Community Redevelopment law, the future project proponent(s) would be required to follow specific procedures and to provide financial compensation for both displaced businesses and residents. The City of Chula Vista's Relocation Program is virtually identical to that of the state. At the present time, the City of Chula Vista is not planning to participate financially in any capacity in proposed redevelopment projects. As such, the City would not be responsible for providing relocation assistance. Adherence to the City of Chula Vista's Relocation Program would serve to mitigate potential impacts related to relocation.

D. Analysis of Significance

No impacts would occur from project approval. However, some adverse impacts are expected with regard to the potential relocation of both residents and businesses, if and when future redevelopment activities occur. In cases where displacement occurs as a result of projects involving direct Redevelopment Agency participation, these impacts can be mitigated to a level below significance by following the procedures outlined in the Chula Vista Redevelopment Agency Relocation Program. The proposed project would also result in positive impacts by contributing on an incremental basis to the area's housing and employment base.

3.11 COMMUNITY TAX STRUCTURE

A. Project Setting

At the present time, the City of Chula Vista derives revenues from private properties in the project area in the form of property taxes, sales tax revenues, and fees paid by residents. The City obtains 18% of property taxes collected within the 1% limitation established by Proposition 13, the remainder distributed among the County and special districts. The City also obtains a portion of sales taxes collected on taxable transactions which take place in the City, amounting to 1% of such transactions.

According to the City of Chula Vista Budget prepared in June 1987, total City-wide revenues in fiscal year 1985-86 were $4.8 million from property taxes, $7.0 million from sales taxes, $5.1 million from miscellaneous fees and charges, plus investment earnings and intergovernmental transfers.

B. Impacts

The proposed project would amend the boundaries of an existing Town Centre II redevelopment area, incorporating 10 additional sites. The potential impact of this action is to increase the amount of land subject to tax increment provisions of the California Community Redevelopment Law (Cal. Health and Safety Code, Sec. 33670, et seq.). Under State law, property tax revenues collected in a redevelopment project area in excess of baseline revenues (generally revenues immediately prior to designation as a redevelopment area) and other authorized revenues, such as sales and use tax proceeds of the City, may be used to pay for the costs of redevelopment, including financing costs.

To the extent that project properties are either (1) converted from tax-exempt to taxable status (e.g., conversion of a school district facility to a private use) or (2) higher intensity uses are substituted for lower intensity uses (e.g., conversion of a trailer park to multi-family housing), the impact on gross revenues to the City will be positive. In the proposed project, all sites except the Civic Center and

Eucalyptus Park, would be subject to such conversion or redevelopment. Also, to the extent that redevelopment costs are minimal, such as the cost of proposed improvements to Eucalyptus Park, the net impact to the City would also be positive.

A portion of funds generated by increased property values is traditionally allocated to other entities such as the local school district and the County of San Diego. Under the Redevelopment State law, this additional property tax revenue would be allocated to the redevelopment agency only. Property tax revenues collected in excess of the baseline revenues would provide funding for the redevelopment agency instead of the school district and the County who would otherwise benefit from additional tax revenue. This is regarded as a negative impact to these agencies. **The County of San Diego provides regional services to the entire San Diego county including the project area. These services include social services, public health, welfare, courts and criminal justice programs.**

C. Mitigation

It is not anticipated that either the proposed addition of designated properties to the redevelopment area or the subsequent redevelopment activities would result in negative fiscal impacts to the City. However, the school district and the County would experience a negative fiscal impact as potential, future funding would be diverted. Compensation (monetary or otherwise) to be negotiated between the City and school district and County, would mitigate this impact.

D. Analysis of Significance

There would not be any significant adverse impacts to the community tax structure as a result of the proposed project or subsequent redevelopment. Compensation would serve to mitigate the negative impacts experienced by the school district and the County.

3.12 PARKS/RECREATION/OPEN SPACE

A. Project Setting

The Chula Vista Town Centre II Amendment Area Project is located in the Central Chula Vista sub-area of the General Plan Area (GPA). The Parks and Recreation Element of the General Plan delineates the majority of the project area as being within Park Administration District I. However, Site 1 is located within Park Administration District II. The General Plan also has community and neighborhood park districts.

There are two parks located within the project area. The Civic Center Site (Site 7) includes Friendship Park in the northeastern corner of the site. Friendship Park consists of approximately 5 acres and is within Community/Neighborhood Park District 3.02. Eucalyptus Park (Site 10) consists of approximately 25 acres and is within Community/Neighborhood Park District 1.02.

