



Figure 2-3

Source: Aerial Foto Bank, 1987
Scale: 1" = Approx. 450'

Aerial Photo 

The proposed project site lies on nearly level ground. Approximately 20 acres of the site was recently farmed and has one residence and associated outbuildings presently on it. A Pacific Bell operations facility currently occupies the 5-acre western portion of the project site. The project site is located north of the Otay River which is characterized by moderately to severely disturbed riparian and freshwater marsh habitat. A pond located immediately to the south of the project site forms part of the riverine habitat which eventually drains into San Diego Bay. To the north of the site is Otay Valley Road, currently a two-lane road and planned for widening to six lanes. Across Otay Valley Road are limited industrial and residential uses. A truck trailer and recreational vehicle storage facility and a gas station are located west of the project site. To the east of the site is undeveloped land.

2.3 PROJECT CHARACTERISTICS

The proposed Chula Vista Auto Center project involves the subdivision and development of an auto dealership complex. The proposed project would consist of five auto dealership structures and associated uses, parking and roads. The total floor area would be approximately 139,000 square feet. A Conceptual Site Plan (Figure 2-4) indicates the project boundaries, total square footage, and site access. Detailed building plans have not yet been proposed, as those will be prepared by the individual dealerships. Once detailed building plans are submitted to the City, they will be reviewed for consistency with the information contained in this EIR, including all required mitigation measures.

The primary use of the project would be new car sales, though other uses which could occur include the sale of recreational motor homes, boats, used/trade-in cars, parts departments, vehicle service facilities, vehicle storage facilities, body shops, a fueling station (for exclusive use of onsite dealerships), and a car wash. Parking for vehicle display (870 spaces) and vehicle storage (910 spaces) would be included. Customer and employee parking would also be provided.

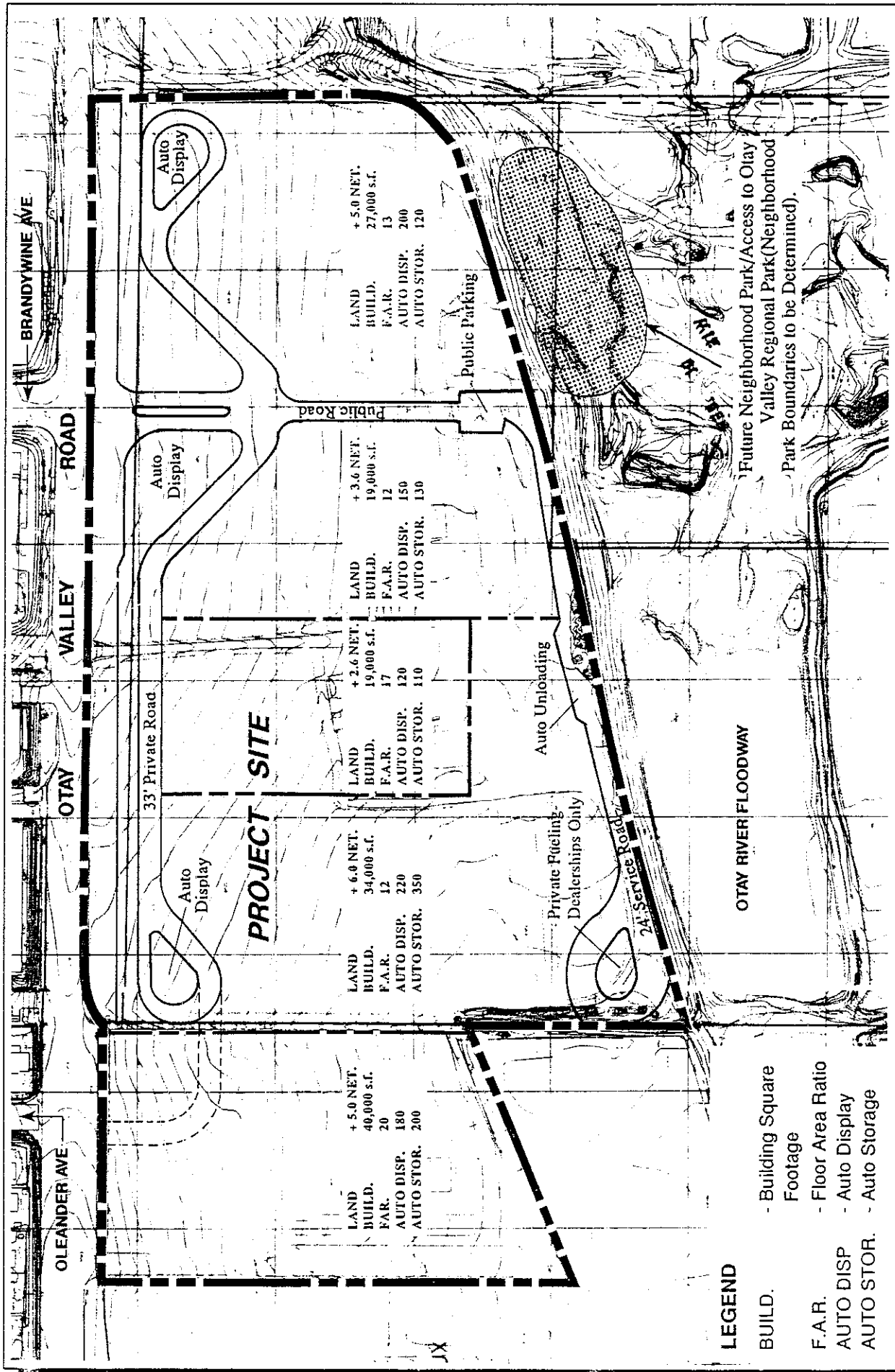


Figure 2-4

Source: City of Chula Vista, 1991.

Approximate Scale: 1" = 200'



Conceptual Site Plan

2.4 DISCRETIONARY ACTIONS INVOLVED

City of Chula Vista discretionary actions associated with the development of the Chula Vista Auto Center include the approval of Tentative and Final maps, approval by the Redevelopment Agency of the sale of property without competitive bidding, sale of property acquired in whole or in part with tax increment revenues, Disposition and Development Agreement (including an Option Agreement), Assessment District (for onsite dedicated roadways), and a Conditional Use Permit approved by the City Council, a Special Use Permit processed through approved by the City's Redevelopment Agency, The project lies within the Otay Valley Road Redevelopment Project Area and would require and design review procedures, including a finish grading plan, site and architectural plans. ~~an Owner Participation Agreement, and a Disposition and Development Agreement.~~ Other actions such as Air Pollution Control District permits for auto-body painting and related facilities may be required, depending on the actual uses proposed to occur on the site.

3.0 IMPACT ANALYSIS

3.1 LAND USE

EXISTING CONDITIONS

Existing Land Use

The project site has historically been used for both agricultural and commercial uses. The 20-acre easterly portion was farmed for many years. The approximate southern half of this area was filled by the occupants of the Shinohara farm for farming purposes (Ninyo & Moore, 1990). This fill material is planned to be excavated and recompactd in accordance with a Negative Declaration for the Shinohara Grading project (Appendix B). The westernmost 5-acre portion of the site is currently utilized by Pacific Bell as a service fleet dispatch center and a vehicle maintenance shop.

Land Uses to the South - The Otay River floodway runs along the southern border of the site. Wetlands and riparian woodland habitat are located south of the site. This wetland area has been extensively encroached upon by abutting land uses. Grading, filling, dumping, and miscellaneous storage have degraded these existing wetlands.

Land Uses to the North - Otay Valley Road runs along the north side of the site. This segment of the road is currently two lanes, but is planned to be upgraded to a six-lane major arterial roadway (construction anticipated to begin January, 1992). North of Otay Valley Road, land uses include residential to the north and northwest and light industrial/warehouse to the north and northeast. Lands northeast of the site (on the north side of Otay Valley Road), which are presently graded and partially improved, were previously occupied by Omar Rendering facility.

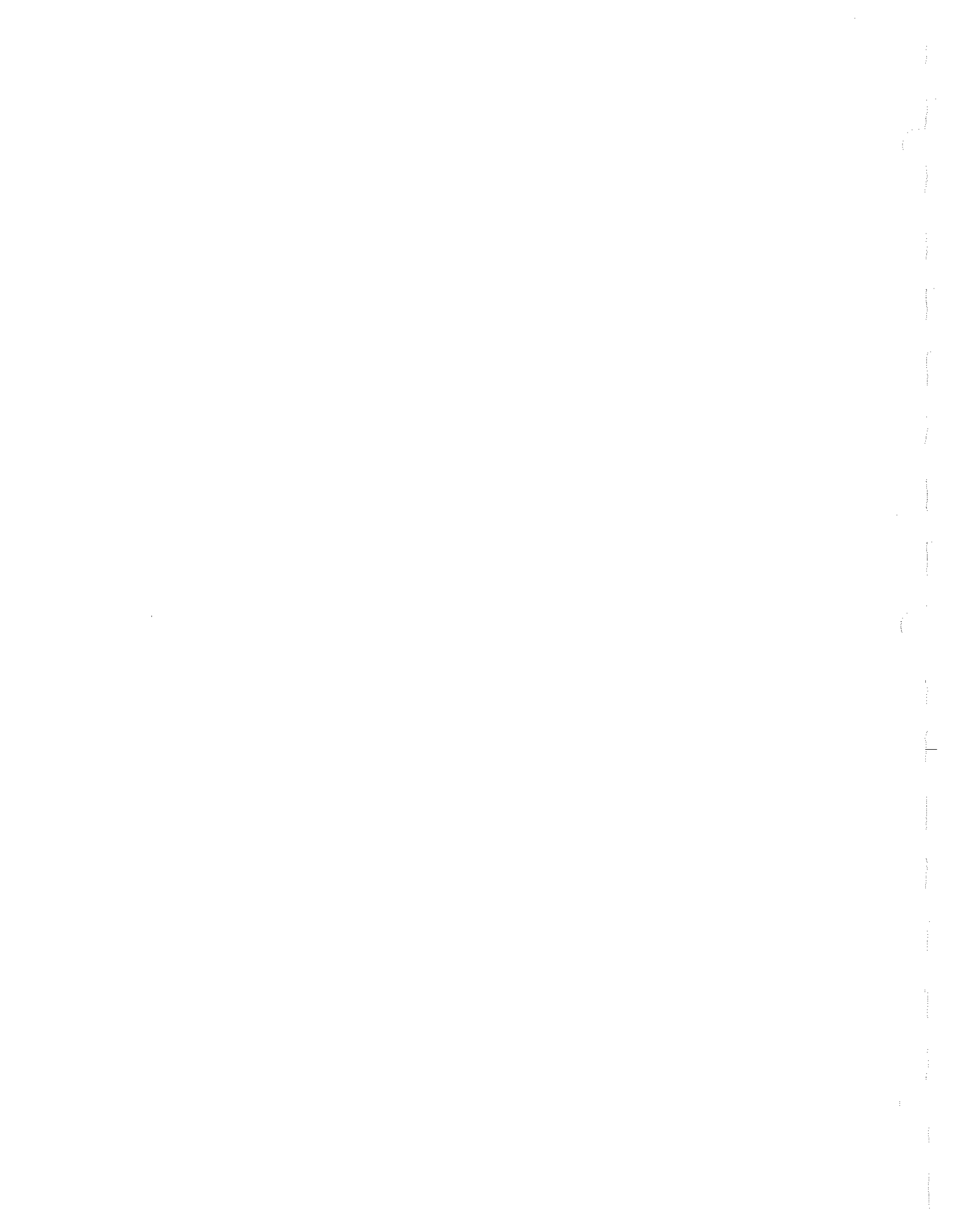
Land Uses to the East - Land to the immediate east is presently undeveloped; however, the area approximately one mile to the east is developing with limited industrial/business park uses (Otay Rio Business Park).

Land Uses to the West - A pallet recycling business/junkyard is in operation southwest of the project site along the Otay River. This area was previously operated as a hazardous waste disposal site (see Hazardous Waste, Section 3.12). Two parcels west of the project site are utilized for truck maintenance, storage of large shipping container trailers, abandoned tanker trucks, cars, RVs, and boats. A gas station and I-805 are located further to the west.

General Plan and Zone

The Auto Center site lies within the City of Chula Vista's Eastern Territories Planning Area. The General Plan land use designation for the project site is Research and Limited Manufacturing, with a Future Neighborhood Park shown on a portion of the site across from the end of Brandywine Avenue. The zone designation for the site is Research/Light Industrial per the Redevelopment Plan which is similar to the City's Limited Industrial (LI) zone which, according to the City's Land Use Chart for allowable uses within each zone, allows automobile sales with a Conditional Use Permit. Since the site is located within a Redevelopment Area, A Special Use Permit is required and is the equivalent of a Conditional Use Permit. A Conditional Use Permit would also need to be approved by the City Council.

Regarding the Future Neighborhood Park, the City of Chula Vista General Plan (1989) states in the Land Use section (p. 1-43) that "a candidate park site [is] located at the end of Brandywine extended south of Otay Valley Road. A park in this location will serve the residential neighborhoods along Brandywine as well as the Otay Valley Business Park." The Park and Recreation Element of the General Plan (p. 7-7) states that "a neighborhood park . . . is intended to serve local residents and should be within walking distance of the households it serves. . . ." Also, (p. 7-8), "The boundaries of specific proposed parks require interpretation with respect to underlying topographic features, environmental characteristics and existing land use." In addition,



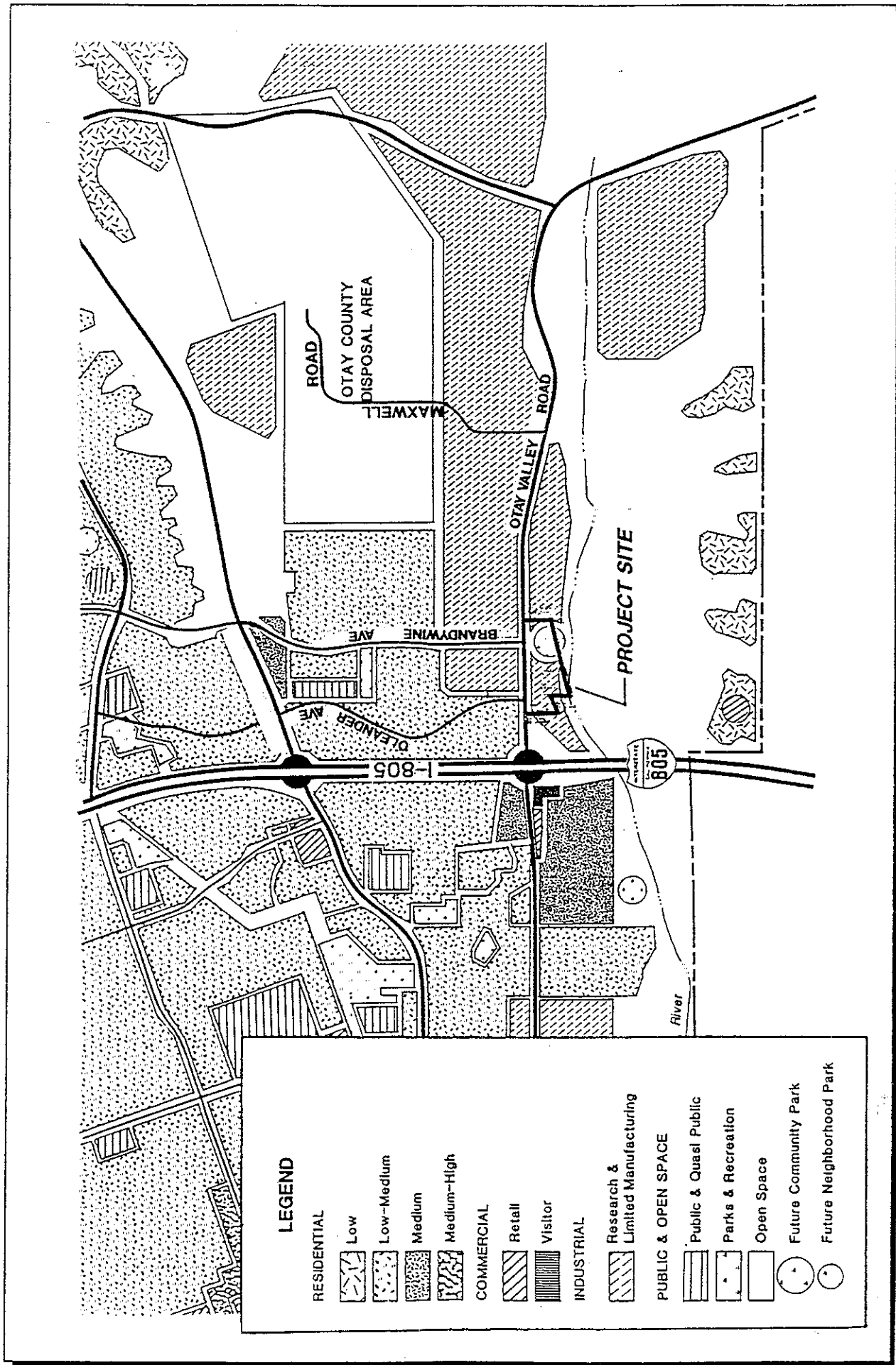
(p. 7-16), "Wherever feasible, neighborhood parks should be located adjacent to elementary schools to increase the potential for joint use as a neighborhood activity center; new neighborhood parks, and possible companion elementary schools, should be located as close as possible to the center of the area they are designed to serve; and neighborhood parks should be linked to the neighborhood served by a system of trails, sidewalks or open space."

General Plan land use designations in the project area are illustrated on Figure 3-1 and described below.

Residential: Low - Medium (3-6 DU/acre) - The area north of the project site (north of Otay Valley Road in the vicinity of Oleander Avenue) is designated by the General Plan as low-medium density single-family residential. Additional low-medium-density residential neighborhoods are designated west of the project site (west of I-805) in the Montgomery Community. The zone designation for this area is R-1, Single Family Residential.

Research and Limited Manufacturing - Properties directly north and northeast across Otay Valley Road are designated Research and Limited Manufacturing. The area directly east of the site, as well as the Otay Rio Business Park further east of the site, are also designated Research and Limited Manufacturing.

Parks and Recreation - The City of Chula Vista, in cooperation with the County of San Diego, and City of San Diego, is planning to acquire and develop a regional open space park, the Otay River Valley Regional Park. This park would run the entire length of the Otay River Valley from the western end of the City at the bayfront east to Otay Reservoir. Regional parks are defined by the Chula Vista General Plan as a major component of the Chula Vista Greenbelt plan. They include such uses as hiking trails, picnic facilities, campgrounds, and wildlife refuges. The Focused Planning Area of the park includes the Otay River floodplain and adjacent areas (M. Smith, personal communication, 1991). This would position the project site ~~near or abutting~~ within the northern edge of the regional park.



LEGEND	
RESIDENTIAL	
Low	[Pattern]
Low-Medium	[Pattern]
Medium	[Pattern]
Medium-High	[Pattern]
COMMERCIAL	
Retail	[Pattern]
Visitor	[Pattern]
INDUSTRIAL	
Research & Limited Manufacturing	[Pattern]
PUBLIC & OPEN SPACE	
Public & Quasi Public	[Pattern]
Parks & Recreation	[Pattern]
Open Space	[Pattern]
Future Community Park	[Symbol]
Future Neighborhood Park	[Symbol]

Figure 3-1

Source: City of Chula Vista
General Plan, 1989.

No Scale



Open Space - Lands to the south, including the adjacent Otay River Valley and portions of the slopes overlooking the project site are designated as open space, with the Greenbelt Trail System occurring adjacent to the Otay River. According to the General Plan (p. 7-11), the purpose of the Greenbelt is to provide a significant central open space corridor, maintaining its visual integrity and preserving natural resources. The greenbelt is proposed to encompass the entire Otay River Valley as well as define its slopes and boundaries. The greenbelt would utilize existing developed and undeveloped open space and potential new open space linkages to provide a 28-mile open space and park system around the City.

IMPACTS

Existing Land Use

The discussion of existing land use impacts relates to the compatibility of the proposed uses with the existing surrounding land uses. The proposed Auto Center would be positioned in proximity to existing commercial and industrial uses located to the west, and north-northeast of the site. These uses are considered compatible land uses. The Auto Center would also be in proximity to residential land uses to the north-northwest of the site which could create land use incompatibilities including noise, traffic, and night-lighting intrusion. None of these residences along Oleander and Brandywine avenues, however, are oriented toward Otay Valley Road. All face secondary streets branching off of Oleander and Brandywine avenues. Some of the residences at the top of the northern hills do face the site. In order to address these concerns, potential noise, traffic and lighting impacts are discussed in their respective sections of this EIR. The project would also be adjacent to undeveloped lands to the east and south. No land use compatibility impacts would occur. However, the uses of the future Regional Park may be incompatible with the Auto Center. See the section below for this discussion.

General Plan

With approval of a Redevelopment Agency Special Use Permit, the proposed project is consistent with existing General Plan land use and zone designations for the project site. Additionally, the City of Chula Vista is reserving five acres at the foot of the public roadway south of Brandywine Avenue for a Neighborhood Park. The City is currently involved in the preparation of a conceptual plan for this park. This Neighborhood Park would also serve as an access to, and an accessory component of, the future Otay River Valley Regional Park, and will be developed when the Regional Park is developed (anticipated mid to late 1990s). Environmental review for this park project will occur at the time that plans for it are proposed for development. Any areas of the park which may have significant resources, such as archaeological resources, would be protected appropriately (i.e., natural areas, passive areas, etc.). The Neighborhood Park will have access to it via the public roadway south of Brandywine Avenue. A sidewalk and a public parking area will allow both pedestrian and vehicular access. Inclusion of the park achieves consistency with the General Plan designation.