The Park and Recreation Element states that City of Chula Vista regional park needs are met by Sweetwater Regional Park, Otay Reservoir, and Silver Strand State Beach. The City is mainly concerned with developing community and neighborhood parks. The standards established in the Element for neighborhood and community parks base park acreage on every 1,000 persons served, and minimum park size varies from 5 acres to 15 acres. The City collects fees from developers of residential developments (Park Land Dedication Ordinance) to aid in the purchase of neighborhood and community parks. These park fees may be waived by the City if the developer dedicates land for park development.

The Chula Vista General Plan Open Space Element includes a variety of uses within their inventory of open space uses including: City parks, regional parks, schools and the Civic Center. Within the core project area, there are five publicly owned open space sites; this includes two school sites. The redevelopment sites that are designated as open space include the Civic Center (Site 7), the Chula Vista Junior High School (Site 9) and Eucalyptus Park (Site 10). Also, the wetlands associated with the Sweetwater River in Site 3 will be preserved in open space and protected by a 100-foot open space buffer. **The Open Space would be maintained by the property owner.**

The Open Space Element states that open space should be preserved for the following reasons:

1. To divert development from hazardous areas such as earthquake zones, unstable soil areas, flood plains, areas of high fire risk, etc.;

2. To provide open space for outdoor recreation;

3. To protect areas of historic, scenic or cultural value;

4. To protect areas necessary for the production of food or fiber; and

5. To preserve areas in order to give shape and meaning to the urban form in order to avoid the uninterrupted sprawl of urban development across the landscape.

Policies included in this Element which are particularly relevant to the project site include the following:

1. Additional open space for outdoor recreation use shall be acquired as vacant land develops, through the dedication and/or in lieu of fee requirements of the Park Land Dedication Ordinance;

2. As the presently urbanized areas of the City are redeveloped, additional open space for outdoor recreation should be acquired.

3. Development and retention of private open space for outdoor recreation shall be encouraged.

B. Impacts

The proposed project is the approval and adoption of the Amended Redevelopment Plan (including the boundaries of each site), by the Planning Commission, the Redevelopment Agency and the City Council. There would not be any impacts associated with approval of the Redevelopment Plan. Also, it is not anticipated that the future redevelopment activities would result in any impacts to existing parks and recreation or open space uses.

It is not presently known exactly what future development plans will be for the various amendment area sites. It is uncertain how many additional people would potentially be generated by redevelopment activities. Likewise, it is not known how many jobs may be generated by the proposed project.

One of the desires of the Montgomery Planning Committee for Site 1 (Sweetwater Union High School District Administration) is park use. If this site were redeveloped as a park, one of the goals of the Montgomery Specific Plan would be fulfilled, which is to increase the park acreage in the community. The Montgomery community has a critical scarcity of park land and development of a park site would result in positive impacts. However, the site is designated for residential use which could also be a result of redevelopment.

The existing park uses on Site 7 (Civic Center/Friendship Park) would not be impacted by future redevelopment activities which would include expansion of existing office space **associated with Civic Center uses** on the site. **However, because the General Plan (Civic Center) and Zoning (Administrative and Professional Office) do not designate Friendship Park for park uses, no guarantee exists to ensure park uses on this site.** Site 10 (Eucalyptus Park) would be rehabilitated with park related improvements. This would result in beneficial impacts to the existing park uses.

C. Mitigation

Since no direct or significant impacts were identified, mitigation measures would not be required. However, payment of Park Land Dedication fees may be required from future development of the amendment area sites. Future development would be required to be consistent with the objectives and policies of both the Parks and Recreation Element and the Open Space Element of the General Plan. **Also, in order to ensure that park uses on Site 7 (Friendship Park) remain, it should be required that Friendship Park be designated as Park and Public Open Space.** No other mitigation is necessary.

D. Analysis of Significance

The approval of the proposed redevelopment plan would not result in any impacts to existing parks, recreation and open space uses. In fact, tax increment revenues could be used to enhance sites 7 and 10 if the plan amendment is adopted. This is considered a beneficial impact. When redevelopment plans are proposed for each

of the amendment area sites the City may require payment of Park Land Dedication fees depending on the number of people or jobs the projects would generate.

3.13 UTILITY SERVICE

A. Project Setting

The 10 project sites occur in an urban area with public services and utilities installed and operating. All of the sites, with the exception of Site 3, have development over them and all are served by the providers described below.

Sewers and storm drains are maintained by the City of Chula Vista Engineering Department. Water service is supplied by the Sweetwater Authority and all 10 parcels have frontage on existing mains. The Metropolitan Water District has no physical facilities in the vicinity of the project site. Gas and electric utilities are provided by San Diego Gas & Electric. The 10 sites lie within the service area of the Chula Vista Police and Fire Department. Educational facilities are provided by the Chula Vista City School District and Sweetwater Union High School District.

B. Impacts

No direct, significant impats would occur from project approval. However, future development of each site would place additional demand for services upon each provider. The potential impacts of redevelopment on public services and utilities cannot be determined until more detailed plans are known.

C. Mitigation

When detailed design plans for a specific site are available, the following concerns, as raised by the providing agency, should be addressed:

- Fire Service
  - water availability
  - access roads
  - fire sprinkler system
  - fire hydrant locations
- Water service
  - fire flow requirements
- **Sewer Service**
  - **capacity of sewer system**

o Schools

- impacts of traffic on pedestrian and vehicular access/egress from school sites and district facilities.
- identification of potential enrollment.
- **impacts on ability of school districts to absorb increased enrollments due to increase in employment and residential development.**

D. Analysis of Significance

No significant impacts would occur from approval of the project. However, future redevelopment of the sites would involve additional demands on public utilities and service providers. Submittal of future development plans to the City and the various providers for their review, careful consideration of the concerns raised by specific agencies, and submittal of required development fees would mitigate any potential future impacts.

3.14 RISK OF UPSET

A. Project Setting

Pursuant to AB 3750 (Cortese, Chap. 1048, Stats 1986) the State Office of Planning and Research has been instructed to maintain a list of the various identified hazardous waste and substance sites in California. This list is to be updated and distributed to City and County planning agencies on a semi-annual basis, in February and August. Information included on this list is provided from the State Department of Health Services, the State Water Resources Control Board and the California Waste Management Board.

In the City of Chula Vista, several sites with hazardous waste materials have been identified, including site 1 of the proposed plan. Site 1 includes a service facility for buses used by the School District and petroleum byproducts have been disposed in areas on the site. Petroleum products such as gasoline, oils and transmission fluids are considered hazardous waste and must be removed prior to redevelopment.

B. Impacts

Approval of the proposed plan would result in no direct impacts to the identified hazardous waste materials on-site. However, there would be an indirect increase in the potential for risk of upset associated with future redevelopment of the site. State regulations do not allow residential development over contaminated soils because of the uncertainty about such soils. Petroleum products, particularly, may be flammable, or may be a mixture of various toxic compounds that could potentially cause harm to human health. The potential for groundwater contamination is also present.

C. Mitigation

Prior to redevelopment of the site, a preliminary geotechnical analysis would be completed to determine the extent of contamination. If it is in excess of the State

standards, a secondary analysis would be completed to determine the exact size of the contamination and its characteristics, as well as provide an estimate for cleanup.

Several remediation methods are available for the cleanup. Simple removal of the contaminated soils is a possibility but disposal is limited to the two Class I landfills remaining in California. This alternative is extremely costly. Other remediation methods includes aeration and biological remediation. Through these methods, the contaminated soil on-site would be completely cleaned and satisfy all state criteria prior to development of residential uses.

D. Analysis of Significance

Site 1 contains identified hazardous waste which has the potential to contaminate groundwater and cause harm to the health of humans. Redevelopment of residential uses on this site is a significant impact. Mitigation, as outlined in the State Regulations, would provide for cleanup of all of the contaminated soil prior to construction. This would mitigate the potential impact to one of insignificance.

4.0 ALTERNATIVES TO THE PROPOSED ACTION

CEQA requires that an EIR . . .

"Describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives . . .

The specific alternative of "no project" shall also be evaluated along with the impact . . .

The discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignficance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

If an alternative would cause one or more signficiant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternatives shall be discussed but in less detail than the significant effects of the project as proposed.

The range of alternatives required in an EIR is governed by "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The key issues is whether the selection and discussion of alternatives fosters informed decision-making and informed public participation. An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative."

In response to these requirements, this section discusses the No Project alternative (required by CEQA), as well as an Other Locations Alternative.

4.1 NO PROJECT

This alternative would result in leaving the 10 sites out of the Redevelopment area, and not adopting the Preliminary Plan for the Town Centre II Redeveloment Project Area Amendment. Thus, the Redevelopment Agency would not be able to collect tax increment revenue from the project area, and would not be able to facilitate the anticipated expansion of facilities and redevelopment/development of the project area.

No direct impacts would occur with the No Project alternative, however, existing blighting conditions might remain on the 10 sites. As with the project, redevelopment of each of the sites would be proposed individually by the property owners/applicants, however, more incentive to redevelop exists under the project, due to tax increment financing and staff potentially available for assistance. Thus, indirect impacts could occur with the No Project alternatives by not providing an incentive for redevelopment to occur, resulting in continued blighting conditions over some of the sites, particularly Sites 1, 4, 5, 6 and 8. As stated earlier, even with the No Project alternative, redevelopment would occur independent of the project, and impacts described in this report from future potential development could still occur. Also, these developments would not be subject to design guidelines contained in the Town Centre II Redevelopment Plan (and amended Plan). Thus, the No Project alternative is not considered the environmentally preferred alternative.