The development of the Auto Center could create significant compatibility impacts between the uses of the project, and the future Otay River Valley Regional Park. The uses of the park are anticipated to be largely passive, in order to be integrated with the resources of the river valley. The development of an Auto Center and all of its attendant uses could create noise and visual features that would detract from the park uses.

MITIGATION/MONITORING

Significant impacts were cited to occur from incompatibilities between the Auto Center and the future uses of the Regional Park. These impacts can be mitigated to a level less than significant by implementing the following measures: the Auto Center site must provide buffering in order to avoid potential noise and visual incompatibilities between its uses and Regional Park passive uses. Buffering must include incorporation of attractive wall and landscape screening near or along the southern project boundary consistent with design requirements of the Redevelopment

Area guidelines and subject to the City's Design Review process. As part of the mitigation requirements for the Shinohara Grading Project, landscape design and materials for the slope south of the site have already been reviewed by the City Landscape Architects in the Planning and Park and Recreation Departments and by the City's Biological Consultant (Pacific Southwest Biological Services). This landscape plan would be implemented as part of the Shinohara Grading Project.

ANALYSIS OF SIGNIFICANCE

The proposed project would result in significant impacts as a result of incompatibility between the Auto Center and the future uses of the Regional Park. These impacts would be mitigated to a level of less than significant by providing adequate buffering design into the Auto Center.

3.2 AGRICULTURE

EXISTING CONDITIONS

The U.S. Department of Agriculture's Soil Conservation Service (SCS) has developed a ranking system for soil agricultural suitability based upon such criteria as slope, soil depth, and erosion hazards. This system ranks soils on a scale of I to VIII, with Class I soil being the most favorable to crop production. Classes I through V may be considered prime agricultural soils if climates are suitable.

The majority of soils on the eastern portion of the site are rated Class II, which is considered as prime agricultural land. This land has been farmed by the Shinohara family since 1905, though production has recently ceased. Tomatoes, celery, and cucumbers have all been grown in the past. Neither the project site nor the surrounding area are under a Williamson Act contract or in an agricultural preserve.

One of the goals of the Open Space Element of the Chula Vista General Plan (p. 6-4) "is to maintain agriculture as a viable land use in the planning area." The General Plan states that the remaining agricultural activity in Chula Vista will eventually be eliminated unless a conscious effort is made to preserve lands for agricultural use. According to the Conservation Element of the General Plan (p. 6-4), "farming activities in the vicinity of urban areas must be viewed as interim uses."

The project site contains one of five prime agricultural areas within Chula Vista (Figure 3-2). The Final Environmental Impact Report for the General Plan Update (1989), Subsection 3.7 "Conversion of Agricultural Lands," notes the importance of such agricultural parcels:

Agricultural lands in the coastal and maritime area climates have the ability to produce and market off-season fresh tomatoes, vegetables and field-grown floral crops, most of which have statewide and national importance. San Diego is one of the few areas in the United States that contains maritime and coastal climate zones necessary for "off-season" production, and continued conversion of these lands to urban uses will eventually result in the loss of ability to produce these crops.

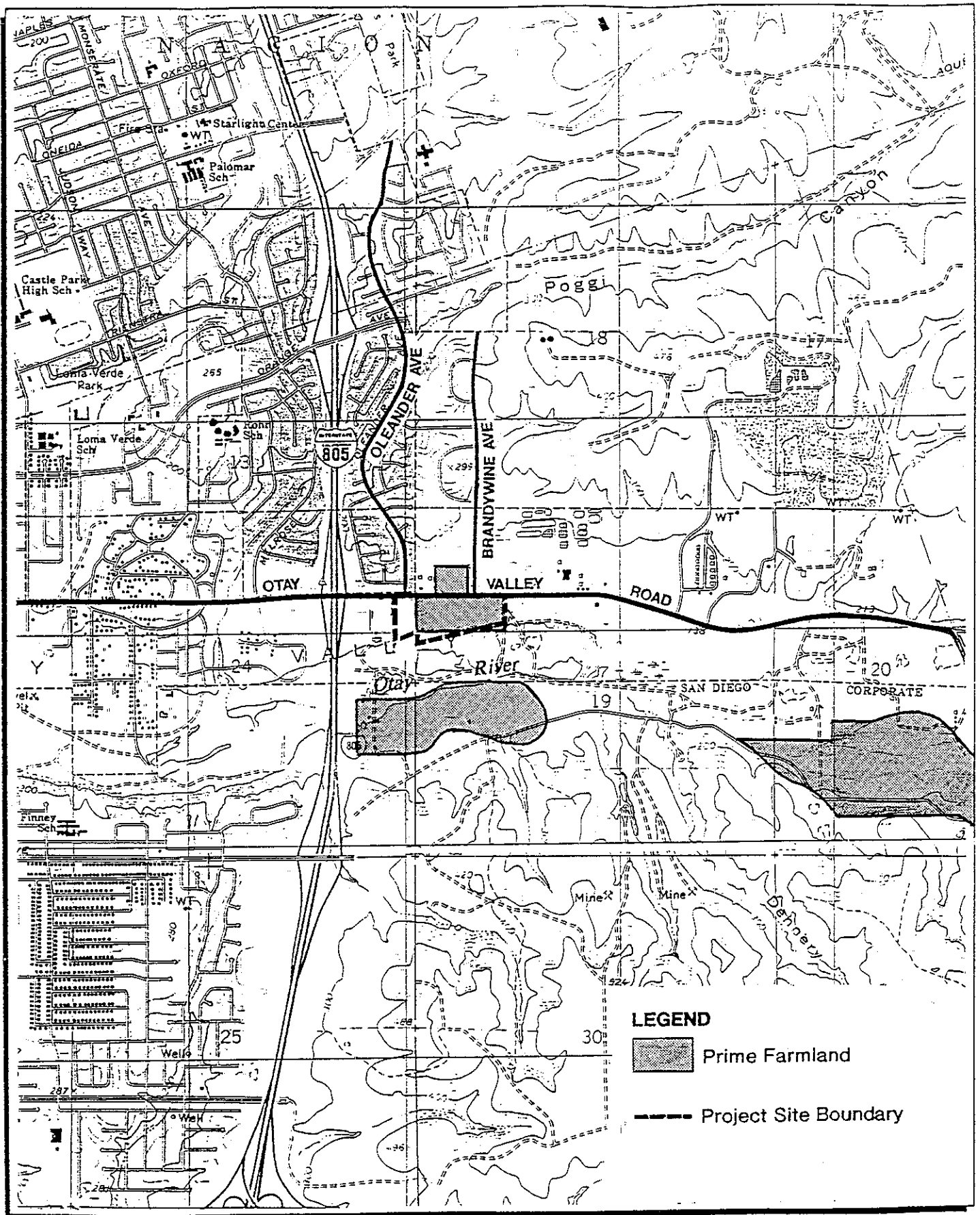


Figure 3-2

Source: Chula Vista
General Plan EIR, 1989.

Scale: 1" = 2000'

Prime Agricultural Soils



IMPACTS

Agricultural lands comprise approximately 20 acres of the proposed project site. The proposed Auto Center project would convert prime agricultural soils to urban uses. In accordance with Appendix G of CEQA, the conversion of prime agricultural land to non-agricultural use is considered a significant impact. The California Department of Food and Agriculture (CDFA) supports the right of local agencies to develop and implement land-use policy in its area of influence as long as environmental impacts of conversion of agricultural land are accurately addressed (CFDA, 1991).

MITIGATION/MONITORING

The proposed project, or any development project on the 20-acre portion of the site, would result in significant impacts to the conversion of prime agricultural soils as stated by CEQA, Appendix G. No mitigation measures are available which could reduce this impact to a level of less than significant. However, as stated by CDFA, local agencies may implement land use policies within their area of influence as long as environmental impacts are accurately addressed.

ANALYSIS OF SIGNIFICANCE

The conversion of prime agricultural soils to any other use is considered by CEQA to be a significant impact, and mitigation measures are not available to reduce the impact to a level of less than significant. The loss of prime agricultural land in conjunction with the conversion of agricultural lands throughout the county is considered cumulatively significant. However, as stated by the CDFA, local agencies may implement land use policies within their area of influence as long as environmental impacts are accurately addressed.

3.3 BIOLOGY

The proposed Chula Vista Auto Center site and the adjacent Otay River Valley areas have been the subject of numerous biological surveys. Some of these surveys were regional studies. Two previous surveys of the property and its surroundings were conducted by Pacific Southwest Biological Services (PSBS). The most recent biological assessment of the proposed Chula Vista Auto Center site was conducted by PSBS between May and July of 1991. The Pacific Bell dispatch facility was not evaluated because this portion of the project site is completely covered over with paving and structures. The purpose of the study was to identify existing biological resources onsite and in the immediate area, and to evaluate impacts to biological resources as a result of the proposed project. The information in this section is a summary of the PSBS Biology Reports. The full text of these reports can be found in Appendix C.

EXISTING CONDITIONS

The project site is a wide, gently sloping, high alluvial bench within the Otay River Valley. This bench has been historically widened through filling along the southern project boundary, thus encroaching into the Otay River. Uplands of the project site are highly degraded, active and fallow agricultural lands, and support no native vegetation (Figure 3-3). No sensitive plants or animals occur within this upland area. Biological resources located south of the project include wetlands and a large pond.

Plant and animal species listed as sensitive are monitored by federal, state, and non-governmental agencies. These species are listed as sensitive because they are experiencing a rapid decline in numbers, they are threatened or endangered by extinction due to loss of appropriate habitat. The federal and state agencies that monitor their status include the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), and non-governmental organizations which maintain "watch lists" for species of concern including the California Native Plant Society (CNPS) and the Audubon Society.

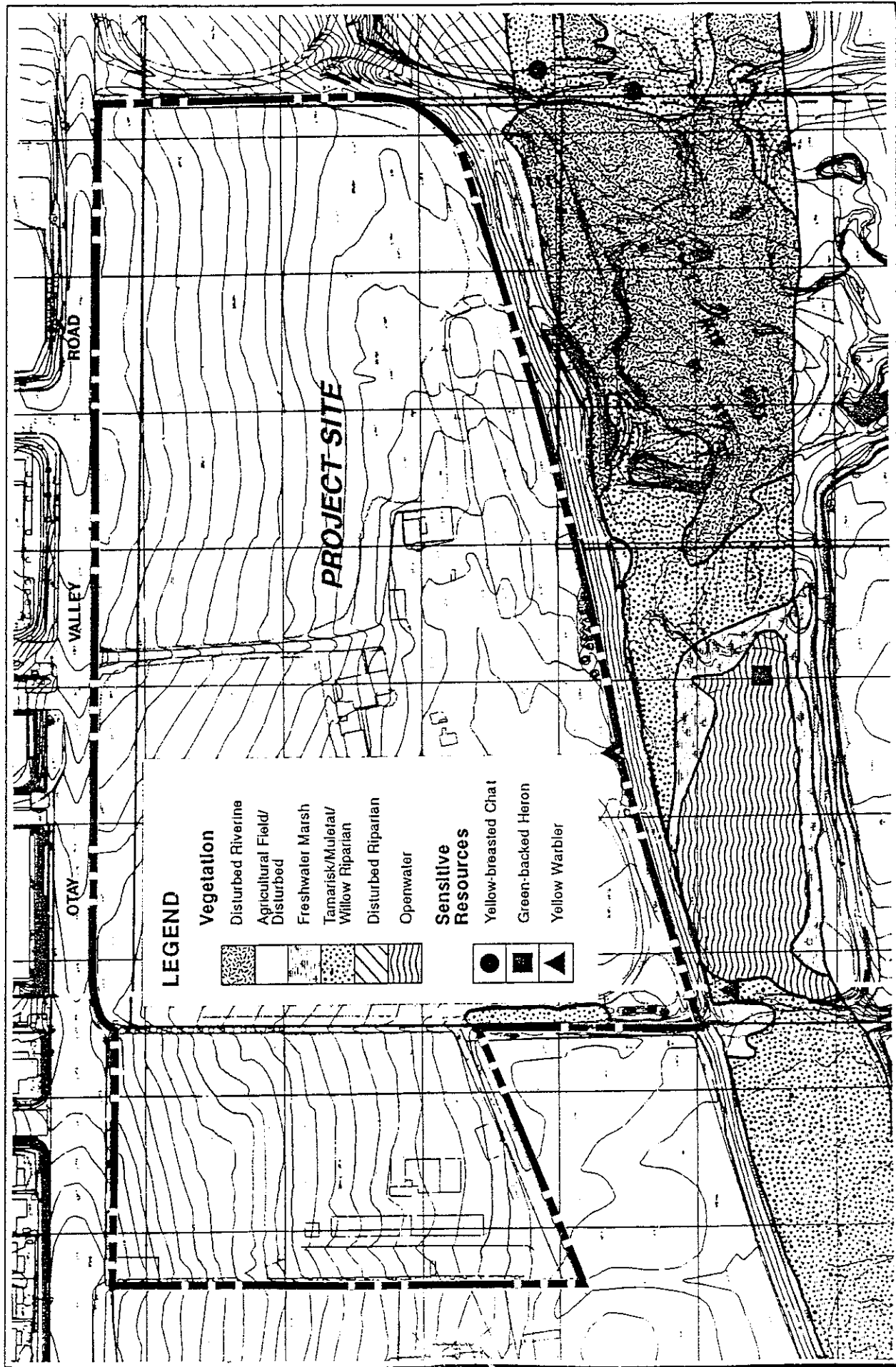
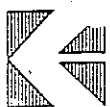


Figure 3-3

Source: P.S.B.S., 1991.

Approximate Scale: 1" = 200'



Biological Resources

Vegetation

The site itself is covered by fallow agricultural fields. A single residence with its typical surrounding exotic vegetation lies in the south-central portion of the site. Common agrarian associated weeds such as sow thistle, Indian sweet clover, short-pod mustard, and tumbleweed dominate the uplands along with introduced brome grasses. Along the roadway at the northern boundary of the study area, garland chrysanthemum, milk-thistle, and sunflower are additional common elements of the vegetation. No true plant community exists in these disturbed areas and the species assemblage, vastly dominated by exotics, tends to reflect the high degree of soil disturbance and landscape materials dumped.

Along the western boundary of the site, a narrow drainage ditch channels storm water and urban run-off from the adjacent storage yard along the fenceline and down to the Otay River. A small stand of willows and exotic plants occurs approximately midway along a drainage in the southwest portion of the site. This grove reaches a maximum width of 17 feet and extends for a distance of approximately 50 feet along this ditch. No sensitive plant or animal species were identified in association with this onsite drainage. This drainage would be eliminated during the Shinohara Grading Project operations. Impacts associated with the loss of this habitat are addressed in the Negative Declaration for the Shinohara Grading Project prepared by the City of Chula Vista (see Appendix B).

The riparian wetland area southeast of the site is heavily infested with non-native tamarisk and native mulefat. Further to the west, willows become intermixed with the shrubby plants. At the western end of the southern site boundary, willow woodland has replaced the tamarisk/mulefat vegetation which predominates at the eastern end of the site. Although this habitat is degraded, riparian habitat is still considered sensitive. The sensitive plants observed in this area were San Diego marsh-elder and southwestern spiny rush which have been noted in far greater numbers further upstream. Several additional plant species are known to occur in the area, but are associated with habitats that do not occur in the project vicinity.

Wildlife

The heavy incidence of non-native tamarisk has degraded the habitat quality of much of the adjacent Otay River floodplain. Nevertheless, the project area is still heavily utilized by wildlife.

Reptiles - Present on the site are the western whiptail lizard, the abundant western fence lizard, the side-blotched lizard, and the southern alligator lizard. The orange-throated whiptail (a sensitive species) and the western skink exist in the immediate area and could occur within the riverbottom habitats adjacent to the site. The orange-throated whiptail is a candidate for federal listing (Category 2), protected by the CDFG, and considered threatened by the San Diego Herpetological Society (SDHS).

The Hammond two-striped garter snake, considered sensitive by the SDHS, was observed previously along the riparian area south of the site (PSBS, 1989). Common snakes such as the gopher snake, common kingsnake, Southern Pacific rattlesnake, and red diamond rattlesnake also utilize the riparian corridor and its flanking uplands and may occur onsite.

Amphibians - The California toad, bullfrog, and Pacific tree frog are distributed south of the project site in the vicinity of the shallow ponds and along the intermittent flowline of the Otay River.

Birds - The PSBS study documented the presence of forty-one avian species south of the site. Nine additional species were observed within the area during previous PSBS field work. A Wilson's warbler and two yellow-breasted chats were detected in the clustered willows southeast of the site. The sensitive yellow warbler (Audubon Blue List 1986) and blue grosbeak were also found. Orange-crowned warblers were also noted. A single individual species of the sensitive green-backed heron was detected within the dense marsh of the pond south of the site. The sensitive willow flycatcher was observed east of the project site.

While no least Bell's vireos were detected, habitat in the adjacent riverbottom is considered suitable for occupancy by this species. Focused least Bell's vireo surveys of this area were conducted throughout the 1991 breeding season. The Otay River has historically been utilized by the least Bell's vireo. Five vireos were noted scattered along the river bottom in areas upstream of this site and downstream of the City/County boundary during the 1988 spring and summer seasons (PSBS, 1989). In 1987, a single transitory bird was noted immediately adjacent to the eastern boundary of the site in habitat which has since been removed by clearing (MBA, 1987).

Birds of prey that utilize the Otay Valley for hunting include the sensitive black-shoulder kite and northern harrier, red-tailed hawks, sharp-shinned hawks, golden eagles, prairie falcons, and Cooper's hawks. Red-shouldered hawks are also present in the area. The kestrel and the raptorial loggerhead shrike, which feed extensively on large insects, make regular use of the project site.

Mammals - Eight species of mammals common to San Diego County were detected onsite or immediately adjacent to the study area. The Botta's pocket gopher was detected by the presence of its distinctive burrows. The California ground squirrel was noted in disturbed areas of the fill slope and debris strewn portions of the river bottom. Deermice were observed immediately south of the project site.

The tracks of the raccoon and the Virginia opossum were seen south of the site adjacent to the pond. The striped skunk is expected to use the project site. Scat from the gray fox has been noted within the adjacent river bottom on prior surveys (PSBS, 1989).

IMPACTS

Rough grading of 20 acres of the site has been approved by the City. The impacts of these grading activities are addressed in the Shinohara Grading Project Initial Study (Appendix B). This EIR addresses the impacts associated with final grading operations as well as construction and operations of the Auto Center project.

As stated in Existing Conditions, the project site presently consists of agricultural land and a Pacific Bell facility. There are no sensitive plant or animal species onsite. No natural vegetative habitats exist onsite. The proposed project would not directly impact biological resources onsite. The existing stand of willows in the southwest corner of the site would be eliminated during grading operations. This impact, and its associated mitigation measures, were addressed in the City of Chula Vista Negative Declaration for the Shinohara Grading Project.

No encroachment associated with this project is to occur within the Otay River waterways or wetlands. Although the proposed project would not result in any further encroachment into the Otay River Valley riparian corridor, it would contribute to the cumulative impacts of development along the fringes of the Otay River. These cumulative impacts resulting from urbanization include increased sediment and urban runoff loading into the Otay River resulting in a degradation of water quality and filling in of wetlands.

Due to the proximity of the project to adjacent wetlands, the following significant impacts would occur to offsite biological resources as a result of construction and ongoing operation of the proposed project.

Short-term Impacts

1. Construction noise impacts to sensitive riparian birds.
2. Increase in sedimentation within the Otay River floodway as a result of erosion and storm water runoff during construction and until permanent erosion control measures are in place.

Long-term Impacts

3. The increase in impervious surfaces onsite would increase runoff volumes and velocities thus increasing the potential for erosion and sedimentation of the adjacent Otay River floodway. This would affect downstream riparian habitat.

4. Urban runoff from paving and impervious surfaces would carry non-point source pollutants (e.g., petrochemicals) into the Otay River. This would contribute to the degradation of riparian habitat within the Otay River floodway.
5. Disturbance of wildlife adjacent to the project site due to outdoor lighting.

MITIGATION/ MONITORING

The project would not impact onsite biological resources. However, significant impacts could occur to offsite resources from construction activities and from ongoing operations of the proposed project. To mitigate the impacts to these offsite resources to below a level of significance, the following mitigation measures would be implemented. The measures are numbered correspondingly with the impacts.

Short-term Impacts

1. Sensitive bird species will be protected by maintaining noise levels to less than 60 dB at nest location sites during March 15 through July 15. This is an active nesting/breeding period for bird species that utilize riparian habitat. This would provide an adequate period of time for young birds to fledge.
2. The berm (or wall) to be constructed at the top of the southern and southeastern fill slopes as part of the Shinohara grading project would be kept intact to serve as a barrier to uncontrolled runoff during construction.

Long-term Impacts

3. Runoff volumes and velocities would be calculated and appropriate erosion/sedimentation control facilities would be incorporated into project plans (e.g., energy dissipators/desiltation basins). No offsite drainage improvements would be constructed as part of this project.

4. To reduce urban runoff impacts to offsite riparian resources, grease traps would be incorporated into the project's drainage facilities.
5. Outdoor lighting would be shielded and directed away from the wetland/riparian area south of the site.

The monitoring actions detailed below would be implemented to the satisfaction of the City's Mitigation Compliance Coordinator. These conditions would be made part of the Final and Tentative Maps and Grading and Construction Plans.