4.2 OTHER LOCATIONS

The Redevelopment Agency reviewed numerous sites for inclusion in the Amendment Area before choosing the ten sites discussed in this document. These sites included existing residences and businesses in the core area where the ten sites are located, and these sites exhibited blighting conditions which qualified them for inclusion. The other locations were not chosen for two major reasons. These are:

1) Relocation of residents from the other sites where blighting conditions occur. However, residents generally do not want to be relocated as part of a redeveloment project. Of the two residential sites that are included in the project, Site 2 is currently being prepared for redevelopment upon the property owner's own initiative and the residents are already aware that they need to relocate; and Site 6 has significant blighting conditions that warrant redevelopment.

2) Resistance from property owners of other locations. Future redvelopment activities would be subject to the guidelines contained in the Plan (and amended Plan), and even though tax increment financing and/or City assistance could assist property owners with future redevelopment plans, some property owners have expressed an unwillingness to be tied to any conditions of development.

For these major reasons, other alternative locations were not chosen for inclusion in the project.

5.0 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

No significant impacts were identified for approval of the project. However, future redevelopment activities could result in substantial changes to the existing land uses and visual character of the sites. Until detailed development plans are submitted, the identification of some impacts may be somewhat vague. Once development plans are submitted, if the potential for significant impacts arises, then further site specific issue analysis would identify whether long-term significant impacts would occur as a result of future development plans. Based on the issue analysis performed for the "worst case" and alternative redevelopment scenarios, potentially significant impacts could occur to geology/soils, drainage, water quality, traffic/circulation, wetland biota from sedimentation (Site 3 only), cultural resources (Sites 2, 3 and 10), and indirect relocation impacts (Site 6). With the exception of traffic, all potentially identified future impacts could be mitigated to an acceptable level. Traffic impacts will occur on streets in the project area regardless of redevelopment activities. Redevelopment activities would incrementally contribute to this cumulatively significant impact. The City could initiate street improvement projects for F Street to reduce the future impact.

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

This section discusses cumulative and long-term effects which adversely affect the environment. As mentioned in section 2.4, there are relatively few projects which are either under construction, approved, or proposed in the study area. No other redevelopment projects are proposed, however, a portion of the Town Centre II redevelopment area is presently under construction (the Chula Vista Shopping Center). A three-story office building on the corner of F Street and Garrett Street, adjacent to Site 7, has building permits issued. The Sweetwater High School Administration offices are planning to relocate to the corner of 3rd Street and Alvarado Street, three blocks east of Sites 4 and 9.

The proposed Town Centre II Redevelopment Project Area Amendment would result in the approval and adoption of the proposed Amended Redevelopment Plan by the Planning Commission, Redevelopment Agency and the City Council. If approved, future redevelopment activities could change existing land uses on the 10 redevelopment sites. All of the sites are currently developed with the exception of Site 3 which is vacant.

Future incremental impacts could occur within the central core area. This would result from other projects which are developing in the area in conjunction with development associated with future potential redevelopmnt activities. These incremental impacts could occur to groundwater/water quality, traffic/circulation, air quality, noise and public services. Future development of each of the redevelopment sites (taken individually) would incrementally contribute to the overall future incremental impacts.

7.0 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WILL RESULT FROM THE PROPOSED PROJECT

The proposed project will not create any irreversible changes. Future development associated with project approval would, however, result in certain changes to existing land uses. The amendment area is comprised of a mixture of commercial, institutional and residential uses and vacant land. Future redevelopment activities at the commercial sites may include property rehabilitation and infrastructure improvements. Instititional facilities would be expanded and/or enhanced to better serve residents of both the amendment area, as well as the entire community. Residential areas would be either improved or changed to include a combination of both residential and commercial uses.

The vacant site (Site 3) would likely be developed with industrial or a combination of industrial and commercial uses. Although this site has been previously disturbed, it's visual setting would change from a vacant site to a developed site. Future redevelopment activities associated with project approval would incrementally contribute to area-wide impacts to groundwater/water quality, transportation, air quality, noise and services.

8.0 GROWTH INDUCING IMPACT OF THE PROPOSED ACTION

The Chula Vista General Planning Area (GPA) is within one of the fastest growing areas in the County. In fact, the population of the GPA is expected to increase approximately 59 percent by 2,000, whereas the San Diego Region's increase is expected to be 45 percent. The City's General Plan estimates that by 1990, almost half of the City population will be living in newly developed communities located on the mesas and foothills east of Interstate 805. The City's Growth Management Policy (General Plan, 1970) indicates that the location and quality of growth should be reviewed annually by City staff to ensure orderly growth and development of the Planning Area. The City's intent is for growth to occur in a general west to east direction.

The proposed project is located in the already built-up Central Chula Vista Sub-area of the GPA. There are only a few new projects planned or under construction in the project vicinity and there are no other redevelopment projects proposed in the area. Future development associated with project approval would likely require improvements to the existing infrastructure. In addition, redevelopment activities may incrementally contribute to the need for extension of services. Also, future development associated with the project along with future normal growth and other future developments would impact the existing roadway system. Upgrading of the roadway system would accommodate non-project related growth that has been anticipated in this area.

One measure of growth inducement is consistency with the General Plan. Although it is not presently known exactly how many people or jobs would be generated by future redevelopment plans, some future growth is expected. Such growth is not expected to result in an increase to the population beyond what is planned for in the General Plan. Also, future project-related growth would be required to be consistent with the General Plan.

9.0 ORGANIZATIONS AND PERSONS CONTACTED

Chula Vista, City of.

Community Development Department. Mr. Jim LaBue; Ms. Robin Putnam. Meetings and telephone communications.

Planning Department. Mr. Duane Bazzel; Mr. Dan Pass; Mr. Doug Reid. Meetings and telephone communications.

Library. Staff. Telephone communication.

Police Department. Ms. Dawn Herring; Chief William Winters. Written and telephone communications.

Engineering Department. Mr. Mike Donnelly; Mr. Tom Garibay. Meeting and written communication.

School District. Ms. Debbie Turner. Written communication.

Fire Department. Captain Dave Koplin. Written communication

Chula Vista Transit. Mr. Bill Gustafson. Telephone communication.

Paleo Services. Mr. Thomas Demere. Meeting. March.

San Diego Association of Governments (SANDAG). Ms. Kim Pugh. Telephone communication.

San Diego Gas & Electric. Ms. Susan Scott. Written communication.

Sweetwater Authority. Mr. Gary Butterfield; Mr. Dick Reynolds. Written communications.

Sweetwater Union High School District. Mr. Andrew Campbell. Written communication.

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PRC Engineering, Inc., Economics Division. Economic Analysis for the City of Chula Vista Revised General Plan, January 1987.

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Sedway Cooke Associates for the City of Chula Vista. Phase II Chula Vista Bayfront Local Coastal Program - Land Use Plan. Certified March 27, 1984. Amended November 1986.

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11.0 CERTIFICATION OF ACCURACY AND QUALIFICATIONS

This Environmental Impact Report was prepared by P&D Technologies, Inc. of San Diego, California. Members of this firm who contributed to the report are listed below.

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Brian F. Smith and Associates Brian F. Smith	Cultural Resources
Hans Giroux	Air Quality and Noise

I hereby affirm that, to the best of our knowledge, the statements and information contained herein 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.

Diana Gauss Richardson
Project Manager

EIR-88-3
6/13/88

AN EVALUATION OF HISTORICAL STRUCTURES AT "AL'S TRAILER HAVEN"

City of Chula Vista

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March 10, 1989

An Evaluation of Historical Structures at "Al's Trailer Haven" City of Chula Vista

1.0 Introduction

The purpose of the subject historical study was to evaluate the potential significance of historical structures identified within "Al's Trailer Haven," located at the southwest corner of National Avenue and "C" Street. The structures in question were recorded as potentially sensitive during a survey of properties for the Towne Centre II redevelopment project (Smith 1988: included in "Preliminary Plan for the Proposed Chula Vista Redevelopment Agency Towne Centre II Redevelopment Project Area Amendment," prepared by P & D Technologies, 1988). The survey of the trailer park facility resulted in the report that the distinctive utility buildings used at the park were constructed in an Art Deco style and were potentially datable to the period between the 1920s and 1930s. The survey report pointed out that it was unlikely that the structures would be found to be significant, but that they could hold local interest, especially if their antiquity could be documented

Currently, the trailer park is scheduled for demolition and redevelopment. The City of Chula Vista has requested that the structures identified in the 1988 Towne Centre II enviromental report at "Al's Trailer Haven" be evaluated for potential significance and documented as part of an historical record. The scope of work for this study, as requested by the City of Chula, was directed toward the accumulation of data regarding the trailer park and the Art Deco buildings, and included an evaluation of the site for significance and potential impacts.

2.0 Results of Historical Background Research

The initial survey of the trailer park resulted in the conclusion that many of the elements of the park, such as the Art Deco buildings, the bungalow used as the manager's home, and some of the utility hardware, possibly dated to a period approximately 50 to 70 years ago. Research for the present study concerning the background of the park focused upon the determination of the age of the park and whether any historically significant persons have been associated with the buildings or the park construction.

The historical archives which were consulted during this study included the following:

(1) The Chula Vista Library — city directories, business classifieds, and resident index.
(2) The San Diego Public Library — California Room and newspaper index.
(3) The San Diego County Recorders Office — map indexes.
(4) The San Diego County Engineers Department — map records.
(5) The San Diego Historical Society — photographic collection and historical records collection.