- o Prior to the initiation of onsite construction activities, a meeting would take place between the City's Mitigation Compliance Coordinator and the construction supervisor to discuss and review methods to reduce the potential for offsite impacts. Monitoring would be scheduled at least once a week during construction operations and construction would be halted if there is evidence of construction activity outside of designated boundaries. An appropriate erosion control plan would be required if construction is delayed into the rainy season.
- o The Mitigation Compliance Coordinator would review the drainage and grading plans to ensure that (1) adequate drainage facilities exist to prevent excessive runoff from entering the wetland area adjacent to the project site, and (2) grease-traps are incorporated into the project's drainage facilities.
- o The Mitigation Compliance Coordinator would review site plans and/or architectural designs before issuance of the building permit to insure that onsite lighting is shielded and oriented away from wetland resources.

ANALYSIS OF SIGNIFICANCE

The proposed project site is severely disturbed and contains no sensitive biological resources. No impacts to onsite biological resources would occur from implementation of the proposed project, however, significant but mitigable impacts to offsite resources could result from construction noise and onsite operations, site runoff and sedimentation, urban runoff, and onsite lighting. Mitigation measures are available to reduce these impacts to a level below significant. These include: maintenance of 60 dB or less noise levels during construction during the breeding season; reduction of onsite noise impacts by either constructing automotive repair bays facing one another or construction of a six foot sound wall; appropriate drainage control facilities would be constructed onsite to reduce erosion/sedimentation impacts; grease traps would be incorporated into the drainage facilities; and screening lighting away from the riparian area to the south. The proposed project, when considered with other proposed development, would have cumulative impacts to sensitive resources of the Otay River Valley.

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3.4 CULTURAL RESOURCES

The Chula Vista Auto Center project site was the subject of a cultural resources investigation conducted by Brian Smith & Associates (1991). The cultural resources investigation consisted of an archaeological survey of the proposed project site and archaeological site files records searches at the San Diego Museum of Man and the South Coastal Information Center at San Diego State University. In addition, an archaeological testing program was conducted to determine the significance of the one archaeological site located on the Auto Center site. A copy of the report is included in Appendix D (site locations are absent for resource protection reasons).

EXISTING CONDITIONS

The exact nature of the subsistence pattern practiced 2,000 to 6,000 years ago in Otay Valley has not been established by archaeologists. The lack of projectile points or other hunting tools suggests that the subsistence pattern of the occupants of the valley was focused upon foraging. Prehistoric occupation of the area would have been based upon this ideal natural setting, which included a constant source of water and fertile soil to support the growth of lush native vegetation.

There are few indications that any of the sites known from this area are affiliated with the Late Prehistoric component, the Kumeyaay Indians. The low frequency of pottery (prehistoric ceramics), time sensitive artifacts (such as small, triangular projectile points of the Kumeyaay Indians), and late period dates at sites located near the project suggest that these sites are mainly attributable to the La Jolla Complex period of occupation, dating to between 6,000 and 3,000 years before the present.

Several types of artifacts used by the La Jolla and the Kumeyaay Indians are very similar in appearance, such as manos, metates, scrapers and hammerstones, because the lithic production and use of these tools were common throughout the Southwest. The artifacts which are not common to both cultural affiliations include pottery, which was not introduced to the coast until

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900 to 1,000 years ago, and projectile points. The discovery of a potsherd at the site does not imply that the site was used solely by the Kumeyaay Indians, only that the Kumeyaay also used the site.

The approximately 40 previously recorded sites in the vicinity of the project are similar in characteristics. Nearly all consist of widely dispersed scatters of well-made scrapers, choppers, cores, utilized/retouched flakes, associated flakes, and hammerstones. Very few projectile points or lanceolate blades have been reported. Occasionally, scatters were more dense and were associated with midden deposits, reflecting habitation locations. The continuity of the settlement/subsistence pattern represented by these sites suggests that this area, and perhaps a much larger one throughout Otay Mesa, was a particularly rich food resource area for the La Jolla Indians. The sparsity of shell suggests that the area was a focus of vegetative food collecting, probably associated with seasonal shifts in the La Jolla subsistence pattern (Smith, 1987).

The record search data revealed that one site, SDi-8065, was previously recorded within the project site. This site was described as a large scatter of lithic artifacts and shell which covers the majority of the project. SDi-8065 was relocated during the archaeological survey of the Chula Vista Auto Center project site. No other sites were observed.

The entire project area was surveyed, however, due to the existing pavement and structures on the western portion of the project site (i.e., the Pacific Bell facility), it is unknown if significant cultural resources are present beneath the paved areas.

In addition to the reconnaissance of the subject property, other areas located immediately adjacent to the project were also inspected to ascertain the potential for sensitive sites that might be indirectly impacted by the development of the proposed project. All of the general characteristics of the surface expressions of archaeological resources encountered were noted. No archaeological resources were recorded adjacent to the project site.

In accordance with Appendix K of the CEQA guidelines, a testing program to determine the significance of SDi-8065 was conducted. The research design for the testing program consisted of the mapping and collection of surface artifacts, and the excavation of ten (1x1 meter) test units to determine the presence or absence of subsurface cultural deposits. Laboratory identification and analysis of cultural materials followed the field work phase of the testing program.

The surface recovery and mapping of SDi-8065 included the collection of 2,769 lithic artifacts (Table 3-1). This included lithic production waste (e.g., flakes and cores). Stone tools included hammerstones, choppers, one anvil stone, utilized flakes, retouched flakes, knives, one projectile point, scrapers, and spokeshaves. The most common lithic material was basalt, followed by felsite, granite, and a small quantity of quartzite and jasper. Groundstone tools included manos, one mano/pounder, and metates. The groundstone tools were predominately granite, although a few basalt and quartzite specimens were present. In addition, marine shells and fish bone were recovered from the surface of SDi-8065.

The test unit excavations resulted in the recovery of a small amount of subsurface artifacts and a total lack of undisturbed cultural deposits. Sixty lithic artifacts were recovered from the six test units excavated (Table 3-1). Of these, 49 were flakes, 10 were debitage, and one was a retouched flake. The presence of subsurface artifacts is attributed in part to extensive and long-term cultivation.

Laboratory analysis and statistics of the collection provide some insight into the types of activities which took place at SDi-8065. Of the 2,829 artifacts recovered, the largest category was lithic production waste (flakes, cores and debitage), which accounted for 80 percent of the recovered lithics. That number is followed by precision tools (11 percent), percussion tools (6 percent), and groundstone tools (4 percent). Lithic materials are accounted for as follows: basalt (75 percent), felsite granite (4 percent), quartzite (0.2 percent), and jasper (0.03 percent).

Table 3-1
LITHIC RECOVERY DATA
SITE SDi-8065

	<u>Surface Recovery</u>	<u>Test Unit Recovery</u>	<u>Total</u>
<u>Lith. Prod. Waste:</u>			
Flakes	1,796	49	1,845
Cores	73	0	73
Debitage	318	10	328
 <u>Percussion Tools:</u>			
Anvil Stones	1	0	1
Choppers	29	0	29
Hammerstones	140	0	140
 <u>Precision Tools:</u>			
Utilized Flakes	99	0	99
Retouched Flakes	71	1	72
Knives	12	0	12
Projectile Points	1	0	1
Scrapers	107	0	107
Spokeshaves	11	0	11
 <u>Ground Stone Tools:</u>			
Manos	104	0	104
Mano/Pounder	1	0	1
Metates	<u>6</u>	<u>0</u>	<u>6</u>
TOTALS	2,769	60	2,829

The testing program indicates that the function of SDi-8065 appeared to be that of a multiple-locus, food collection site located primarily along the floodplain of the Otay River. The exact nature of the food collecting aspect is unknown. The lack of food bone may be the result of biodegradation or may indicate that animals were not a primary element of the food collection process. The site may have served as base for the collection and processing of floral and possibly some faunal resources.

The artifacts discovered at SDi-8065 are probably attributable to the La Jolla Complex, although an exact date for the site was not recorded. The only radiocarbon dates for other sites within the general area of the site have fallen within the range between 6,000 and 5,000 years before the present. These dates, coupled with the absence of pottery and later period points found at sites near SDi-8065, support the projection that the subject site and those near it comprise elements of the La Jolla Complex occupation pattern.

IMPACTS

The surface scatter has been severely impacted by cultivation, which has reduced site integrity by altering the original placement of the artifacts. Testing data indicates that SDi-8065 site offers no further research potential because of the lack of any subsurface deposit, and it is evaluated under CEQA as unimportant. All visible surface artifacts and cultural ecofacts were collected and analyzed during the course of the testing program.

Proposed grading in the western portion of the project site, which is occupied by the Pacific Bell dispatch facility and associated parking, may result in impacts to archaeological deposits buried below the existing development. Since the area is presently paved, the existence and significance of archaeological deposits in this portion of the project site are unknown.

MITIGATION/MONITORING

The proposed Chula Vista Auto Center project would not result in significant impacts to cultural resources with the potential exception of the grading in the western portion of the site. The removal of existing pavement and grading in this area would be monitored by a qualified archaeologist. The City's Mitigation Compliance Coordinator would ensure that monitoring in this area is a condition of approval of the grading plan.

ANALYSIS OF SIGNIFICANCE

The proposed project would not result in impacts to SDi-8065. Potentially significant impacts may result from the proposed grading of the western portion of the project site. Implementation of the recommended mitigation/monitoring program would reduce potential impacts to below a level of significance.

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3.5 GEOLOGY AND SOILS

Several soils and geologic investigations have been conducted for the Shinohara portion of the project site. A subsurface site assessment was conducted to identify the approximate natural formation/fill soil boundary (Ninyo & Moore, 1990a). Subsequently, a geotechnical investigation for the previously proposed Otay Valley Price Club was conducted on the same property (Ninyo & Moore, 1990b). A geotechnical feasibility investigation of the Shinohara property was also conducted by Robert Prater Associates in October 1990. The following presents a summary of the findings of the Robert Prater Associates report, as it consolidates much of the relevant site information. The scope of this report includes a site reconnaissance, subsurface exploration, laboratory testing, and engineering analysis of the field and laboratory data. The purpose of the report was to provide preliminary design and construction criteria for the Auto Center. A copy of this geotechnical report is included in Appendix E. No geotechnical investigations have been conducted for the portion of the project site currently occupied by the Pacific Bell dispatch facility. Existing conditions for this portion of the site are expected to be similar to that of the project site which has been surveyed.

In August 1991, the City of Chula Vista issued a Negative Declaration (IS-91-45) for the Shinohara Grading Project, which allowed for rough grading of the eastern 20 acres of the project site. Grading is to occur according to the Robert Prater Associates recommendations.

Geology and Soils

The project site lies within the Peninsular Range Province of California. This province is a well-defined physiographic area extending southeastward from the Los Angeles Basin to the tip of Baja California. In general, this province consists of rugged mountains underlain by metamorphic and crystalline rocks to the east, and a coastal plain underlain by marine and non-marine sediments to the west.

The proposed Chula Vista Auto Center is located within Otay Valley. With the exception of a farmhouse and associated structures, the site is vacant undeveloped land which has been utilized for agricultural purposes. Topographically the site is characterized by a gently southward sloping terrace bordered on the south by a steep (approximately 1 horizontal to 1 vertical) manmade fill slope up to about 30 feet in height. Elevations across the site range from approximately 132 feet along the north-central margin to a low of approximately 90 feet at the bottom of the manmade fill slope in the southwest corner.

Scattered piles of construction debris were noted near the farmhouse and along the southern property line. Based on a review of older topographic maps and aerial photos the site was previously occupied by a few other structures (600 feet east of the farmhouse). Buried foundations and/or effluent disposal system remnants may be present. A larger waterline and abandoned water wells are also reported. The western portion of the site (approximately five acres) is paved and consists of the Pacific Bell dispatch facility.

The geology and soils of the site is characterized by artificial fill overlying Quaternary age terrace deposits in the northern portion of the site. The southern portion of the site is characterized by artificial fill overlying alluvium (Figure 3-4). These deposits overlay older Tertiary age deposits of the San Diego and Mission Valley formations. The San Diego and Mission Valley formations are offset by a trace of the La Nacion fault zone which trends roughly north-south through the east-central portion of the property (Figure 3-4). The soils types and characteristics are described in detail in the Robert Prater Associates Report (Appendix E).

Geologic Hazards

The earthquake faults considered to have the most potential for earthquake damage in the vicinity of the site are within the active Elsinore and San Jacinto fault zones approximately 43 and 68 miles northeast of the site. Offshore active faults include the Coronado Bank fault zone located

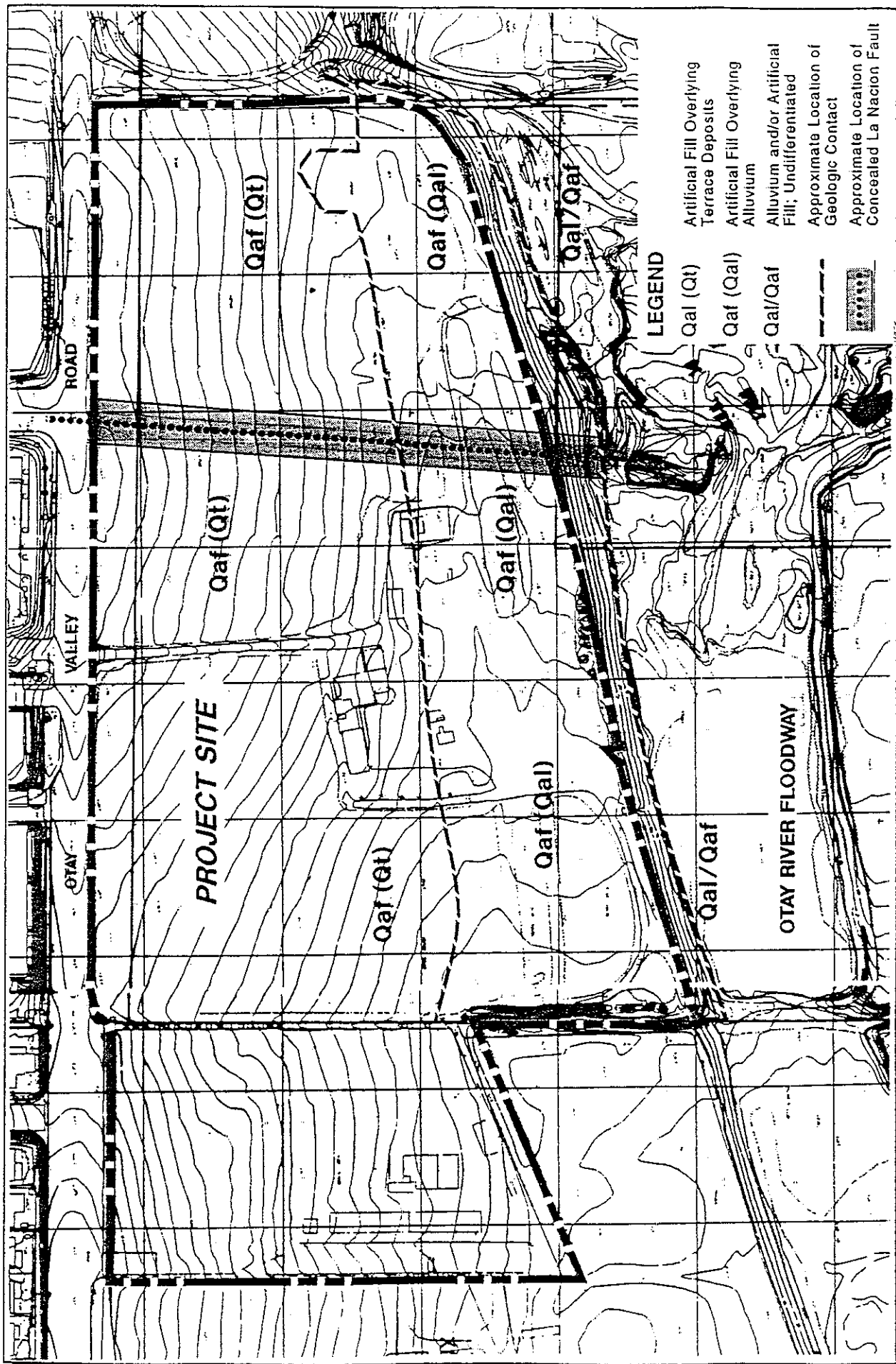


Figure 3-4

Source: Robert Prater Associates, 1990.

Approximate Scale: 1" = 200'



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approximately 18 miles west-southwest of the site. The Rose Canyon fault zone is approximately 6 miles west of the site. The Rose Canyon fault is classified as "potentially active" (i.e., movement has been confirmed in the period between 10,000 and 2 million years before present) by the California Division of Mines and Geology (CDMG). A trace of the La Nacion fault zone trends roughly north-south through the east-central portion of the property (shown on Figure 3-4). The La Nacion fault zone is currently classified by the CDMG as potentially active.

Mineral Resources

The majority of the Chula Vista Auto Center site lies within Mineral Resource Zone (MRZ)-2 classified lands (Figure 3-5). The State Mining and Geology Board (Department of Conservation) has designated certain areas in San Diego as "regionally significant construction aggregate resource areas." To meet the high demand in San Diego County for construction quality aggregate, areas with known or likely significant deposits of this mineral resource have been identified and mapped. A substantial amount of this resource has been available in the County; yet, urban expansion has been a major cause of a decline in the availability of the resource. Sand and gravel resources constitute Chula Vista's most important mineral resource, both in terms of quantity and economic value.

The Surface Mining and Reclamation Act of 1975 (SMARA) requires that "a lead agency's land use decisions involving designated areas are in accordance with its mineral resource management policies." Also, "a lead agency, in determining land use in aggregate-designated areas, must balance mineral value against alternative land uses and consider the importance of the designated mineral resources to their market region as a whole, and not just their importance to the lead agency's "area of jurisdiction" (California Department of Conservation, 1985). The City of Chula Vista's Conservation Element includes the following policy regarding aggregate resources: "to protect and manage sand, and gravel resources for the benefit of the general public."

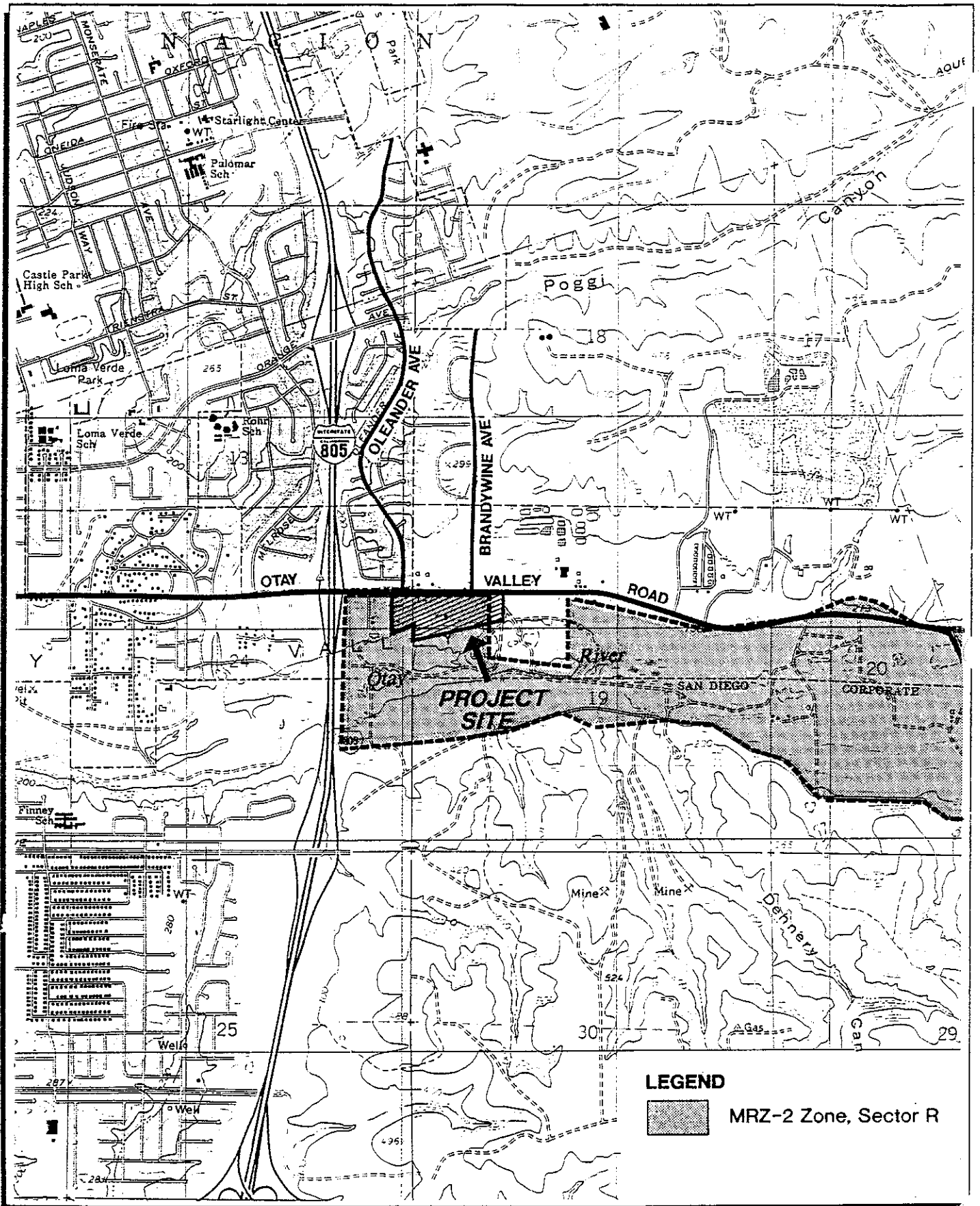


Figure 3-1



Source: State Mining & Geology Board. 1984

Scale: 1" = 2000'

The MRZ-2 classification areas are defined as areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. This zone is applied to known mineral deposits or where well-developed lines of reasoning, based upon economic geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high. According to the State Mining and Geology Board, mineral lands classified MRZ-2 or designated as areas of regional significance should be protected from preclusive and incompatible land uses so that the mineral resources within these lands and areas are available when needed.