The information gathered from these sources indicated that as late as 1926, the area of "Al's Trailer Haven" was the site of cultivated fields (SDHS Photographic Archives, Chula Vista Book 3: #7670, and Book 4: #12266). The first confirmation of the existence of the trailer park was recorded in 1944-1945, when city directories and resident indexes documented that Albert G. Berger was owner and manager of "Al's Trailer Haven." "Al's" was the third trailer park to be located in the vicinity of National and "C" Streets between 1943 and 1945 (city directories and business classifieds). By the early 1950s, the park was full, and generally corresponded to its present configuration (SDHS Photographic Archives, Chula Vista Book 3: S-1993). In 1957, Al Berger sold the trailer park to James McKay, who continued to own the park until very recently. According to long time residents of the park who were interviewed during this study, Mr. McKay installed electricity at the park after his purchase.

The results of the historical research concerning the park were generally inconclusive in assigning any level of historical significance to the park. The park is not as old as had originally been projected, having been built during the mid-1940s. The bungalow which serves as the manager's residence may be older than the rest of the park, however this bungalow did not appear in the residential index at that location prior to 1944. Initially, the presence of what were interpreted as Art Deco-style buildings on the project was the basis upon the construction period for the park was estimated to be the 1920s, since the Art Deco style generally represents the period of the 1920s and 1930s. As will be noted in the following section, the buildings have been reclassified on the basis of a field review as Art Moderne, rather than Art Deco. The Art Moderne style evolved from Art Deco, and flourished during the 1940s (McAlester 1988: 465). The primary difference between the two styles is that the Art Deco style incorporated zigzags, chevrons and other stylized geometric motifs as decorative elements on the facade, with towers and other vertical projections above the roof line. The Art Moderne style simplified Art Deco by utilizing simpler geometric designs and curves, in a very asymmetrical design that eliminated many of the busy, stylized designs of Art Deco (McAlester 1988: 465). The reclassification of the construction style of the buildings at the park to Art Moderne more correctly corresponds to the date of the inception of the park in 1944.

3.0 Results of Field Data Collection

The research concerning the subject park and buildings was initiated with a field program that included a photographic recordation of the buildings and the park grounds. Several photographs have been provided on pages 4 through 6. The utility buildings which were constructed in the Art Moderne style are the laundry building and the restrooms/shower building. Each of these buildings is a single-story structure with a wood frame and stucco plastering. The building corners are rounded in the modernistic, streamlined style. The windows are square, the doors are generally the same width as the windows, and the tops of all are level at the same height. Both buildings are stuccoed in white, which was also a common characteristic of the Art Moderne style. The restroom/shower building has an air raid siren mounted on a derrick atop the roof. This siren now serves as the public address system for the park. The presence of this siren suggests that the buildings were built during the war years, and that the air raid siren was intended for use as a public warning system. The electrical system at the park was added in approximately 1957, with the restroom/shower building serving as a distribution point.

The field investigation did not result in the discovery of any datable material which would suggest that the construction of the park or the Art Moderne buildings occurred any earlier than 1944. The manager's bungalow is a craftsman bungalow, typical of the period from the turn of the century to the 1940s. This type of residence is common throughout older neighborhoods in San Diego County, and does not represent a significant resource.

4.0 Evaluation of Significance and Impact Analysis

Based upon the conclusions of the research and field study, the Art Moderne buildings and all other structures at the project are considered to be non-significant. The buildings are good examples of the Art Moderne style, however they are not unique nor are they associated with any historical event or person. In light of this evaluation of non-significance for the buildings, the proposed development will not represent an adverse impact to historical resources.

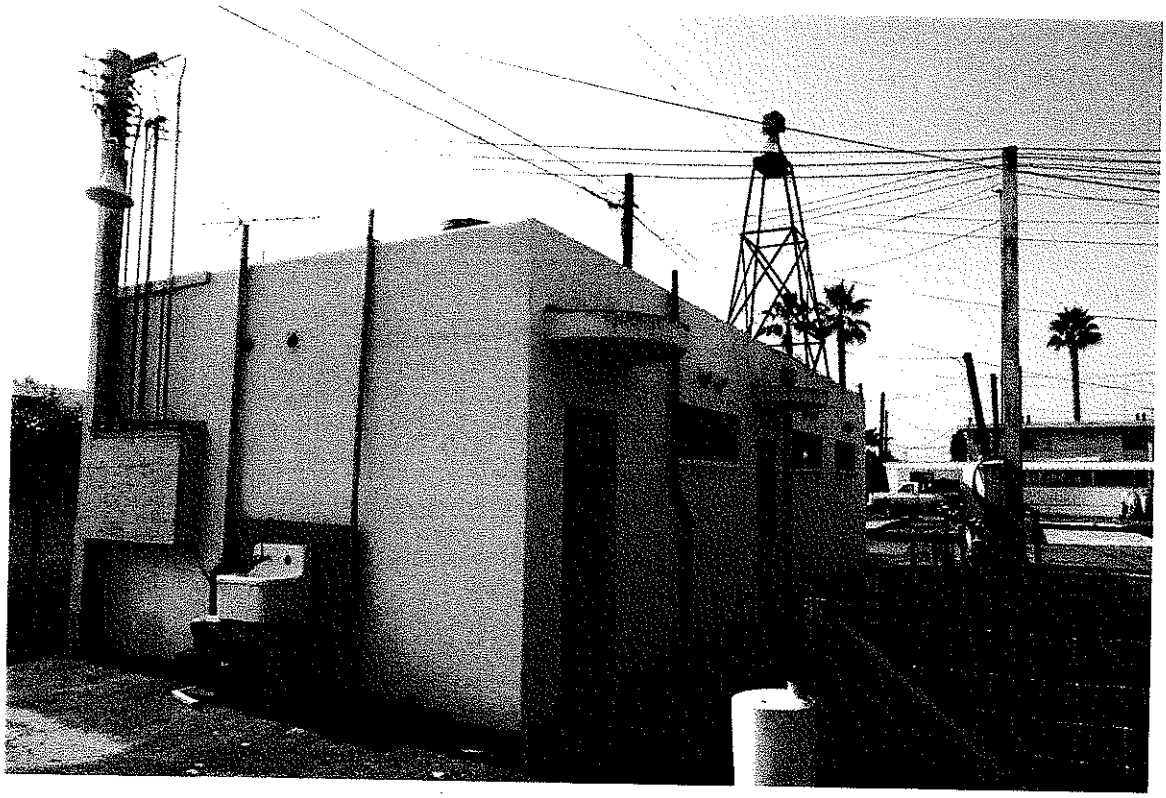
5.0 Recommendations

On the basis of the recordation of the Art Moderne buildings and the data collected, and the fact that the development will not constitute an adverse impact to cultural resources, it is recommended that no further studies or preservation measures be required as conditions for the approval of this development.

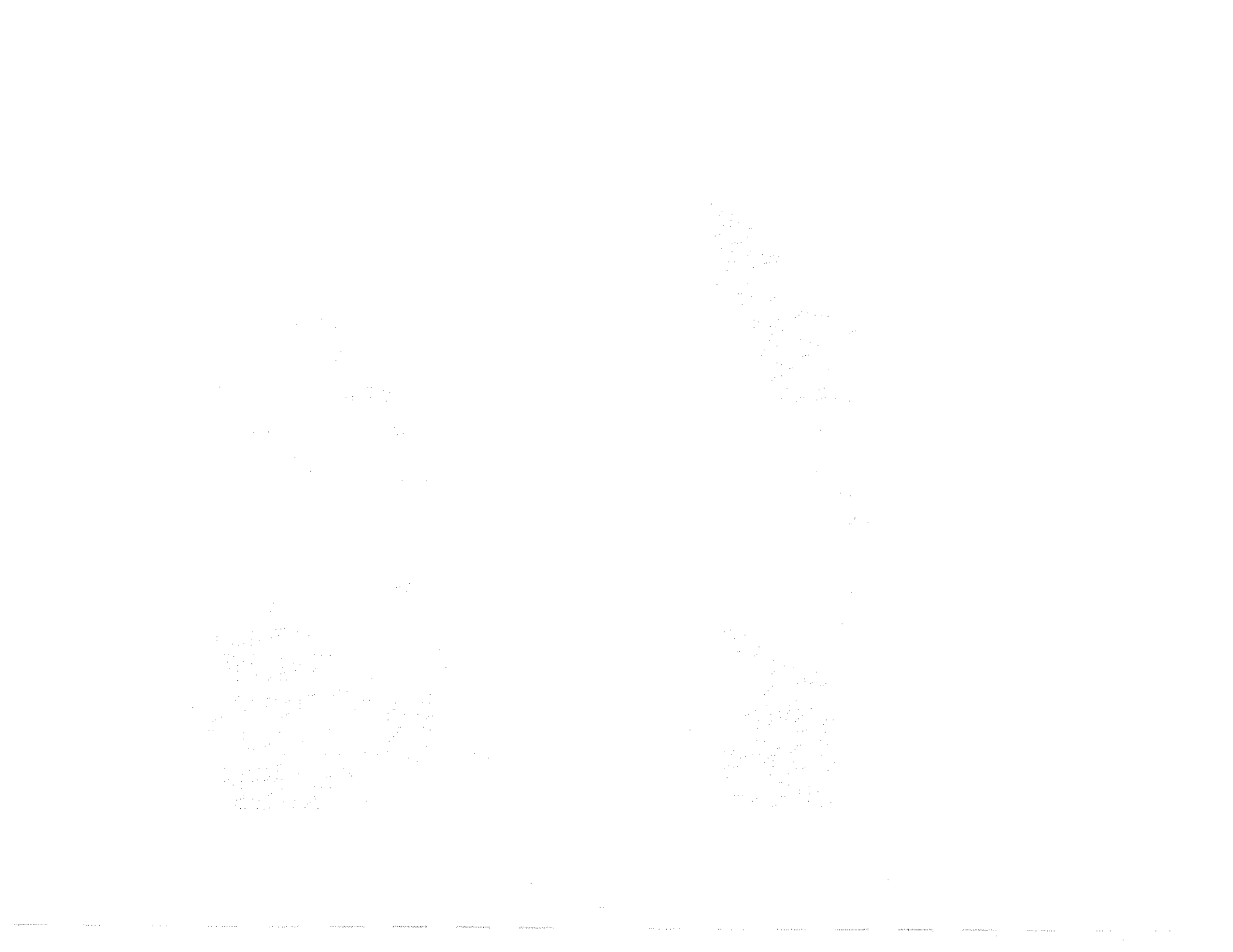
View of the entrance to Al's Trailer Haven.