The Otay Valley deposits are two of 22 resource sectors in San Diego County that contain aggregate resources, which the State Mining and Geology Board consider to be of regional significance. The Otay Valley contains two sectors defined by the State. Sector R is the largest contiguous sector in the area, encompassing approximately 2,780 acres and is estimated to contain approximately 10 million short tons of resources, including reserves. Sector S encompasses a 360-acre mass of metavolcanic rock. The total aggregate resource in this sector is 250 million tons. The entire proposed project area is within Sector R. No project-specific studies have been made of the adequacy of the material onsite as aggregate. Borings for the Otay Valley Road Widening Project were conducted along the northern edge of the Chula Vista Auto Center project site (along Otay Valley Road). The borings were terminated at 18 feet. However, a review of the Mineral Land Classification Report drill log records for the lower end of the valley indicate an average thickness of 70 feet of economic material. It is stated in the report that the thickness and quality of materials is assumed to be the same throughout the length of the valley, based on comparisons with similar alluvial valleys in San Diego County (California Department of Conservation, 1982).

IMPACTS

The majority of the Chula Vista Auto Center site will be rough graded in accordance with the approved Shinohara Grading Project, which is being done according to the requirements in the Robert Prater Associates Report (Appendix E). Implementation of the proposed Auto Center

project would involve finish grading, and construction and operation. Although no site plans are available at this time, it is assumed that the site would be developed with several one and/or two-story, wood-frame and/or concrete structures with slab-on-grade floors. Paved parking and internal roadways will also be constructed.

Based on the result of the geotechnical feasibility study, the subject site is, in general, suitable for the proposed future construction from a geotechnical engineering standpoint, and these issues are discussed in the Negative Declaration for the Shinohara Grading Project and the associated geotechnical report (Appendices B and E, respectively). Grading associated with the Shinohara Grading Project would remediate the majority of the geotechnical issues of concern. The primary features of concern for the proposed Chula Vista Auto Center Project are: (1) finish grading and soils concerns; (2) the potential activity of the La Nacion fault onsite; and (3) mineral resources. These concerns are summarized below under "Geology Hazards" and "Mineral Resources."

Soils

The finish grading plan and development plans are not available for the proposed Chula Vista Auto Center site at this time. Geology and soils impacts related to the finish grading and placement of structural loads (including buildings and pavement) on the site could be potentially significant but mitigable.

A geotechnical investigation has not been conducted for the portion of the site that is currently occupied by the Pacific Bell dispatch facility. Until a geotechnical investigation of that portion of the site is conducted, it is assumed that grading and development of structures on this portion of the site would result in geotechnical impacts similar to those described for the eastern 20 acres (refer to Appendix E).

Geology Hazards

Geologic hazards at the site would be most critical during strong earthquakes. The La Nacion fault crosses the eastern portion of the site and is currently classified as "potentially active".

Although the probability is low, the presence of the La Nacion fault could result in a potential hazard of surface rupture or fault offset onsite. This is a significant impact.

Strong ground shaking during a major earthquake could induce the liquefaction of alluvial soils which underlie fill soils in the southern portion of the site. This could result in differential completion, lateral spreading, or ground cracking which is considered significant. Although a detailed evaluation of the potential for liquefaction has not been conducted, the terrace deposits and underlying San Diego and Mission Valley formations in the northern portion of the site are not expected to be subject to liquefaction.

A geotechnical investigation has not been conducted for the portion of the site that is currently occupied by the Pacific Bell dispatch facility. Until a geotechnical investigation of that portion of the site is conducted, it is assumed that impacts associated with liquefaction would be similar to those described for the eastern 20 acres.

Mineral Resources

The project site is underlain by potentially significant mineral resource deposits. The State Mineral Land Classification Report indicates that economically valuable aggregate resources exist in this area. The Conservation and Open Space Element of the General Plan (Policy 6.3) states that sand and gravel extraction is planned for selected areas of the Otay River Valley prior to and during the implementation of the Chula Vista Greenbelt. The General Plan does not specifically identify these planned extraction areas. It is the policy of the State of California that mineral resources are to be protected from preclusive and incompatible land use. However, since the proposed site is located near residential uses and sensitive wetland habitat, extractive uses would not be considered a compatible land use for this site.

Sand and gravel extraction operations are typified by noise impacts, dust generation, visually obtrusive appearances, and generation of truck traffic. The riparian habitat south of the site is considered suitable habitat for the federally endangered least Bell's vireo. Although a vireo

survey did not identify any vireos, other sensitive species occupy this habitat. Noise impacts associated with mining in this area would affect breeding behavior and territory establishment of sensitive bird species. The construction of the proposed Chula Vista Auto Center would preclude future extraction of important aggregate resources. This is considered an adverse, but not significant, impact due to the land use incompatibility of existing land uses and extractive use at this location.

MITIGATION/MONITORING

Significant impacts were cited to occur due to: (1) soils conditions onsite; and (2) geologic hazards.

Soils

When finish grading and development plans are available, any additional necessary foundation investigation, including additional subsurface exploration and laboratory testing, would be performed. In addition, a geotechnical investigation of that portion of the site occupied by the Pacific Bell dispatch facility would be conducted. The completion of these investigations of the entire project site and the incorporation of the recommendations into the final grading and development plans would reduce impacts to level of less than significant. As part of the monitoring program, the City's Mitigation Compliance Coordinator would ensure that these investigations are completed prior to approval of grading plans.

Geologic Hazards

Impacts from surface rupture from movement along the La Nacion fault would be reduced to a level of less than significant by not permitting structures to be constructed within 15 feet of the actual fault trace. Setbacks would be provided in accordance with the recommendations contained in the geotechnical report. The requirement of this 15-foot setback is considered preliminary, and the setback could be reduced if additional deep exploratory trenches or borings are excavated to

the underlying tertiary age materials. As part of the monitoring program, the City's Mitigation Compliance Coordinator would ensure that the recommended setback distances are incorporated into the project design plans prior to approval of the Tentative Map. If further studies of the fault trace provide evidence that the potential for surface rupture is minimal, then the above mitigation would not be required.

Significant impacts associated with the potential for the liquefaction of alluvial soils due to ground shaking would be reduced to a level of less than significant through the detailed investigation of the liquefaction potential of the site. As part of the monitoring program, the City's Mitigation Compliance Coordinator would ensure that the liquefaction potential has been investigated and the recommendations of the geotechnical consultant have been incorporated into the project design plans, prior to approval of the Tentative Map.

Potential impacts associated with the loss of mineral resources are considered adverse, but not significant; therefore, no mitigation measures are required.

ANALYSIS OF SIGNIFICANCE

Significant geotechnical impacts could occur with development of the proposed Chula Vista Auto Center site. These impacts are associated with soils conditions and geologic hazards. A geotechnical report would be prepared and the incorporation of the recommendations of that report into final project plans would reduce soils impacts to a level of less than significant. Geologic hazards impacts, i.e., the potential for surface rupture along the portion of the site crossed by the La Nacion fault trace, would be reduced to a level of less than significant through the adoption of 15 foot building setbacks adjacent to the fault trace. Impacts to potentially important mineral resources would be adverse, but not significant, due to the land use incompatibility of siting a mining operation in proximity to residential uses and sensitive wetlands. However, the project is considered to incrementally contribute to the loss of mineral resources which is considered to be cumulatively significant.

3.6 PALEONTOLOGICAL RESOURCES

EXISTING CONDITIONS

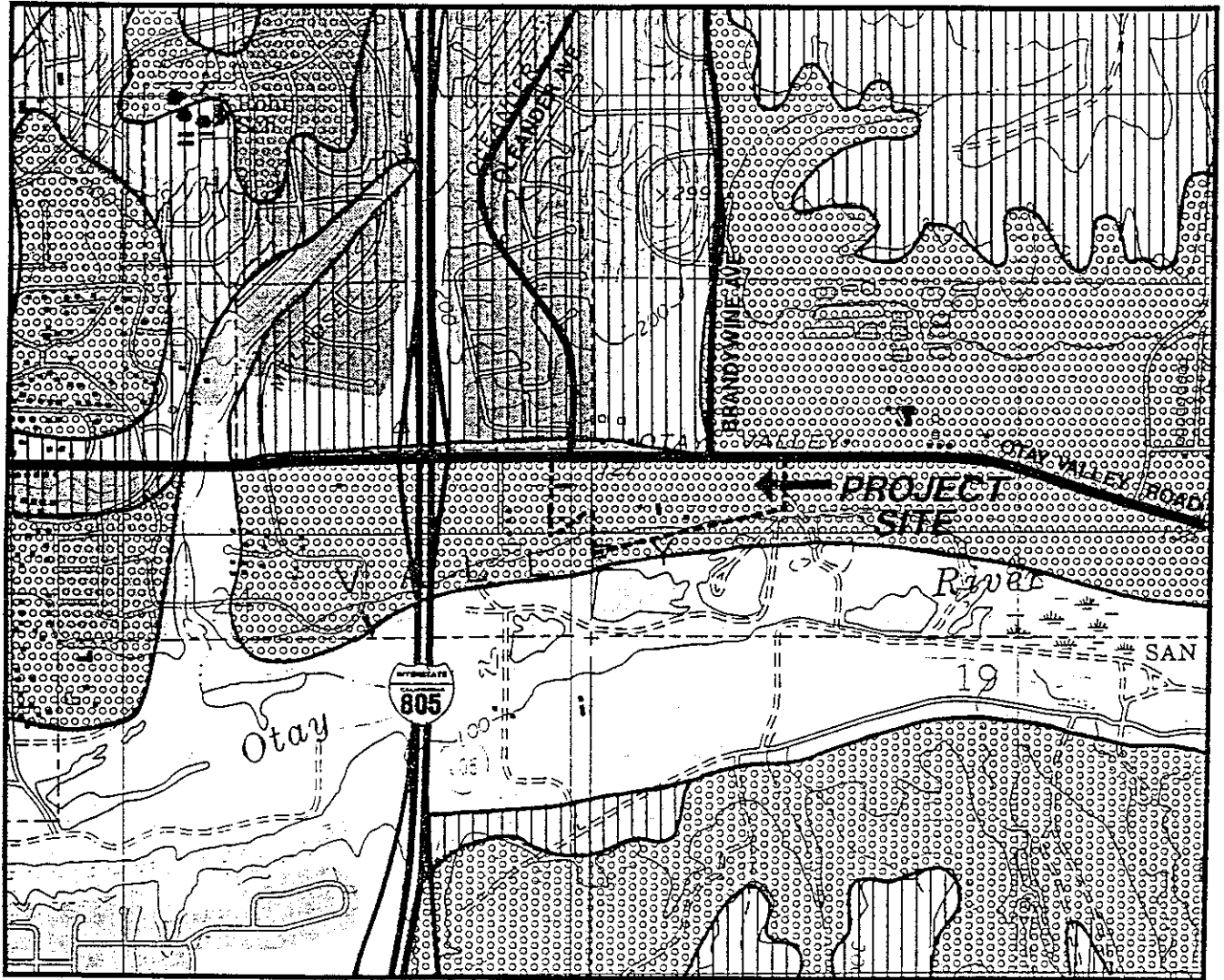
The Chula Vista Auto Center project is within the Peninsular Range Province which is underlain by a "layer cake" sequence of marine and non-marine sedimentary rock formations that range in age from 2-3 millions year old (Pliocene) to 45 million years old (Eocene).

Deposits of the Tertiary (Pliocene) age San Diego Formation underlie the Chula Vista Auto Center site. This formation has yielded extremely important fossil remains of many types of marine invertebrates (clams, scallops, snails, crabs, barnacles, and sand dollars) and marine vertebrates (sharks, rays, bony fishes, sea birds, walrus, fur seal, sea cow, dolphins, and baleen whales). In addition, rare remains of terrestrial mammals, including cat, camel, deer, peccary, and horse have been recovered from this formation. As illustrated in Figure 3-6, the project site itself, is mapped as having moderate paleontological resource potential (City of Chula Vista, 1989).




IMPACTS

Remedial grading associated with the approved Shinohara Grading Project will result in the rough grading of 20 of the 25 acres of the project site. The impacts of these rough grading activities are addressed in the Shinohara Grading Project Initial Study (Appendix B). Finish grading plans are not available for the proposed Chula Vista Auto Center project; however, finish grading is expected to be minimal.

No grading or disturbance of the San Diego Formation deposits would occur. Therefore, no impacts to paleontological resources would be expected with implementation of the proposed project.



LEGEND

-  High Resource Potential
-  Moderate Resource Potential
-  Project Site



Source: City of Chula Vista
General Plan EIR, 1989.

Scale: 1" = 3000'

Figure 3-6

Paleontological Resources



MITIGATION/MONITORING

No impacts to paleontological resources would be expected to occur as a result of finish grading for the Chula Vista Auto Center project. However, prior to issuance of the grading permit, grading plans will be reviewed by the City's Mitigation Compliance Coordinator to ensure that no excavation is proposed within the San Diego Formation deposits that underlie the site.

ANALYSIS OF SIGNIFICANCE

The project site lies within an area identified in the General Plan as having a moderate potential for paleontological resources. Although finish grading plans are not available, impacts to paleontological resources are not anticipated with implementation of finish grading operations. The City will review finish grading plans prior to issuance of a grading permit to ensure that grading will not affect San Diego Formation deposits.

3.7 DRAINAGE AND WATER QUALITY

EXISTING CONDITIONS

The proposed Chula Vista Auto Center project site lies within the San Diego Coastal Province and the Otay Hydrographic Unit. 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. Eleven major hydrographic units make up the entire province. These units are further divided into subunits which are major tributaries or groundwater basins within each hydrographic unit. The project lies within the Otay River Valley and within a 145-square mile Otay Hydrographic Subunit.

Drainage

Due to the topography of the South San Diego Bay region, the major drainages, including the Otay subunit, flow into San Diego Bay. The Otay River flows westward from the Upper and Lower Otay Reservoirs, meandering south of the project area. These reservoirs are owned and operated by the City of San Diego and control drainage from the inland areas.

The project area drains southward toward the Otay River. A two by three-foot reinforced concrete box culvert is located under Otay Valley Road between Oleander and Brandywine avenues approximately 1,000 feet east of I-805. A hydrologic analysis using the Army Corps of Engineers' HEC-1 rainfall-runoff computer program was performed for the Otay Valley Road Widening Project in 1989. Results of that analysis indicate water would pond to the top of the road during the 100-year return frequency event and small amounts of overtopping may occur (Keller Environmental, 1989). Studies have been performed since that time. Federal Emergency Management Act (FEMA) maps show that the 100 year flood elevation occurs along the slope adjacent to the southern boundary of the site.

Water Quality

Drainage from the project site flows directly into the Otay River and the adjacent river wetlands. Runoff currently contains agricultural pollutants (e.g., fertilizer and pesticides from recent agricultural operations). Existing runoff from the site results in erosion of the fill slope located south of the site as this slope is essentially void of vegetation. However, with implementation of the landscape plan for this slope as part of the Shinohara Grading Project, this slope will be protected from further erosion. Sedimentation in the Otay River Valley that has occurred as a result of site erosion results in the filling in of adjacent and downstream wetlands. The cumulative impact of sedimentation processes adversely affects sensitive biological resources within the River Valley and downstream resources of South San Diego Bay which provides habitat for a number of threatened and endangered wildlife species. Subsurface flow is southwesterly toward Otay River.

Threshold Standards

Drainage and water quality are included within the City of Chula Vista's Threshold Standards policy. The goal of these Threshold Standards for drainage is:

To provide a safe and efficient storm drainage system to protect residents and property in the City of Chula Vista.

The Threshold Policy states that:

Individual projects will provide necessary improvements consistent with the Drainage Master Plan(s) and City Engineering Standards.

The objective of the Threshold Standard for water quality is to:

Ensure that water quality standards are not jeopardized during growth and construction.

The purpose of the Threshold Policy is to specify a planning/development methodology by which the City of Chula Vista can maintain its perceived "quality of life." This policy also covers other issues and is detailed in another section of this EIR.

IMPACTS

Drainage

Detailed drainage studies have not been prepared for the proposed project. The following presents a general level analysis of potential impacts associated with the proposed project. The Auto Center project would result in the construction of approximately 139,000 square feet of impervious surface. Increases in runoff resulting from the proposed project would be affected by a number of interrelated contributing factors including: existing soil properties, project design, and topography. The project would have the potential to affect surface hydrology in a number of ways. If grading and construction occurs during the raining season, runoff during grading and earthwork operations could cause significant cumulative onsite and downstream erosion and increased sediment loads in the Otay River floodway. Additionally, creation of impervious surfaces would result in correspondingly increased onsite storm flows, which could result in significant impacts on the storm drain facilities. Also, unless velocities are controlled, storm flows would tend to increase erosion in the Otay River floodway with increased sediment being transported downstream. This would potentially contribute to cumulative impacts as a result of the increased sedimentation of sensitive biological resources within San Diego Bay. Thus, unless properly designed, the project drainage would be inconsistent with the City's Threshold Standards.

Water Quality

The major change to both surface and groundwater quality would be from the types of pollutants expected from development of the proposed project. Because the proposed project would increase impervious surfaces and increase runoff, development of the proposed action would

increase non-point source runoff carrying contaminants from pavement (i.e., grease, oil, etc.) and landscaped areas (pesticides, fertilizers) into downstream wetland/riparian areas. Chemical pollutants contained in this runoff would be primarily attributable to motor vehicles. Motor vehicles contribute particulate materials from fuel combustion, petroleum products, rubber, and asbestos. These pollutants accumulate in the greatest amounts on the areas closest to a roadway. During rainstorms these pollutants would be washed into storm drains and eventually deposited into the Otay River floodway. In addition, as described under the Drainage Subsection above, erosion of exposed graded surfaces after construction and before development could occur (if construction and development occurs during the rainy season). This erosion could lead to deposition of sediments downstream which would result in cumulatively significant impacts on the Otay River wetland/riparian habitat and San Diego Bay downstream. Thus, unless properly controlled, the project could be inconsistent with the City's Threshold Standards.

Grading and drainage systems would be subject to City of Chula Vista Engineering standards and review, and the project would be required to meet design requirements.

MITIGATION/MONITORING

The following significant impacts were cited: (1) short-term erosion from grading and construction operations, if these activities occur during the rainy season; (2) capacity of storm drain system to effectively carry surface runoff; (3) erosion and increased sediment yields in the Otay River and eventually San Diego Bay from uncontrolled storm flow velocities; and (4) urban runoff contributing to water quality degradation. Mitigation measures are available to reduce these impacts to a level less than significant and would be a condition of approval of the Tentative Map. The impacts that are mitigated by these measures are identified at the end of the measure.

- o A drainage study, including existing drainage, drainage capacity, calculations for precise runoff flows from development of the proposed projects, and determination of the drainage systems necessary to manage onsite runoff would be prepared prior to issuance

of the project grading permit. This study would include drainage for a discharge frequency of 100 years. Recommendations contained in the study to control site runoff both during and post construction, would be implemented. Drainage and erosion control facilities would be required as one of the recommendations, in order to mitigate impacts related to short- and long-term erosion and increased sediment yields. Runoff velocities must be controlled to non-erosive levels (as determined by drainage study). All energy dissipator structures for site drainages would be constructed outside of existing wetlands. Impacts that the development would have on the existing drainage system would be addressed, and storm drain facilities which meet City standards would be required to mitigate impacts related to capacity of storm drain systems. Development of the subject property must also comply with all applicable regulations established by the Environmental Protection Agency (EPA) as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for storm water discharge (mitigates 1,2,3,4).

- o To reduce erosion during the construction phase of the project, the berm or wall in place at the top of the southern and southeastern fill slopes would remain to serve as a barrier to uncontrolled runoff (mitigates 1).

- o In order to mitigate water quality impacts, drainage systems would also incorporate features to trap and remove non-point source pollutants including silt and grease traps. These traps would be maintained on a regular basis and would be cleaned in October prior to winter rains and in March following the primary rainy season. The Mitigation Compliance Coordinator would ensure that the Auto Center management authority submit a notarized letter by October 15 and March 15 of each year stating that traps had been cleaned (mitigates 4).

ANALYSIS OF SIGNIFICANCE

The proposed project would result in significant impacts to drainage and water quality as a result of: short-term erosion from grading and construction activities during the rainy season; the capacity of the storm drain system to effectively carry surface runoff; erosion and increased sediment yields; and urban runoff contributing to water quality degradation. Mitigation measures to reduce these impacts to below a level of significance include: the retention of the southern boundary berm or wall to reduce erosion during the construction phase; preparation of a drainage study and incorporation of recommended measures to reduce runoff and erosion into project plans; installation of energy dissipators outside of wetlands; and installation of silt and grease traps.