View of the Art Moderne laundry building.

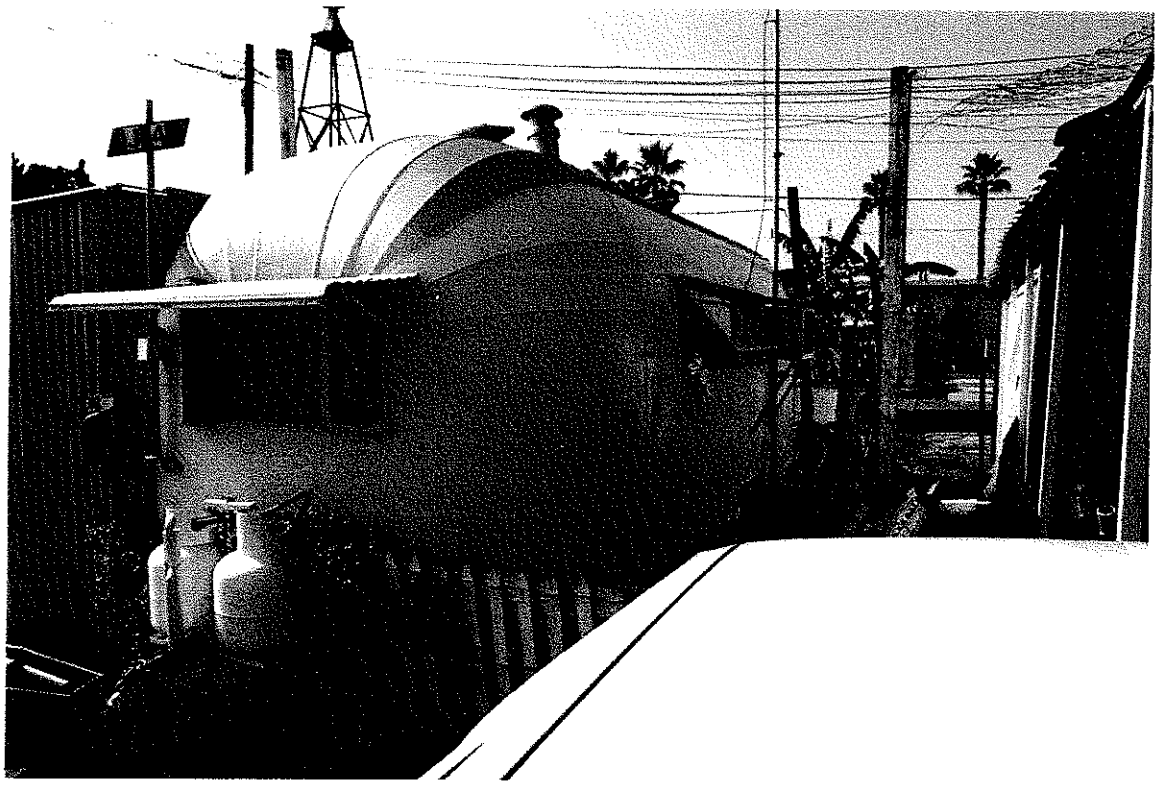
View of the Art Moderne restroom and shower facility.



View of the Art Moderne restroom and shower facility.



View of the existing residence.



View of an example of the trailers at the park.

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