3.8 LANDFORM/AESTHETICS

EXISTING CONDITIONS

Landform

The Chula Vista Auto Center project site lies within the Otay River Valley between the Otay River and Otay Valley Road east of I-805. The 25-acre site consists of a riverine terrace which is overlain by fill soils. The site's topography is gently sloping to the southwest with elevations ranging from approximately 132 feet mean sea level (MSL) in the north to less than 90 feet MSL at the bottom of the manmade fill slope in the southwest corner (Figure 3-7).

The project is bounded on the north by Otay Valley Road. North of Otay Valley Road, the valley continues and then land rises out of the river valley to an elevation of approximately 475 feet. Lands to the north and northeast in the valley across Otay Valley Road are developed for light manufacturing/warehouse uses. Properties to the northwest are developed for residential uses.

Lands east of the project site are floodplain lands that slope into the riparian river bottom. Steep hillsides are located south of the project site across the river. These lands are predominantly disturbed and include extensive off-road vehicle/dirt bike trails along and over the bluffs. Some farming occurs southwest of the site adjacent to an existing junkyard.

Aesthetics

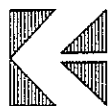
The project site is generally level to gently sloping as a result of previous filling and grading across the site. Figure 3-8 presents a key map of the locations where photographs were taken



Figure 3-7

Source: City of Chula Vista, 1991.

Approximate Scale: 1" = 200'



P&D
Landforms

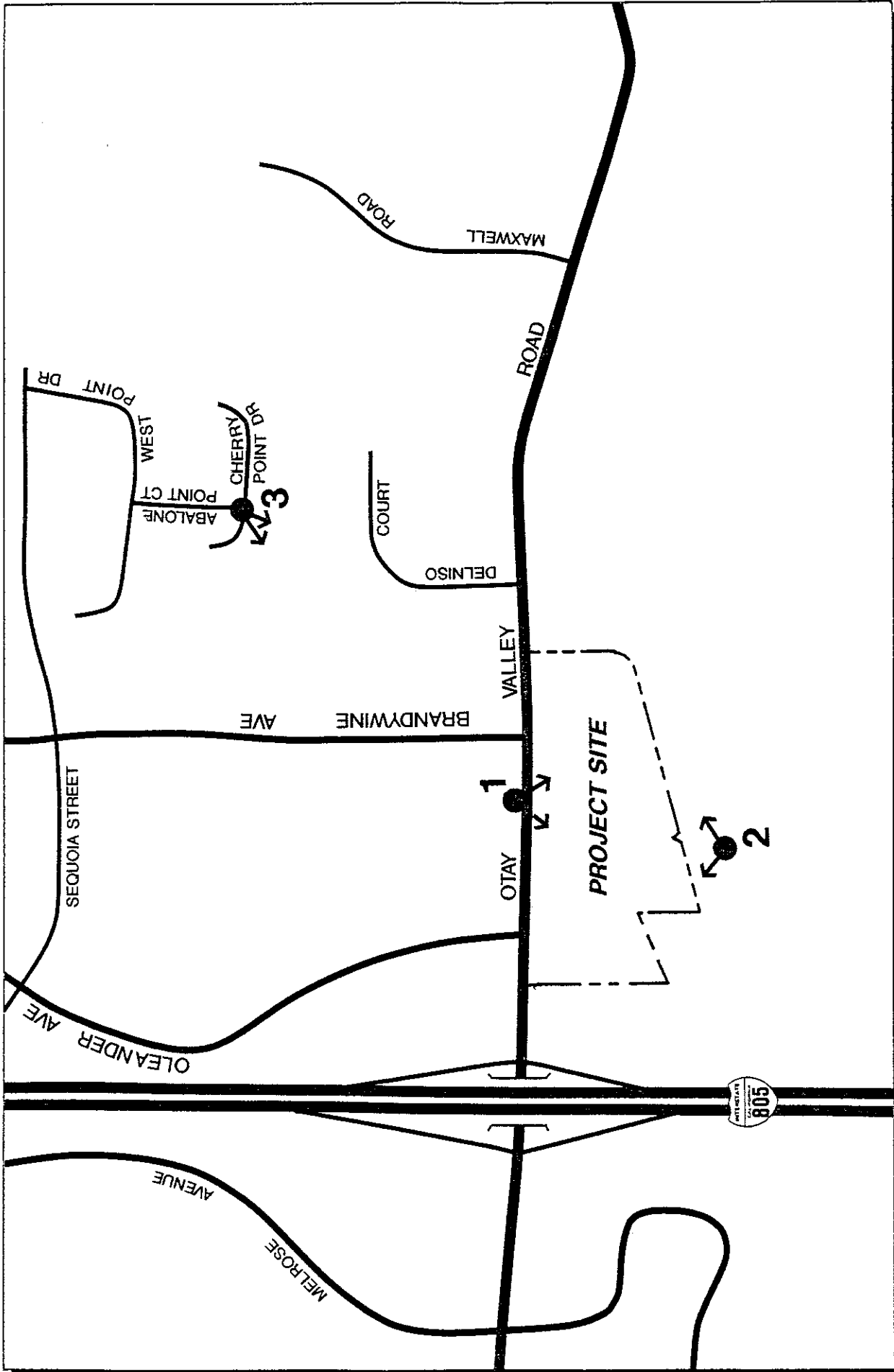


Figure 3-8



Photographic Locations



No Scale

of the site. Figure 3-9 presents photographs of the site as viewed from Otay Valley Road. As shown, the majority of the project site is composed of agricultural land. A residence and storage facilities are located in the middle of the site. This property is fenced and gated. The northwestern section of the site contains a Pacific Bell dispatch center and parking.

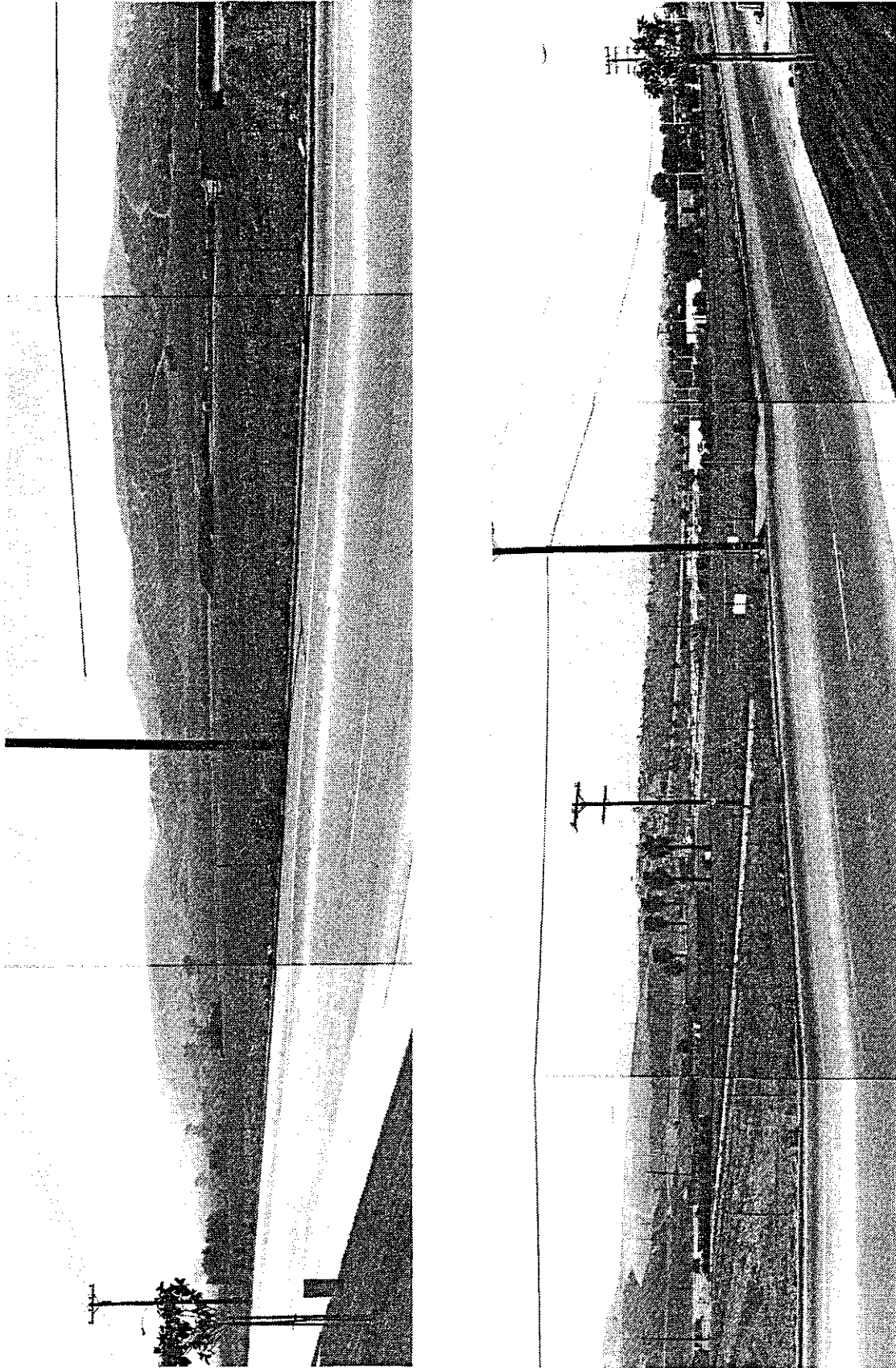
Figure 3-10 presents a photograph of the site as viewed from the south side of the Otay River. The Otay River Valley floodway is generally disturbed, but a narrow riparian river channel corridor remains despite the surrounding land uses. The top of the fill slope located north of the pond forms the southern site boundary. The river bottom is densely wooded, and a freshwater pond is located within the Otay River floodway. Presently, no uses occur to the south of the site, however, as described in the Land Use Section (3.1), the Otay ~~River~~ Valley Regional Park is planned along the river, including the area south of the Park. Anticipated park uses in this location would include hiking trails, picnic facilities, and a wildlife refuge.

Figure 3-11 presents a photograph from Cherry Point Drive in the residential area northeast of the project site. A panoramic view of the Otay River Valley, including the project site, is available from this area. To the south is Otay Mesa. To the southwest is the Montgomery Community.

IMPACTS

Landform

The project proposes to finish grade the project site, surface the property for parking and internal roadways, and construct up to five new auto dealerships with associated vehicle service facilities and landscaping. Building coverage is proposed for 139,000 square feet. Total conceived lot coverage with buildings, streets, and parking would be 25 acres.



Photograph(s) #1: See Figure 3-8 for Location of Photos.

Photo Date: 1989.

Figure 3-9

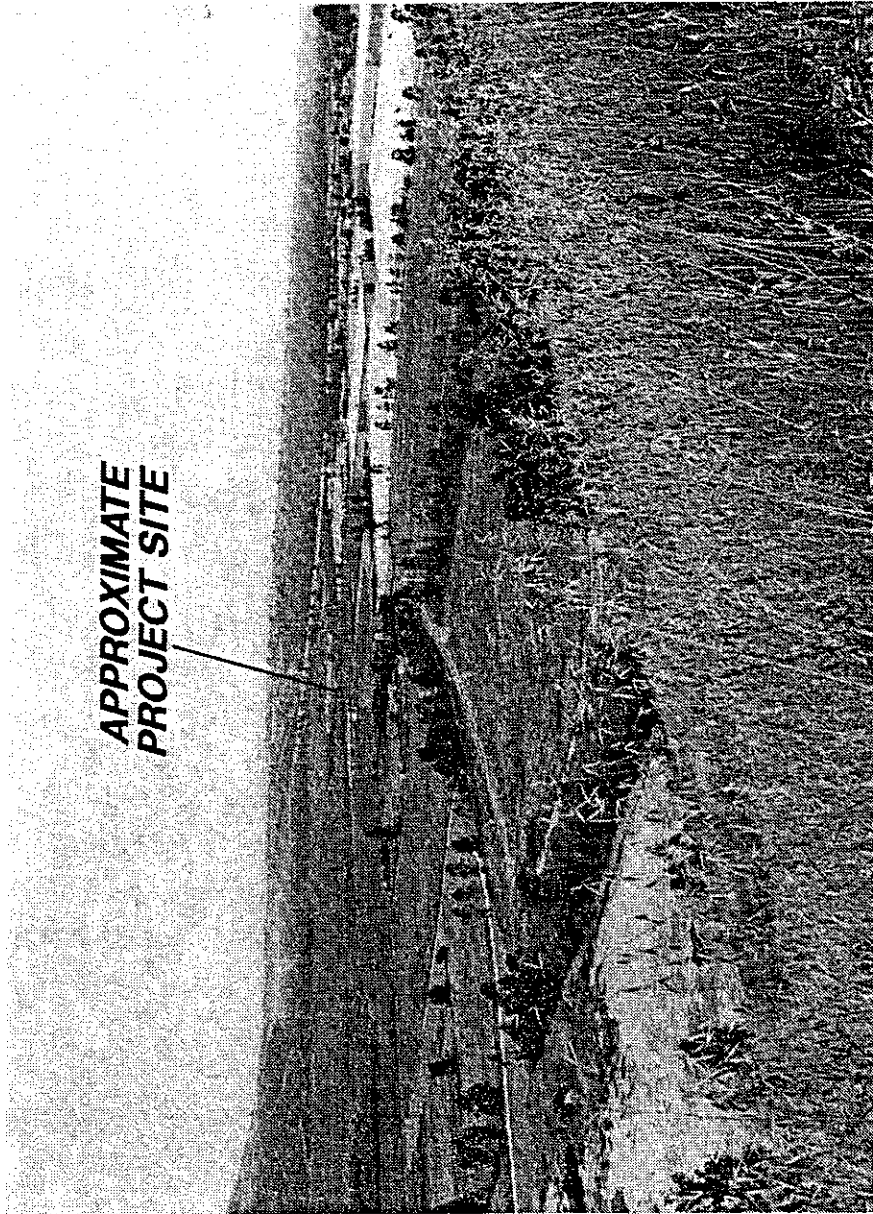


Photographs - Project Site from Otay Valley Road

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Photograph #2 (North View) Project Site and Fill Bank Viewed Across Wetland Riparian Habitat See Figure 3-8 for Location of Photo.



**APPROXIMATE
PROJECT SITE**

Photograph #3: View from Cherry Point Drive, Looking Southwest, (Robinhood Residential Area).
See Figure 3-9 for Location of Photo.

Photo Date: 1991.

Figure 3-11



Photograph - Project Site from Residential Area

No grading plans are available for the proposed project. Rough grading will be accomplished in accordance with the approved grading plan for the majority of the site (20 acres). The proposed Auto Center project would result in the demolition and removal of pavement on the Pacific Bell portion of the site. Due to the relatively flat topography of the site, landform alteration/grading impacts are not expected to be significant.

Aesthetics

No building plans are available for the site. It is assumed that the Auto Center would consist of a variety of buildings including showrooms, office, parts and storage/service, repair buildings, and other retail/office/service commercial uses.

The proposed project would contain lot floodlighting. This lighting would potentially illuminate the adjacent residential neighborhoods north of Otay Valley Road and the riparian habitat south of the project site. This is considered a potentially significant impact.

The Auto Center would not be visually compatible with the future Otay River Valley Regional Park adjacent to the project site. The Auto Center uses would be obtrusive to users of the future park, creating a significant aesthetic impact.

The proposed Chula Vista Auto Center project would be visible to motorists on area roadways. The Auto Center would be particularly visible from northbound I-805, crossing the Otay River. The Auto Center would be visible to both the east and westbound motorists on Otay Valley Road. In addition, motorists traveling south on either Oleander or Brandywine avenues would have views of the site. There are no designated scenic highways or roads within the affected viewshed. The project would also be visible from residential areas to the north of the site. These neighborhoods are at higher elevations than the project site and offer open views of the site.

The Auto Center buildings are anticipated to be one and/or two-story, wood-frame and/or concrete structures with slab-on grade floors. The visual impacts associated with the change from agricultural/Pacific Bell uses to that of the proposed buildings and associated signage, extensive surfacing, and automobiles would vary depending upon the geographic point of view. Views of the site from area roadways are not considered adverse since none are designated as scenic roadways in the General Plan and expansive open space views in the vicinity of the project site would still be available. It is anticipated that the Auto Center would be aesthetically compatible with existing land uses in the area which include a gasoline service station, truck storage yards, and light industrial/commercial facilities. Although the Auto Center would be visible from residential areas to the north, this is considered an adverse but not significant impact due to the project's compatibility with surrounding uses and the fact that the project would not block significant views.

MITIGATION/MONITORING

No landform impacts were cited, thus no mitigation is necessary. Regarding aesthetics, two significant impacts were cited: (1) impacts to adjacent residential neighborhoods and riparian habitat from night lighting, and (2) impacts to uses of the future Otay River Valley Regional Park from proximity of the Auto Center. These impacts are mitigable to a level of less than significant by implementation of the following measures:

- 1) Impacts to adjacent residential neighborhoods and riparian habitat as a result of project related night lighting would be reduced to below a level of significance by focusing project floodlighting downward toward the project. Project lights would be of a type that could be shielded from surrounding areas. As part of the monitoring program, the City Mitigation Compliance Coordinator would ensure that these project lighting requirements would be a condition of approval of the Final Map.
- 2) Incompatibility impacts of the Auto Center with the future Otay River Valley Regional Park would be reduced to a level of less than significant by providing extensive

vegetation which would screen views and/or a landscaped wall (or fence) along the southern property line. As described in the Land Use Section, vegetation along the slope south of the project boundary is a required mitigation measure of the Shinohara Grading Project. The City's Mitigation Compliance Coordinator would review project plans prior to issuance of a grading permit to ensure that these measures are implemented.

ANALYSIS OF SIGNIFICANCE

Two significant impacts were cited regarding aesthetics: (1) impacts associated with project floodlights, and (2) Otay River Valley Regional Park. These can be mitigated to a level less than significant by focusing project lighting away from surrounding areas and screening views of the Auto Center along the southern boundary with native non-invasive vegetation.

3.9 TRANSPORTATION

This section is a summary of a traffic study conducted by P&D Technologies (1991) for the proposed project. A complete copy of this study is located in Appendix F of this document. Additional data are incorporated from a Basmaciyani-Darnell, Inc. (BDI) report prepared for the City of Chula Vista (BDI, 1991).

EXISTING CONDITIONS

Roadway Segments

Access to the Chula Vista Auto Center site is derived from Otay Valley Road which intersects with I-805 to the west of the site (Figure 3-12). I-805 is the main north-south facility near the project site. This eight-lane freeway provides access to the regional freeway system as well as the remainder of the arterial network serving southern San Diego County.

Otay Valley Road is located immediately north of the site. Otay Valley Road is classified as a six-lane major street east of I-805, and as a four-lane major street west of the freeway where its name is changed to Main Street. Otay Valley Road has varying cross-sections including: four lanes west of Oleander Avenue, three lanes (two lanes westbound and one lane eastbound) east of Oleander Avenue and two lanes east of Brandywine Avenue. The daily traffic volume on Otay Valley Road west of Oleander Avenue is 18,900 average daily trips (ADT). The daily traffic volume on Otay Valley Road east of Brandywine Avenue is 12,400 ADT. Otay Valley Road is scheduled to be improved to a six-lane primary roadway prior to 1995.

Oleander Avenue is a two-lane north/south Class III collector running northerly from Otay Valley Road to Telegraph Canyon Road. A Class III collector circulates localized traffic as well as distributes traffic to residential areas. The daily traffic volume on Oleander Avenue north of

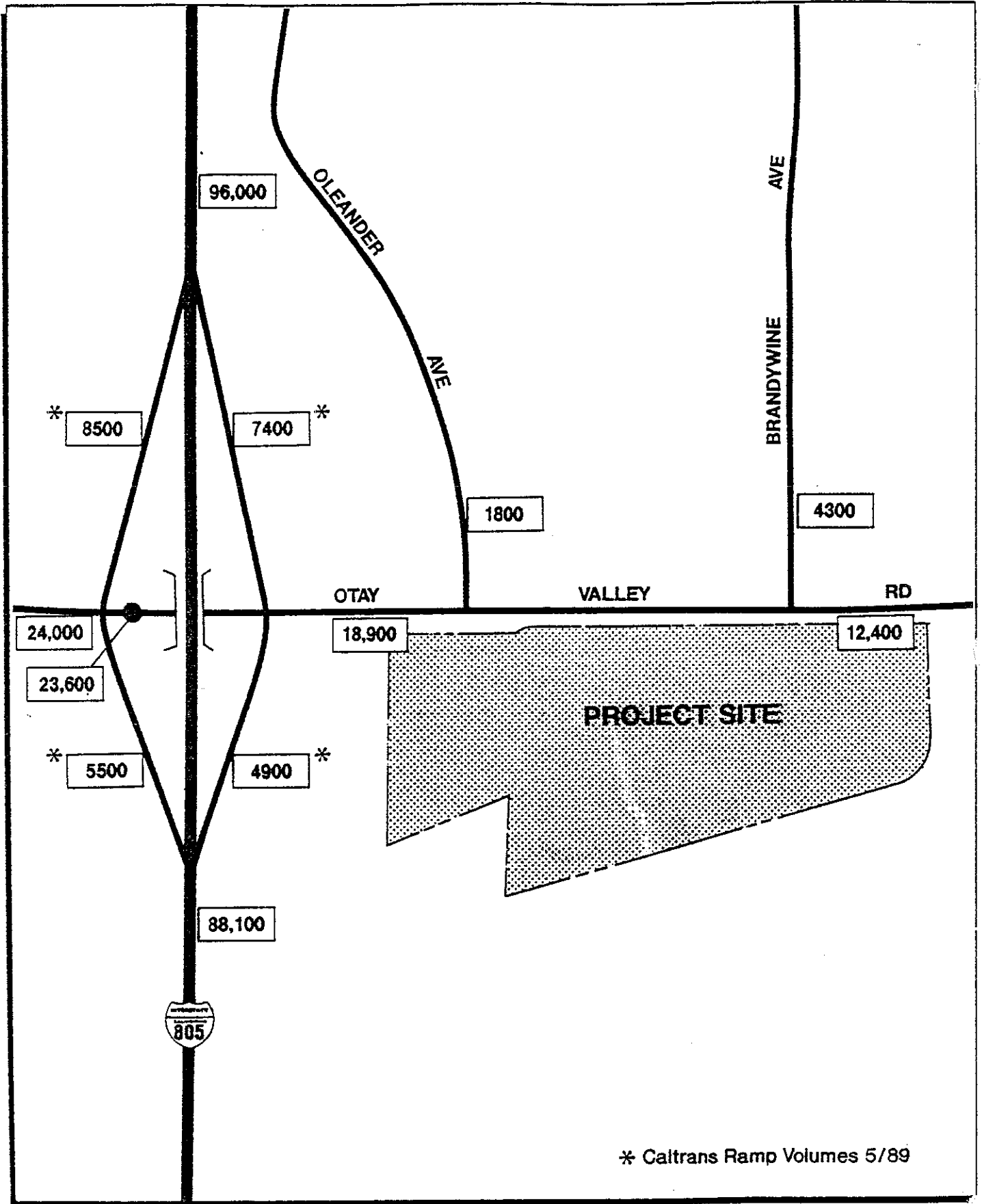


Figure 3-12



Existing Segment ADT Volumes



Otay Valley Road is 1,800 ADT. Brandywine Avenue is classified as a four lane Class I collector presently terminating just north of Orange Avenue. Ultimately the roadway will be extended northerly to connect with Medical Center Drive. Eventually the extension will provide a continuous roadway connection between Otay Valley Road and Telegraph Canyon Road. A Class I collector serves primarily to circulate localized traffic and to distribute traffic to and from arterials and major streets. Currently, Brandywine Avenue operates as a two-lane residential collector from approximately one-half mile north of Otay Valley Road to its terminus at Orange Avenue but is stripped with four lanes near Otay Valley Road. The daily traffic volume on Brandywine Avenue north of Otay Valley Road is 4,300 ADT.

Table 3-2 presents an analysis of existing conditions on roadway segments in the project area. As indicated, traffic volumes on all the roadway segments in the study area are at or below the City's capacity standards.

Intersections

Four intersections within the project vicinity were analyzed including:

- Otay Valley Road at I-805 northbound ramps
- Otay Valley Road at I-805 southbound ramps
- Otay Valley Road at Oleander Avenue (western project driveway)
- Otay Valley Road at Brandywine Avenue (eastern project driveway)

The diamond interchange at Otay Valley Road and I-805 is currently unsignalized. Signal warrant calculations performed for the Otay Valley Road Widening Study completed in May 1989 indicated that signalization is currently warranted.

Table 3-2
EXISTING CONDITIONS ON ROADWAY SEGMENTS

SEGMENTS	VOLUME	CAPACITY	LOS
Otay Valley Road			
• e/o Brandywine	12,400	15,000	D
• w/o Oleander	18,900	27,500	B
• 805 Underpass	23,600	37,500	B
• w/o 805	24,000	37,500	B
Oleander Avenue			
• n/o Otay Valley Road	1,800	9,400	A
Brandywine Avenue			
• n/o Otay Valley Road	4,300	27,500	A

The two intersections of Otay Valley Road with Oleander and Brandywine avenues are unsignalized "T" intersections. Stop control is in place on the southbound approach of both these minor street intersections with Otay Valley Road. Signal warrants are not satisfied at these intersections given the current status of roadway improvements and the daily traffic volumes on both the major and minor street segments.

As indicated in Table 3-3, all intersections operate at a level-of-service (LOS) A on the major street and operate at LOS D or worse on the minor street.

Threshold Policy

The City of Chula Vista's Threshold Policy regarding traffic seeks to provide and maintain a safe and efficient street system within the City by establishing standards for all signalized intersections. Threshold policies for traffic include:

- Maintain level of service (LOS) C or better at all intersections city-wide, with the exception that LOS D may occur at signalized intersections for a period not to exceed a total of two hours per day.
- Intersections west of I-805 may continue to operate at their current (1987) LOS, but shall not worsen.
- No intersection shall operate at LOS F as measured for the average weekday peak hour.

Notes to Standards as discussed in the Threshold Standards include:

1. LOS measurements shall be for the average weekday peak hour, excluding seasonal and special circumstance variations.
2. The measurement of LOS shall be by the Intersection Capacity Utilization (ICU) calculation utilizing the City's published design standards.
3. Intersections of City arterials with freeway ramps shall be excluded from this policy.
4. Circulation improvements should be implemented prior to anticipated deterioration of LOS below established standards.

Table 3-3

EXISTING CONDITIONS AT AREA INTERSECTIONS

INTERSECTIONS	ICU ¹	LOS
I-805 s/b ramps at Otay Valley Road*	not signalized	A/E ²
I-805 n/b ramp at Otay Valley Road*	not signalized	A/D ²
Otay Valley Road at		
• Oleander Avenue - signal warrants not met		A/D ²
• Brandywine Avenue - signal warrants not met		A/D ²

* *signal warrants met*

¹ *Intersection Capacity Utilization*

² *Major/minor street turn movements*

IMPACTS

As shown on the conceptual site plan (Figure 2-3), onsite circulation for the project will be provided by a private road which traverses the site and intersects with Otay Valley Road at the Brandywine Avenue intersection. Generation of project traffic is based on data collected for previous studies performed for the City of Chula Vista by JHK and Associates. The most applicable trip generation rate for the Chula Vista Auto Center was determined to be that experienced at the Irvine Auto Center because of similarities in the convenience of freeway access and site visibility. The rate for the Irvine location equalled 300 trips per net acre per day. Net acres are determined by subtracting the amount of acreage required for roadway improvements from the total site acreage, and represent the amount of developable property on the site. Based upon the net acreage for the project site (25 acres), the project would generate approximately 7,500 ADT.

The peak hour factors are those published in the SANDAG Traffic Generators Manual for automotive dealerships featuring sales and repair facilities. Table 3-4 summarizes this generation peak hour traffic distribution for both morning and afternoon periods. The project traffic volumes are higher in the PM peak period than in the AM period. This typically represents the period of highest congestion on the roadway network; therefore, the remaining analysis will focus on the PM peak period.

Table 3-4
TRIP GENERATION/PEAKING FACTORS

Daily Trip Generation Rate	ADT	Peak Hour Factors and Resulting Trip Activity	
		AM	PM
300/acre	7,500	4.8% in 3.2% out 360 in 240 out	4.0% in 6.0% out 300 in 456 out

The following impact analysis evaluates four development scenarios: Existing Plus Project, 1995 "Without Project" Traffic Conditions, 1995 "With Project" Traffic Conditions, and Buildout Scenario (2005). The Existing Plus Project scenario assumes the project is built prior to 1995. Should the project not be constructed until after 1995, the 1995 "Without Project" Traffic Conditions Scenario discusses the cumulative impacts resulting from proposed development in the area excluding the Chula Vista Auto Center. The 1995 "With Project" Traffic Conditions Scenario analyzes the impacts that would occur should the project be constructed after 1995. The Buildout Scenario (2005) discusses traffic conditions in the year 2005 assuming buildout of the entire South Bay and Otay Mesa area.

Existing Plus Project

Development of the proposed project would result in approximately 7,500 ADT, 756 of which would occur during the PM peak hour. Traffic conditions on the roadway segments under existing plus project conditions are identified in Table 3-5.

**Table 3-5
EXISTING PLUS PROJECT CONDITIONS ON ROADWAY SEGMENTS**

SEGMENTS	VOLUME	CAPACITY	LOS
Otay Valley Road			
• e/o Brandywine	12,800	15,000	D
• w/o Oleander	25,600	27,500	E
• 805 Underpass	25,800	37,500	B
• w/o 805	26,000	37,500	B
Oleander Avenue			
• n/o Otay Valley Road	2,000	9,400	A
Brandywine Avenue			
• n/o Otay Valley Road	4,500	27,500	A

With the addition of project-related traffic onto existing traffic conditions, the segments of Otay Valley Road at the I-805 underpass, east of Brandywine Avenue, and west of I-805 would continue to operate at acceptable levels of service. The segments of Oleander and Brandywine avenues north of Otay Valley Road would also continue to operate at the acceptable level of service. The segment of Otay Valley Road west of Oleander Avenue would operate above its design capacity with the addition of project-related traffic.

With the addition of project-related traffic onto existing traffic volumes, signal warrants are met at the intersection of Otay Valley Road and Brandywine Avenue. Increased traffic on Otay Valley Road traveling through the Oleander Avenue intersection will result in LOS F for traffic approaching on Oleander Avenue; however, a signal is not warranted at the intersection of Otay Valley Road and Oleander Avenue.

1995 "Without Project" Traffic Conditions

This analysis assumes that the following improvements would be in place: 1) Otay Valley Road would be upgraded to a six-lane major arterial between I-805 to Nirvana Avenue; 2) Otay Valley Road west of I-805 functions as a four-lane major arterial; 3) Otay Valley Road interchange ramps are signalized; and 4) Otay Valley Road undercrossing has three eastbound lanes and two westbound lanes. Table 3-6 summarizes the projected operating conditions anticipated to occur in 1995 on roadway segments in the study area with and without the proposed project.

Generally, this analysis was performed with the circulation system having the same characteristics as existing. An initial LOS analysis was conducted for the study routes/intersections to determine the impact of normal traffic growth on existing road facilities. As mentioned previously, discussions with City staff have revealed that improvements to Otay Valley Road in the vicinity of the I-805 interchange are in the design stage and should be in place prior to 1995. Additionally, improvements of the I-805 and Otay Valley Road are also programmed within this time period. These improvements include:

Table 3-6
1995 BACKGROUND TRAFFIC VOLUMES
"WITH" and "WITHOUT" PROJECT

	"Without" Project		"With" Project	
	Volume	LOS	Volume	LOS
Otay Valley Road				
• e/o Brandywine	33,200	B	33,600	B
• w/o Oleander	38,900	C	45,600	E
• 805 Underpass EB ¹	24,200	C	27,700	D
• 805 Underpass WB ¹	12,100	B	13,000	B
• w/o 805	29,200	C	31,400	D
Oleander				
• n/o Otay Valley Road	2,200	A	2,400	A
Brandywine				
• n/o Otay Valley Road	4,700	A	4,900	A

¹ Improved underpass has 3EB lanes and 2WB lanes. EB capacity is equal to one-half that of a six-lane prime. WB capacity is equal to one-half that of a four-lane major.

- Signalization of the I-805 ramps at Otay Valley Road
- Improvement of the I-805 underpass to include 3 lanes eastbound and two lanes westbound

Significant increases in traffic volumes along Otay Valley Road east of I-805 are projected to occur as a result of continuing development of "approved" projects along the Otay Valley Road corridor. A street widening improvement is planned for Otay Valley Road east of I-805 in the next four years. The Otay Valley Road improvement project would be divided into two phases. The first phase would consist of improvement of Otay Valley Road to its ultimate six-lane major cross-section from I-805 east to Nirvana Avenue. The second phase would be from Nirvana Avenue to the easterly City limits. These improvements will not include the installation of traffic signals at the Oleander and Brandywine Avenue intersections. As identified in Table 3-6, all segments of Otay Valley Road ~~except the I-805 underpass~~ would operate at acceptable levels of service in 1995 without the project.

The City is presently preparing design plans for improvements of the Otay Valley Road/I-805 interchange. The signalization of the interchange is expected to be complete by late 1992. Included in the design is the restripping within the underpass. The 1995 peak hour volumes without the project would still exceed the capacity of the I-805 diamond interchange even after planned signalization and improvements are implemented. The I-805 southbound ramps at the Otay Valley Road interchange would operate near capacity. The I-805 northbound ramp at the Otay Valley Road interchange would operate over capacity for westbound to northbound right-turn volumes in the PM peak.

The intersections of Oleander Avenue at Otay Valley Road and Brandywine Avenue at Otay Valley Road would meet signal warrants in 1995 without the project. With signalization, these intersections would operate at LOS C. This assumes that Otay Valley Road is improved to six lanes.

1995 "With Project" Traffic Conditions

The near term (1995) distribution of project traffic is based on likely route availability and projected 1995 circulation patterns in the area. The vast majority of traffic will be oriented to and from the west via I-805 and Otay Valley Road/Main Street. It is projected that, in the near term, approximately 35 percent will be directed northerly via I-805, 25 percent southerly, and approximately 30 percent from portions of Chula Vista west of I-805 via Otay Valley Road and Main Street. A total of 10 percent is anticipated to access the Auto Center from the north via Oleander Avenue and Brandywine Avenue, and from the east via Otay Valley Road.

The analysis of traffic conditions in 1995 with the project assumes that the roadway improvements detailed previously for 1995 "without" project would be in place. In addition, it is assumed that the segment of Otay Valley Road at the I-805 underpass would be upgraded to a five-lane major arterial (three eastbound lanes and two westbound lanes). The traffic volumes anticipated for 1995 with the project are illustrated on Figure 3-13.

With the addition of project traffic to 1995 background traffic conditions, the segment of Otay Valley Road east of Brandywine Avenue would continue to operate at an acceptable service level (Table 3-6). The segment of Otay Valley Road west of Oleander Avenue would operate above the design capacity of LOS C when compared to 1995 background traffic without the project. The Otay Valley Road underpass at I-805 would continue to operate at an acceptable level of service with the assumed improvement to three eastbound lanes and two westbound lanes. Otay Valley Road west of I-805 would also operate at acceptable service levels.

With the addition of project related traffic onto 1995 background traffic volumes, the I-805 southbound ramp from Otay Valley Road would continue to operate at acceptable service levels during the PM peak hours. The I-805 northbound ramp at Otay Valley Road will continue to suffer from the heavy westbound right turn volume. The intersections of Otay Valley Road at Brandywine and Oleander Avenues will operate at an acceptable level of service according to the City's Threshold Standards for signalized intersections.

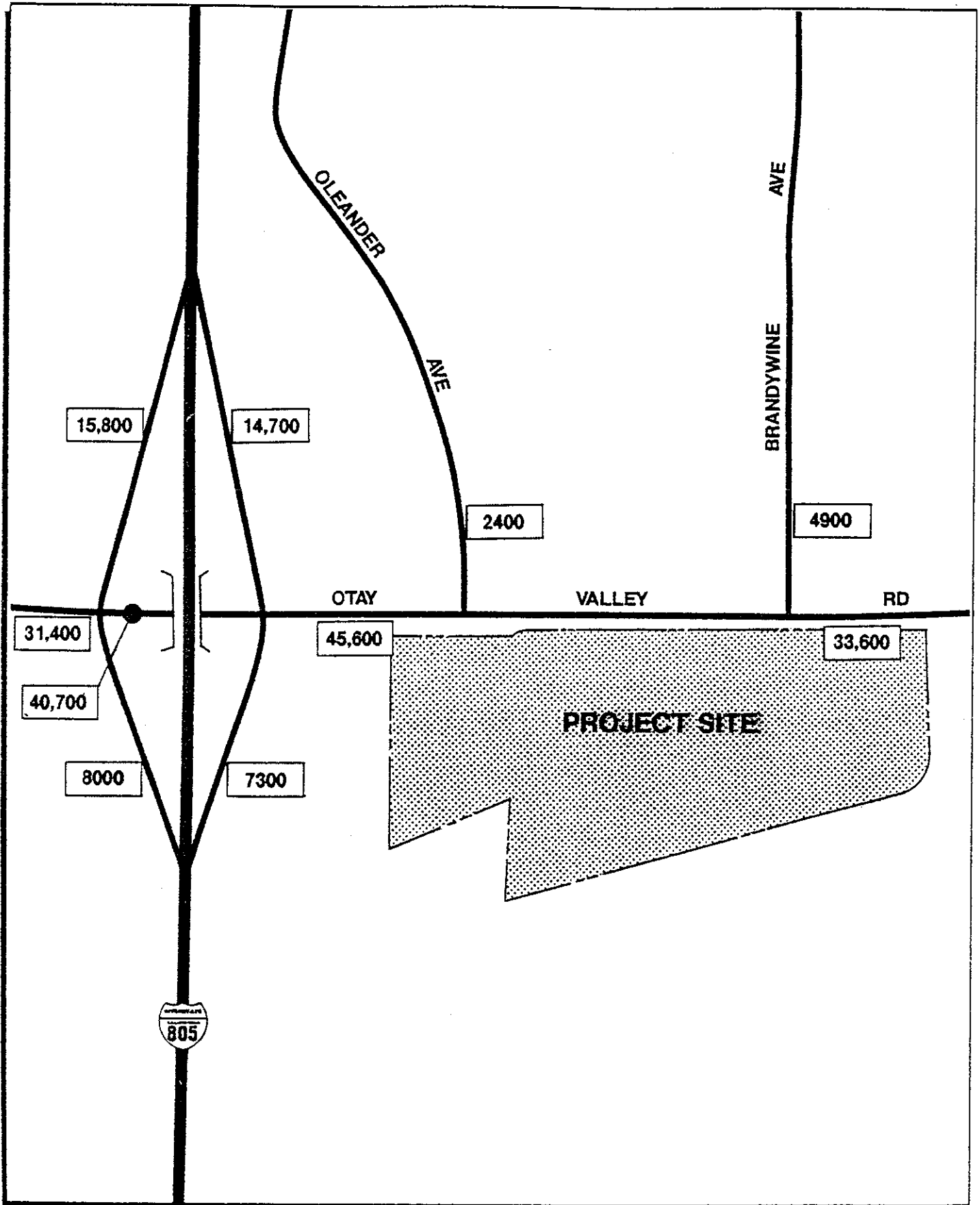


Figure 3-13



1995 With Project ADT Volumes



Buildout Scenario (2005)

Traffic volumes for the buildout scenario (Year 2005) are based upon SANDAG Series 7 6 modelling conducted by BDI, Inc. (1991). Several land development alternatives along the southern side of Otay Valley Road east of I-805 were analyzed in addition to background traffic associated with buildout of the land uses for the entire South Bay and Otay Mesa area. The analysis conducted assumed a "worst-case" scenario for the project which included a 25-acre Auto Center and a 11-acre light industrial use. Actual trip generation and associated impacts would be less than was assumed in this analysis.

It should be noted that several Year 1995 turning movement volumes at the I-805/Otay Valley Road interchange, and segment ADTs on Otay Valley Road, are higher than those volumes anticipated under General Plan buildout conditions (Year 2005). The reduction in volumes under 2005 1995 conditions are a result of the expansion of roadway system in the general area of the Auto Center, after 1995, in accordance with the General Plan. In particular, currently, and through 1995, all traffic generated by land uses east of I-805 must use the Otay Valley Road to access I-805, whereas less congested alternative routes such as the I-805 interchanges at Orange Avenue and East Palomar Street, and SR-125 at the east end of Otay Valley Road, will be available in the Year 2005.

At build-out with the project, daily traffic volumes on Otay Valley Road would operate within the capacity of a prime arterial for all segments except for the segment west of I-805. The segment of Otay Valley Road (Main Street) west of I-805 would carry approximately 35,193 ADT, which is above the City of Chula Vista's recommended maximum capacity (30,000 ADT) for LOS C. According to the City's Traffic Engineer, this segment volume should not pose a capacity problem since there are no high volume cross streets within this segment. Segment capacity is based upon signalized intersection delay.

The intersection of Otay Valley Road at Brandywine Avenue would operate at LOS D which is an acceptable level. The results of an intersection capacity analysis for the I-805/Otay Valley

Road interchange indicate that the interchange will be over capacity in the AM peak period at buildout. This is primarily due to a significant increase in movements from southbound I-805 to eastbound Otay Valley Road resulting from the buildout of Otay Rio Business Park development and other industrial sites in the area. Similarly, the westbound Otay Valley Road to northbound I-805 movement (1,690 ADT) in the PM peak hour approaches the hourly capacity for such a turn lane. In this case, the capacity is exceeded because the right-turn movement will be signal controlled to allow the heavy opposing eastbound to northbound left-turn movement to occur.

MITIGATION/MONITORING

Implementation of the proposed project would result in the following significant impacts:

- Otay Valley Road west of Oleander Avenue would operate above its design capacity.
- The Otay Valley/Brandywine Avenue intersection would meet signal warrants.

Project Mitigation

The following improvements would be necessary to mitigate the project impacts prior to the 1995 traffic conditions anticipated on Otay Valley Road.

1. Improve Otay Valley Road to four-lane major standards between I-805 and Brandywine Avenue if the planned six-lane widening project does not precede prior to project completion.
2. Signalize the intersection of Otay Valley Road and Brandywine Avenue and provide the following lane geometrics:
 - A left-turn lane for the westbound approach
 - Two northbound left-turn lanes and a shared through right lane
 - Restripe southbound approach to provide single left-turn lanes and a shared through right lane
 - Provide exclusive right-turn lane for the eastbound approach

3. Apply pending regional Transportation Demand Management Plan (TDM) requirements to the proposed project. Plan could include employer incentives for car pooling, bicycle commuting, and staggered work hours.

1995 "Without Project" Traffic Mitigation

Due to anticipated cumulative growth in the project area, significant impacts are expected to occur on area roadways even without the proposed project. The following mitigation measures would be required to mitigate impacts associated with 1995 traffic conditions without the proposed project. These mitigation measures would not be the responsibility of the Chula Vista Auto Center project.

- Upgrade Otay Valley Road to a six-lane prime arterial from I-805 to Brandywine Avenue.
- Signalize the ramp intersection at the Otay Valley Road/I-805 interchange.
- Improve segment of Otay Valley Road under I-805 to provide three eastbound lanes and two westbound lanes.
- Signalization of the intersection at Oleander Avenue and Otay Valley Road
- Enhance the Otay Valley Road/I-805 southbound ramp intersection via the following:
 - Provide dual left turn lanes and a right turn lane for the southbound approach.
 - Provide two through lanes and a shared through right lane for the eastbound approach
- Enhance the Otay Valley Road/I-805 northbound ramp intersection via the following:
 - Provide dual left turn lanes and three through lanes for the eastbound approach
 - Provide dual right turn lanes and two through lanes for the westbound approach

Buildout Scenario Mitigation

Additional mitigation measures would be required for the cumulative year 2005 condition to fully mitigate impacts to below a level of significance. These mitigation measures include redesign of the Otay Valley Road/I-805 interchange to provide a northbound partial loop ramp (at the southeast quadrant) and modification of the lane configuration at both the northbound and southbound ramps. The right-turn loop ramp would provide additional capacity at the interchange and would eliminate a left-turn conflict and improve the I-805 ramp service level to LOS C during AM hours and LOS A during PM hours. The impacts at the interchange result from cumulative growth. Mitigation is considered a City responsibility and would not be required of the project.

ANALYSIS OF SIGNIFICANCE

The project would provide mitigation to reduce impacts to below a level of significance by improving Otay Valley Road to four lane major standards between I-805 and Brandywine Avenue if the planned six lane widening project does not precede prior to project completion. The project would also provide signalization of the Otay Valley Road and Brandywine Avenue intersection and provide the following lane geometrics: a left turn lane for the westbound approach; restripe southbound approach to provide single left turn lanes and a shared through right lane; and provide exclusive right turn lane for the eastbound approach. In addition, when required by the City, a TDM Plan will be prepared for the project. Because the project's contribution to traffic on Otay Valley Road is small, the developer would not be responsible for further mitigation.

Should the project not be constructed prior to 1995, the following mitigation measures (not the responsibility of the developer) would reduce impacts to below a level of significance: upgrade Otay Valley Road to a six lane prime arterial from I-805 to Brandywine Avenue; improve the segment of Otay Valley Road under I-805; and signalize the intersection of Oleander Avenue and Otay Valley Road.

The Buildout (Year 2005) scenario will result in significant impacts at the I-805 interchange due to cumulative growth. Mitigation for these impacts is considered a City responsibility and would not be required of the project. The development of the proposed project, in conjunction with planned development in the area, would incrementally contribute to cumulative impacts to the area wide street circulation.

3.10 AIR QUALITY

EXISTING CONDITIONS

The proposed Chula Vista Auto Center project is located within the San Diego Air Basin (SDAB). The boundaries of the SDAB have been delineated by the California Air Resources Board (CARB) as part of an effort to develop a strategy at the regional level to improve and maintain air quality. The San Diego Air Pollution Control District (APCD) is responsible for control of stationary sources in the SDAB while mobile sources are regulated by the CARB.

The Federal government established a national program for clean air through the Clean Air Act in 1970. In 1971, the Environmental Protection Agency (EPA) established the National Ambient Air Quality Standards (NAAQS) for six pollutants of major health consequences. The legislation (Clean Air Act) gave the initial responsibility for attainment of these standards to individual states. In addition to the NAAQS, the State of California has also established air quality standards. The federal and state air quality standards are shown on Table 3-7. The Clean Air Act required each state to draft a plan for attainment of these standards. In San Diego County, the regional air quality management plan is referred to as the 1982 State Implementation Plan Revisions (1982 SIP Revisions). The SIP documents the necessary overall strategy and individual tactics by which the SDAB can meet its attainment goal. The SDAB has not attained federal and state standards for several pollutants and is therefore considered a "non-attainment" area.

Ozone remains the principal air quality problem in San Diego. A portion of San Diego's ozone problem comes from emissions generated in the South Coast Air Basin (SCAB) to the north of San Diego. These emissions migrate into the SDAB as a result of local air pressure and wind conditions. The SDAB experiences air pollution problems due to frequent temperature inversions which trap air pollutants in a limited atmospheric volume near the ground hampering dispersion.

TABLE 3-7
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards		National Standards			
		Concentration	Method	Primary	Secondary	Method	
Ozone	1 Hour	0.09 ppm	-	0.12 ppm (235 µg/m ³)	Same as Primary	Ethylene Chemiluminescence	
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m ³)	Non-dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m ³)	-	Non-dispersive Infrared Spectroscopy (NDIR)	
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)			
Nitrogen Dioxide	Annual Average	-	Gas Phase Chemiluminescence	100 µg/m ³ (0.05 ppm)	Same as Primary Standards	Gas Phase Chemiluminescence	
	1 Hour	0.25 ppm (470 µg/m ³)		-			
Sulfur Dioxide	Annual Average	-	Ultraviolet Fluorescence	80 µg/m ³ (0.03 ppm)	-	Pararosaniline	
	24 Hour	0.05 ppm (131 µg/m ³)		365 µg/m ³ (0.14 ppm)			
	3 Hour	-		-			1300 µg/m ³ (0.5 ppm)
	1 Hour	0.25 ppm (655 µg/m ³)		-			-
Suspended Particulate Matter (PM 10)	Annual Mean	30 µg/m ³	Size Selective Inlet High Volume Sampler	50 µg/m ³	-	High Volume Sampling	
	24 Hour	50 µg/m ³		150 µg/m ³			
Sulfates	24 Hour	25 µg/m ³	Turbidimetric Barium Sulfate	-	-	-	
Lead	30 Day Average	1.5 µg/m ³	Atomic Absorption	-	Same as Primary	Atomic Absorption	
	Calendar Quarter	-		1.5 µg/m ³			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Cadmium Hydroxide Stractan	-	-	-	
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 µg/m ³)	Tedlar Bag Collection, Gas Chromatography	-	-	-	
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility to less than 10 miles when the relative humidity is less than 70%.		-	-	-	

Source: APCD, 1990

The SIP Revisions are currently being updated. It is anticipated that the updated plan will be available by the end of 1991 and is designed to lead to incremental improvement toward a long-range attainment target date and insure that programs are established to offset the emissions increases associated with continued growth of the basin. Current planning calls for sufficient emissions reduction to meet the federal ozone standard by 1996-97 (Giroux, H., pers. comm., 1991).

The APCD is currently in the process of preparing plans for reduction in both stationary and mobile source emissions. The first plan, "Industrial and Area-wide Air Quality Tactics to be Considered for the Revised Regional Air Quality Strategy," would be used to minimize stationary sources of pollution within the APCD's jurisdiction. The plan is currently in draft form, and is expected to be released by the end of 1991. The second plan is known as the Employer-Based Trip Reduction Regulation XIV Plan. This plan is aimed at reducing mobile source emissions and is also expected to be released by the end of 1991.

The APCD maintains a number of monitoring stations in the County, and regularly releases data on regional air quality conditions. This information includes data regarding the number of days that the air quality exceeds Federal and State standards for specific pollutants. The closest monitoring station to the project site is the Chula Vista station. Table 3-8 presents pertinent air quality data from 1986 to 1990. The Chula Vista station has not exceeded Federal or State standards during this time period except for particulates and ozone. In 1990, the Chula Vista station exceeded Federal ozone levels on three days and State ozone levels on 21 days.

IMPACTS

Implementation of the proposed project would result in both short-term and long-term air emissions. Construction activities would generate dust and diesel emissions resulting in short-term emissions impacts. Long-term impacts would include project related vehicular emissions and onsite stationary emissions. The proposed project would generate approximately 7,500 ADT which would result in increased air emissions on area roadways. Commercial processes such as auto body painting could also increase project related emissions.

Table 3-8

**5-YEAR AIR QUALITY DATA SUMMARY
CHULA VISTA MONITORING STATION**

Pollutant	Number of Days Over Standard									
	State					Federal				
	1986	1987	1988	1989	1990	1986	1987	1988	1989	1990
Ozone	20	15	17	21	21	2	2	4	7	3
Carbon monoxide	0	0	0	0	0	0	0	0	0	0
Sulfur dioxide	0	0	0	0	0	0	0	0	0	0
Nitrogen dioxide	0	0	0	0	0	0	0	0	0	0
Particulates (PM-10)	0	0	0	1	0	0	0	0	0	0

Source: San Diego Air Pollution Control District, 1991.

Short-Term Emissions

Finish grading of the project site would generate fugitive dust during the construction phase. Soil dust is typically chemically inert and much of the dust is comprised of large particles that are readily filtered by human breathing passages and also settle out on nearby surfaces. It comprises more of a potential soiling nuisance than an adverse air quality impact.

Dust generation during construction depends on a large number of variables such as soil moisture, silt content, wind speed, and disturbance level. Construction activities for large development projects are estimated by the EPA to add 1.2 tons of fugitive dust per acre of soil per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. With the prevailing west to east winds during the daytime, existing land uses would not be exposed to the potential dust soiling and diesel emissions during construction. During Santa Ana wind conditions (when winds blow strongly from east to west), dust and diesel fumes would be blown toward nearby land uses, such as the adjacent storage and commercial uses to the west, and possibly residential uses located on the west side of I-805. Project related dust emission levels during construction are considered to be significant on a short-term basis, but are mitigable with adherence to APCD requirements.

In addition to fugitive dust, construction activities would also cause combustion emissions to be released from onsite construction equipment and from offsite vehicles hauling materials. Heavy duty equipment emissions are difficult to quantify because of day-to-day variability in construction activities and equipment used. Emissions would be highest during the early stages of grading. This is when the majority of earth movement occurs and heavy equipment is utilized most extensively. Construction vehicle emissions would be adverse but not significant because the effects are variable and short-term.

Long-Term Emissions

Potential long-term emissions associated with the proposed Chula Vista Auto Center project would include vehicular emissions and spray paint emissions from auto-body painting.

Vehicular emissions associated with project implementation would derive from Auto Center customer travel, from Auto Center employee trips, and from secondary trips such as vendors, Delivery of vehicles, etc. Project related travel during the pollution-critical AM and PM peak travel hours would be low, except for automotive repair trip generation. Automotive repair trips would generate twice the number of peak hour travel as a result of dropping off and picking up cars being repaired. This is considered an adverse impact. Peak site travel would occur after the PM peak hour and/or on weekends when regional baseline traffic volumes are lower. Auto Centers generate fewer trips (and associated air pollution generators) than other commercial uses which have a greater percentage of their travel concentrated into the weekday AM and PM travel peaks.

Project related vehicular emissions were calculated using the California Air Resources Board URBEMIS #3 computer model based on a daily trip generation rate of 7,500 trips. The years 1995, 2000, 2005, and 2010 were analyzed. The results of the calculations are shown in Table 3-9. The computer model output is included in Appendix G. Emission levels of reactive organic gases (ROG) and nitrogen oxides (NOx) (the main precursors to regional smog formation) would total approximately 90 to 100 pounds per day for each pollutant. Levels of carbon monoxide (CO) which may cause standards to be exceeded around areas of traffic congestion such as freeways or arterial intersections operating at unacceptable levels of services, would total approximately 800-900 pounds per day. There are no absolute standards of significance associated with estimated emission levels. However, in a pollution standards non-attainment area such as the SDAB, any additional pollution increment would further inhibit the near-term attainment of federal and state standards. The cumulative impact of many small sources leads to the continual, degraded air quality of the basin. Thus, the individual project related emissions impact is considered an incremental contribution to a regionally significant air quality impact, and is significant at the project level.

Table 3-9

**CHULA VISTA AUTO CENTER
MOBILE EMISSIONS IMPACT SUMMARY (Pounds/Day)**

Analysis Year	Reactive* Organic Gases (ROG)	Carbon Monoxide	Nitrogen Oxides	Particulates	Sulfur Oxides
1995	85.0	891.1	133.8	57.2	15.7
2000	70.6	769.5	124.0	50.5	14.4
2005	65.8	725.3	120.7	49.3	13.7
2010	64.9	713.6	120.3	47.9	13.5

* = Assume ROG equals 92% of TOG.

Source: URBEMIS #3 Mobile Source Computer Model

Onsite Impacts

Commercial operations associated with the proposed project would include uses that release volatile organic compounds (VOC) into the air. These emissions would occur as a result of auto-body painting and related activities (i.e., gasoline vapor emissions from fueling vehicles). These emissions would be significant, but mitigable by adherence to APCD permitting requirements.

MITIGATION/MONITORING

Short-Term Emissions

Dust control measures are required by APCD regulations, and include frequent watering and periodic street cleaning in construction areas. Implementation of these measures would reduce the dust generation rate by about 50 percent, and in conjunction within cessation of grading

during Santa Ana wind conditions, would reduce potential short-term impacts to a level of less than significant.

Long-Term Emissions

Long-term emission impacts are associated with the project's incremental contribution to a regionally significant air quality impact and to the generation of VOCs.

To reduce the project's incremental contribution to regional air quality degradation to a level of less than significant, the City of Chula Vista would adhere to recommendations made by the 1982 SIP and the pending 1991 APCD regulations regarding local participation in air emission reduction measures. Measures outlined for City of Chula Vista action which would be implemented on a project level to decrease project related auto emissions include development of an employer-based trip reduction program (APCD Regulation XIV) which may include the following elements:

- o Promote the use of alternative transportation modes by subsidizing transit passes for employees and by providing showers and lockers for bicyclists;
- o Provide mass transit accommodations (bus shelters) for convenience of customers and employees and vehicles (bus turnouts);
- o Provide incentives for employee ride-sharing, provision of fleet vehicles, guaranteed ride home for ridesharers, awards/recognition/bonus to employees who rideshare, and maintain carpool matching list;
- o Prohibit employer subsidies for employee parking except for carpoolers;

- o An additional measure which could be implemented by the Auto Center is to provide shuttle service for automotive repair customers to reduce trips during the pollution-critical AM and PM peak travel hours.

To ensure compliance with the following mitigation measures, the City's Mitigation Compliance Coordinator will review project plans prior to design review. The project design plans would be reviewed to ensure that there are adequate bicycle storage and shower facilities onsite, and that an area has been provided on the site plan to accommodate mass transit vehicles. Prior to approval of the occupancy permits, the Mitigation Compliance Coordinator will ensure that the Auto Center employers have developed an employer-based trip reduction program.

To reduce onsite VOC impacts, the Mitigation Compliance Coordinator would, prior to issuance of occupancy permits, verify that the APCD has issued all required permits for operation of auto-body painting and related facilities.

ANALYSIS OF SIGNIFICANCE

Development of the proposed project would result in short-term and long-term air emissions. Fugitive dust emissions released from construction are considered a short-term significant impact, mitigable by adherence to APCD requirements. Long-term emissions would include project related traffic generation and spray paint emissions. Long-term emissions impacts associated with incremental contributions to the regional air quality impact from vehicular sources are mitigable by adherence to City and APCD requirements for implementation of trip reduction programs. Long-term emissions from onsite sources are mitigable by adherence to APCD permitting requirements. Although air emissions would be mitigated to a level of less than significant on a project level, any incremental contribution of emissions in "non-attainment" area would be cumulatively significant.

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3.11 NOISE

A technical noise study was prepared for the proposed Chula Vista Auto Center by Giroux & Associates (1991). The following presents a summary of the findings of that report. The full technical report is included in Appendix H.

EXISTING CONDITIONS

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is unwanted sound. The decibel (dB) scale is used to quantify sound intensity. Since the human ear is not equally sensitive to all sound frequencies, sounds within the range of human sensitivity are weighed more heavily in a process called "A-weighting" written as dB(A). Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise metric 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 is about 15-20 dB, an exterior noise exposure of 65 dB CNEL is typically the design exterior noise exposure for new residential dwellings, schools, or other noise-sensitive land uses in California. Because commercial or industrial uses should not be occupied on a 24-hour basis, a less stringent noise/land use compatibility criterion is generally specified for these less noise sensitive land uses.

The City of Chula Vista Noise Element does not currently contain specific noise compatibility standards, other than those mandated by the State for multi-family residential units. For purposes of land use planning, the City of San Diego has established a complete set of community noise standards. The City of Chula Vista Noise Ordinance follows the noise guidelines established by the City of San Diego (Table 3-10). Under these standards, the maximum exterior noise level for schools, residential development, hospitals, parks and playgrounds is 65 dB(A). Office buildings, auditoriums and churches may have exterior noise levels up to 70 dB(A). Commercial uses may have an exterior noise exposure of 75 dB(A).

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TABLE 3-10
Community Noise Standards

Land Use	Annual Community Noise Equivalent Level in Decibels					
	50	55	60	65	70	75
Outdoor Amphitheaters (may not be suitable for certain types of music)	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Schools, Libraries	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Nature Preserves, Wildlife Preserves	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Residential-Single Family, Multiple Family, Mobile Homes, Transient Housing	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Retirement Home, Intermediate Care Facilities, Convalescent Homes	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Hospitals	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Parks, Playgrounds	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Office Buildings, Business and Professional	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Auditoriums, Concert Halls, Indoor Arenas, Churches	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Riding Stables, Water Recreation Facilities	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Outdoor Spectator Sports, Golf Courses	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Livestock Farming, Animal Breeding	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Commercial-Wholesale, Industrial Manufacturing, Utilities	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Agriculture (except Livestock), Extractive Industry, Farming	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
Cemeteries	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible



COMPATIBLE

The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.



INCOMPATIBLE

The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

SOURCE: PROGRESS GUIDE AND GENERAL PLAN (CITY OF SAN DIEGO, 1979)

Existing noise levels around the proposed Chula Vista Auto Center site derive mainly from vehicular sources on the roadways in the area. Some aircraft and helicopter noise from Brown Field operations may be audible at times, but roadway noise along the Otay Valley Road corridor, especially near I-805, generally masks (difference between onsite noise generation and freeway background noise levels would be small) any non-automotive sources. Other noise generators (i.e., industrial uses) in the project vicinity do contribute noise to other areas off of Otay Valley Road, including residential uses to the north of the project area. To define the existing noise exposure levels in the project vicinity, a noise monitoring program was conducted. Noise levels along Otay Valley Road were monitored on three separate site visits (August 1988, January 1989, and September 1990). Speeds along Otay Valley Road ranged between 35-50 m.p.h. on the afternoons during the monitoring studies. The results from the noise monitoring are summarized in Table 3-11.

These data show that the project area experiences noise levels below 75 dB(A) all along Otay Valley Road at 50 feet from the centerline. Even in proximity to the Otay Valley Road/I-805 interchange, noise levels appear suitable for existing commercial development. Existing noise levels are in excess of those considered acceptable for residential uses such as those located north of Otay Valley Road. These residences are set back more than the 50-60 foot measurement distance used in the noise monitoring, and they do have a noise barrier slope facing the roadway to reduce arterial roadway noise. The residences are subject to elevated noise levels that may be exacerbated by continued increases in traffic. Any future development projects accessing I-805 via Otay Valley Road are therefore an important consideration in assessing the noise environment for these residents.

Table 3-11

**CHULA VISTA AUTO CENTER
VICINITY NOISE MONITORING SUMMARY**

Short-term Readings along Otay Valley Road in Units of dB(A)

Location	Date	Distance from Centerline (in feet)	LEQ*
West of Oleander	08-05-88	60	72.2
Near Delniso	08-05-88	60	73.9
Near Maxwell	08-05-88	60	70.6
East of Nirvana	08-05-88	60	62.4
100 Yards East of I-805	01-27-89	60	73.4
Between Maxwell and Nirvana	01-27-89	50	69.8
Near Delniso	01-27-89	50	74.1
West of Brandywine	09-04-90	50	67.8
East of Oleander	09-04-90	50	70.8
East of Shell Station	09-04-90	50	71.0

*LEQ = Energy Weighted Average Noise Level

Source: Giroux & Associates, LDL Model 700 Integrating Noise Dosimeter

IMPACTS

Three noise sources are typically identified with urban development such as the proposed automotive-oriented commercial uses. Construction activities will create short-term noise increases near the project site. Upon project completion, vehicular traffic on streets around the development area may create a higher noise exposure to Chula Vista residents beyond the noise levels currently experienced. Onsite activities such as automotive repair services may be locally noisy, but these activities are typically perceived as less intrusive than vehicular sources because they occur in partially enclosed environments, and because hours of operation are typically limited to the workday hours.

Construction Noise Impacts

Temporary construction noise impacts from the Auto Center development would vary markedly because the noise strength of construction equipment ranges widely depending on the equipment used and its activity level. Short-term construction noise impacts would tend to occur in discrete phases dominated initially by foundation and parking lot construction, and finally for finish construction. Point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance. The quieter noise sources would drop to a 65 dB exterior/45 dB interior noise level by about 200 feet from the source. The loudest sources would require over 1,000 feet from the source to reduce the 90+dB(A) source strength to a generally acceptable 65 dB(A) exterior exposure level. The proximity of I-805 with its associated background noise would somewhat screen temporary construction activity impacts. The actual noise impact "envelope" would be smaller than its theoretical maximum.

Construction noise sources are not strictly relatable to a community noise standard because they occur during selected times and the source strength varies sharply with time. 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. Weekday hours during periods of least noise sensitivity are typically the allowed times for construction activities if there are occupied dwellings within a reasonable exposure zone surrounding the construction site. Generally, cities establish limits on construction hours between the hours of 7:00 a.m. and 7:00 p.m. on weekdays.

In summary, construction activities would create a temporary noise emission. This would add to existing roadway noise sources in the project vicinity. This impact would be temporary as it relates to the relatively short construction period. Construction noise would be masked by existing areawide noise generation, and is not considered significant.

Vehicular Noise Impacts

In the case of commercial projects such as the Auto Center, community noise impacting the project site is generally not a concern because auto center uses are less noise sensitive than residential uses. The Auto Center would be compatible with noise levels up to 75 dB. However, an Auto Center development, by virtue of its traffic-inducement, would be expected to create an increase in community noise exposure.

Changes in vehicular noise patterns were calculated using the FHWA Highway Traffic Noise Model (FHWA-RD-77-108, CALVENO-85 modified). 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. The proposed project would generate approximately 7,500 ADT.

Project-related traffic noise impacts were calculated for existing traffic and then for the future "no project versus with project" case. Table 3-12 summarizes the traffic noise level at 100 feet from the centerline of surrounding roadways near the proposed Chula Vista Auto Center. In areas where existing traffic levels are high, the project related traffic noise impact is small. Along Otay Valley Road the maximum project related noise impact is 0.7 dB. The maximum traffic noise impact is 0.4 dB on Oleander Avenue and 0.2 dB along Brandywine Avenue. An increase of 3 dB or more is perceived by most human receivers as a substantial degradation in the areawide noise environment. The 3 dB threshold is not attained at any of the three locations that were analyzed.

Table 3-12**CHULA VISTA AUTO CENTER NOISE IMPACT ANALYSIS**

CNEL at 100 feet to Centerline (dBA)				
Location:	Existing	1995 No Project	1995 With Project	2010 Ultimate
Otay Valley Road				
East of Brandywine	63.2	67.5	67.6	68.3
West of Oleander	65.1	68.2	68.9	69.3
West of I-805	66.1	67.0	67.3	67.8
Oleander				
North of Otay Valley	54.9	55.7	56.1	59.5
Brandywine				
North of Otay Valley	58.6	59.0	59.2	63.4
Distance to 65 dB CNEL Contour (feet) From Centerline				
Location:	Existing	1995 No Project	1995 With Project	2010 Ultimate
Otay Valley Road				
East of Brandywine	76	147	148	165
West of Oleander	101	163	182	193
West of I-805	118	135	142	153
Oleander				
North of Otay Valley	<50	<50	<50	<50
Brandywine				
North of Otay Valley	<50	<50	<50	<78

Source: FHWA-RD-77-108 Noise Model (Calveno-85 modified)

Cumulatively increased traffic would interact with projected increases throughout the area. Table 3-13 shows that the future noise exposure after project buildout, including currently anticipated cumulative traffic growth, would differ from the "Existing" condition at two locations. There are anticipated increases of 4.3 and 3.1 dB from "Existing" to 1995 No Project traffic growth along Otay Valley Road, east of Brandywine Avenue and west of Oleander Avenue, respectively. With project traffic noise impacts of 0.1 and 0.7 dB above the 1995 "Without" Project traffic growth, these two segments, and presumably the whole road section east of the I-805, would experience cumulative impacts that exceed the 3 dB significance threshold. Noise impacts from the Chula Vista Auto Center, thus, are cumulatively significant. Cumulative impacts are generally not mitigable on a project-specific basis.

Site Operations Noise Impact

Site-specific noise generation activities would potentially be audibly intrusive to nearby sensitive receptors. Such sources from the Auto Center could potentially include engine noise and noise from equipment found at automotive repair bays and auto body repair shops. The applicant does not intend to use any loudspeakers throughout the Auto Center. Noise levels from auto body shops have been measured at approximately 60 dB at 100 feet from the noise source (Giroux, H., pers. comm., 1991). A noise level of 65 dB is considered the maximum acceptable noise level for wildlife under the City of San Diego standards. However, a maximum acceptable noise level for sensitive bird species is 60 dB. This noise threshold is based upon the data contained in the Comprehensive Species Management Plan for the least Bell's vireo. Onsite noise sources could result in potentially significant noise impacts to sensitive bird species within the riparian habitat adjacent to the southern property boundary. Until a detailed site plan is prepared it is assumed that wildlife in the Otay River floodway could be within 100 feet of noise generators onsite, and near the 65 dB threshold for impact. Existing residential uses north of Otay Valley Road are over 100 feet from the site. Impacts to residences are not expected to be significant.

MITIGATION/MONITORING

Short-term construction noise would not be significant. Impacts related to traffic noise would not be significant on a project level but could be cumulatively significant. Noise impacts from onsite equipment operations would be significant to biological resources in the adjacent wetland/riparian area.

In order to ensure that construction noise would not be significant, standard limits on construction hours would be enforced; those hours are 7:00 a.m. to 7:00 p.m. and construction access routes for truck traffic would be designated to avoid the residential areas north of Otay Valley Road. In addition, no grading within 300 feet of the south and southeast property line would be allowed during the breeding season (March 15 through July 15). As part of the monitoring program, the City's Mitigation Compliance Coordinator would ensure that time limitations and construction access routes are specified as conditions on both grading and building permits.

Project generated traffic noise would not result in significant noise impacts on nearby sensitive receptors. No mitigation measures would be required for traffic noise impacts. Cumulative impacts would be reduced through adherence to recommendations to reduce project related traffic impacts enumerated in the Transportation and Air Quality sections.

Although they are not anticipated to be significant, onsite operational noise impacts to residential uses to the north would be reduced by the blocking effects of the showroom and the repair bay structures. Repair bays would be sited south of the showrooms. To reduce potential impacts to sensitive bird species within the riparian habitat adjacent to the southern property boundary, a six foot sound wall will be required along the southern property line, or the construction of automotive repair bays facing one another. Automotive repair bays will be designed such that by facing one other sound would be radiated out towards each other rather than towards the open riparian area. Implementation of one of these measures would reduce potential onsite noise impacts to wildlife below a level of significance. As part of the monitoring program, the Mitigation Compliance Coordinator will ensure that these mitigation measures are a condition of approval of the special use permit.

ANALYSIS OF SIGNIFICANCE

Short-term construction noise and project generated traffic would not result in significant impacts to the ambient noise level. Project generated traffic noise would be cumulatively significant. These impacts would be reduced by adherence to traffic reduction measures. The proposed project would result in potentially significant impacts to sensitive bird species in the Otay River floodway as a result of onsite operational noise. This impact would be reduced to below a level of significance either through the design of automotive repair bays so that they are facing each other and/or the construction of a six-foot sound wall along the southern property line. The development of the proposed project could contribute to cumulative noise impacts to sensitive receptors (i.e., residences) located north of Otay Valley Road.

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3.12 SERVICES AND UTILITIES

EXISTING CONDITIONS

Water - San Diego is a semi-arid region with limited surface and groundwater supplies. Less than 10 percent of the region's water supply is provided locally; over 90 percent is imported. Imported water is provided to the Metropolitan Water District (MWD) from the Colorado River and the California Water project. The water is then made available for distribution by the MWD to various agencies and water companies including the San Diego County Water Authority (CWA). The CWA has 24 local member agencies which store and distribute water to the public, including the Otay Water District (OWD) which serves the proposed project area.

The project site receives water from the OWD. The OWD encompasses a 128 square mile area between the City of El Cajon and the International Border. The OWD's central area is bounded by 1-805, the Otay River, the Lower Otay Reservoir, and Bonita. Water is provided to the area by the Second San Diego Aqueduct. The OWD does not own any open water reservoirs. Southern California is currently in its fifth year of a drought. To reduce water consumption within the district, OWD recently approved a water conservation ordinance. The ordinance is designed to be implemented in coordination with the CWA Incremental Interruption and Conservation Plan (IICP). The IICP establishes six stages or levels of reduction of water use depending on drought and water supply conditions (OWD, 1991). The OWD ordinance contains a list of water conservation requirements designed to be implemented based on the stage of conservation declared by the CWA. The OWD is currently operating under a Stage IV condition (Smith, J., pers. comm., 1991). This requires restrictions on watering landscaped areas, and vehicle and structure washing (OWD, 1991).

During peak demand periods, the OWD is sometimes unable to provide full service to meet all of its current commitments. This is due primarily to the lack of adequate water availability to meet short-term peak demands. The two aqueducts operated by the CWA to import water into the San Diego region reach capacity during peak demand periods. The CWA is planning to

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construct an additional aqueduct, tentatively to be completed by 1994. Water reservoirs, approximately one mile northeast of the project site near False Point Court off of Sequoia Street, are also planned to be constructed by the OWD to provide additional water supplies. The OWD receives excess water during nonpeak periods to serve the additional demand during peak periods, but does not have sufficient water storage capacity to assure year round availability.

There is currently a 12-inch water pipeline in Otay Valley Road which ties into a City of San Diego 33-inch pipeline to the south of the project area. According to the OWD, a second, parallel 12-inch pipeline is anticipated to be constructed within the next two years. Although water consumption projections are looked at on a case-by-case basis, for planning purposes the OWD assumes 2,000 gallons per day (GPD) of potable water per gross acre will be used for commercial and office uses. An additional 357 GPD per gross acre are anticipated to be utilized for landscape irrigation purposes for commercial land uses (Mumford, B., pers. comm., 1991).

The City of Chula Vista's Threshold/Standards Policy requires that adequate storage, treatment, and transmission facilities are constructed concurrently with planned growth and that water quality standards are not jeopardized during growth and construction. It is the responsibility of the project proponent to obtain a service availability letter from the water district.

Sewer - The City of Chula Vista operates and maintains its own sanitary sewer system with connections to the City of San Diego Metropolitan Sewer System (METRO). This system consists of approximately 270 miles of sewers ranging in size from 6 to 36-inch diameter, 10 raw sewage pump stations and four independent metered connections to METRO.

As a member of the METRO system, Chula Vista has contracted for capacity rights corresponding to 19.2 million gallons per day (MGD) average daily flow. The current wastewater flow generated in the City of Chula Vista is approximately 12.23 MGD. The southern portion of Chula Vista is served by the Main Street/Faivre Street trunk sewer lines which vary in size from approximately 12 inches to 32 inches and begin east of I-805 at Main Street. Approximately 3.45 MGD is transported via these two trunks. The western portion of

the project site is currently served by a 10-inch sewer line that runs parallel to Otay Valley Road. This branch has been calculated to be currently operating at 79 percent capacity. City Engineering Standards stipulate that a 10 inch sewer line cannot exceed more than 60 percent of its maximum capacity for sewage flows. The eastern 20 acres of the site is connected to an onsite septic system (Miranda, R., pers. comm. 1991).

A Wastewater Master Plan Update was completed for the City by Engineering Science in 1989. Their report recommended the implementation of a 33-inch pipe south of the proposed project to connect with the Faivre Street trunk sewer (12 inch diameter at this junction) approximately 800 feet west of I-805. Further design considerations may allow the use of a 24-inch to 27-inch line. The information required for such a decision is not currently available (City of Chula Vista, 1991b).

The City of Chula Vista's Threshold/Standards Policy requires that sewage flows and volumes shall not exceed City Engineering Standards. Individual projects will provide necessary improvements consistent with the Wastewater Master Plan update and City Engineering Standards.

Solid Waste - Solid waste disposal services are provided by Laidlaw Waste Systems and Waste Management Company in the project area. Laidlaw provides a curbside recycling pickup service for commercial establishments in the City of Chula Vista. Under its program, Laidlaw collects cardboard and office waste paper, and is planning to pickup plastic bottles and aluminum and tin cans in the future (Blind, D., pers. comm., 1991). Solid waste is disposed of at the Otay Landfill. The Otay Landfill is expected to reach capacity in the late 1990's (Dames & Moore, 1990). A siting study for the expansion of one or more landfill sites to accommodate future growth in southern San Diego County is currently being reviewed by the County Board of Supervisors.

The 1990 State of California Integrated Waste Management Act (AB939) requires the County of San Diego to prepare a Solid Waste Management Plan (SWMP) to reduce solid waste output

by 50 percent by the end of the decade. The City of Chula Vista has not adopted a formal comprehensive policy regarding solid waste output reductions (Reid, D., pers. comm., 1991).

Energy - The project site is served by SDG&E for gas and electricity. Existing site facilities include one 12 KV power line which runs parallel to Otay Valley Road.

Police Protection - The Chula Vista Police Department provides police protection and investigates crime-related activities in the project vicinity. The Department operates out of a single station located at 276 Fourth Avenue in Chula Vista. The proposed project site is located in an area designated as Section 2. This sector is patrolled by five 24-hour squad cars which are broken into three 5-man shifts.

The City's Threshold/Standards Policy requires that police units must respond to 84 percent of Priority 1 calls within seven minutes or less and maintain an average response time to all Priority 1 calls of 4.5 minutes or less. Police units must respond to 62 percent of Priority 2 calls within seven minutes or less and maintain an average response time to all Priority 2 calls of seven minutes or less.

Fire Protection/Emergency Medical Service - Fire protection is provided by the Chula Vista Fire Prevention Bureau. Emergency fire response and emergency medical response (EMR) to the site is provided from Fire Station Three located at 266 East Oneida. Chula Vista Fire Station One, located at 447 "F" Street, and City of San Diego Fire Station Six located at 693 Twining, San Diego, provide back-up services to the project area (Smith, G., pers. comm., 1991). The City's Threshold/Standards Policy requires that fire and medical units must be able to respond to 85 percent of the calls within seven minutes or less, and 75 percent of the calls within five minutes.

Schools - The project site is located within the jurisdiction of two school districts. The Chula Vista Elementary School District serves grades kindergarten through sixth. The District states that schools west of I-805 are currently operating at or above capacity (Chula Vista Elementary School District, 1991). The Sweetwater Union High School District provides education to

secondary school students. Currently, the high school is operating at 118 percent of its total capacity and the junior high at 83 percent (Sweetwater Union High School District, 1991). The use of relocatable classrooms in both school districts and changes in classroom usage or classroom configuration can alter the enrollment capacity for individual schools. There are schools being built east of I-805 as part of a Mello-Roos District.

The State Legislature, through the enactment of Government Code Sections 53080, 65995 and 65996, has determined the fair share burden of school facilities mitigation costs that may be placed on any commercial development project. Under Code Section 65995(b), the maximum development fee is \$0.26 per square foot of commercial development. This maximum fee is established for quasi-adjudicatory actions such as a conditional use permit (CUP). The maximum fee may not apply to quasi-legislative actions such as a plan amendment.

IMPACTS

Water - Development of the proposed project would result in water consuming uses. Based on the figures utilized by the OWD, and assuming a 25-acre site, the projected daily onsite water requirement would be 58,925 GPD ($2,357 \text{ total GPD} \times 25 \text{ acres} = 58,925 \text{ GPD}$). The proposed project would connect to the existing 12-inch pipeline in Otay Valley Road. The existing pipeline would be adequate to serve the proposed project (Mumford, B., pers. comm., 1991).

Water service is subject to the availability of the CWA distribution system and the regional availability of water. The 1989 Water Allocation Report distributed by OWD limits the amount of new water usage for their entire service area to that required for a one year period by 1,900 equivalent dwelling units (EDUs). There are quarterly maximum allocations of 475 EDUs for the entire service area. However, 150 of the 475 EDUs per quarter are allocated specifically for multi-unit residential projects (Garcia, J., pers. comm., 1991). The proposed project would receive a portion of the 325 EDUs ($475 - 150 = 325 \text{ EDUs}$) allocated to uses other than multi-family residential each quarter. The OWD policies stipulate that commercial development is equivalent to 2.3 EDUs per acre. The proposed project would be equivalent to 57.5 EDUs (25

acres x 2.3 EDUs = 57.5 EDUs). This would result in a potentially significant impact if the OWD's maximum 1,900 EDUs are exceeded. If the maximum allowable number of EDUs per quarter are exceeded, then the applicant has a choice to either have their request considered in a later quarter or to have their total request phased over several quarters (OWD, 1989).

Southern California is currently experiencing a fifth year of drought conditions. As a result of the decrease in regional water availability, any new water use is considered to place an incremental demand on an already impacted supply. Thus, the proposed project would contribute to significant cumulative impacts to the regional water supply.

Onsite water facilities would be required to be constructed in accordance with the specifications included in the water master plan, thus, adequate infrastructure would exist to serve the project.

Sewer - Utilizing the City of Chula Vista's commercial sewage generation rate of 1,500 gallons per day (GPD) per acre it has been estimated that the project would generate approximately 37,500 GPD of sewage (1,500 GPD/acre x 25 acres = 37,500) (Miranda, R., pers., comm., 1991). Because the existing sewer line that serves the project site is already considered over its design capacity, it would not be adequate to serve the proposed project. The proposed project would, consequently, not meet the standards established in the Threshold Policy.

Solid Waste - The proposed project would generate solid waste which would incrementally contribute to significant cumulative impacts to the capacity of the Otay Landfill. The proposed project would also generate hazardous waste from Auto Center operations. Hazardous waste is discussed in Section 3.13.

Energy - SDG&E has indicated that the existing energy infrastructure (12KV line), would be able to serve the site with the construction of a distribution line(s) from the existing 12 KV line to the project site. There would be no adverse impacts to energy demand (Rose, D., pers. comm., 1991).

Police Protection - The implementation of the proposed project would not affect the ability of the Police Department to maintain the Threshold Standards for police protection. Response time to the Chula Vista Auto Center site would be six minutes, and would be responded to by the existing Section 2 patrol. Thus, the proposed project would not result in significant impacts to the provision of police protection services (Hawkins, K., pers. comm., 1991). The cumulative effect of this project with other developments would eventually require the expansion of the Police Department to meet the needs of projected population levels in the City of Chula Vista.

Fire Protection/Emergency Medical Response - The proposed project would result in development of a currently vacant site with commercial structures which would increase the demand for fire protection services. Fire Department personnel have stated that response times from Fire Station Three would meet the requirements established by the Threshold standards Policy and no adverse impacts to Fire Protection/EMR would result from the implementation of the proposed project. Due to the location of the project, backup fire and emergency medical units (i.e., Chula Vista Fire Station One and San Diego Fire Station Six) would require additional time to arrive at the site (Smith, G., pers. comm., 1991).

Schools - As stated under Existing Conditions, State Government Code Sections 53080, 65995 and 65996 determine the fair share burden of school facilities mitigation costs that may be placed on any commercial development project. Under Government Code Section 65995(b), the maximum development fee is \$0.26 per square foot of development. With implementation of the Auto Center, approximately \$36,140 (139,000 square feet x 0.26 = \$36,140) in school fees would be collected.

The above Government Code Sections applies to the Chula Vista Auto Center development due to the fact that the project is considered a "development project". A "development project" is defined as "any project undertaken for the purpose of development, and includes the issuance of a permit for construction or reconstruction, but not a permit to operate" (Government Code Section 53080(2)).

The project does not require any quasi-legislative action such as a rezone or redevelopment plan amendment. The City of Chula Vista has determined that the proposed project is in conformance with the Otay Valley Road Redevelopment Plan, therefore a plan amendment would not be required. Furthermore, zoning for the proposed site is Research/Light Industrial. An Auto Center is allowed within this zone with approval of a Special Use Permit. A Special Use Permit is the equivalent of a Conditional Use Permit.

Since the project does not require a rezone or plan amendment, the project would not be considered a legislative action. Because the project is not legislative in nature, but is considered a development project, Government Code Sections 53080, 65995 and 65996 would be applicable for contribution to school facilities with project implementation. As described above, the maximum fee established by these codes is \$0.26/square foot.

MITIGATION/MONITORING

Water - In order to mitigate potentially significant limits on the availability of water to a level of less than significant, the developer must obtain a service letter from OWD committing supply and service. The City's Mitigation Compliance Coordinator would ensure that the developer has the service availability letter from OWD prior to issuance of a building permit. To reduce cumulatively significant impacts to regional water supply, the proposed project would implement water conservation policies mandated by the OWD Water Conservation Ordinance and would be subject to any water offset requirements of the City related to new water use.

Sewer - The proposed project would result in significant impacts caused by exceeding the design capacity of the existing 10-inch sewer line in Otay Valley Road. To mitigate this impact, the applicant would be required to enter into an agreement with the Redevelopment Agency and the City to identify the appropriate sewer mitigation and funding mechanism. This agreement would require that the applicant contribute money to fund the preparation of a sewer study. The sewer study would assess the sewer impacts of this project plus other planned and proposed development in the area. The sewer study will make recommendations as to the appropriate level

of mitigation for this project. Mitigation alternatives may include: improvements to portions of the existing 10-inch sewer line along Otay Valley Road, the construction of wastewater holding tanks onsite so that flows could be released during non-peak hours, or possibly the contribution of funds toward the cost of constructing a new sewer line connecting to the Faivre trunk sewer. Implementations of the recommended mitigation measures will reduce impacts to a level of less than significant. This would allow the project to meet the Threshold Policy. Prior to issuance of the building permit, the City's Mitigation Compliance Coordinator would ensure that the developer has complied with the agreement between the developer and the City regarding the financing of any required sewer improvements. Construction of any offsite improvements necessary to serve the site, would require further environmental review. The grading and site plans would also be reviewed by the City's Mitigation Compliance Coordinator prior to permit issuance to ensure that any offsite improvements are subject to further environmental review.

Solid Waste - The project's incremental contribution to significant cumulative impacts to the capacity of the Otay Landfill can be mitigated to a level of less than significant by participating in the Laidlaw voluntary recycling program for commercial establishments. Until the County and individual City's SWMPs are completed, no other measures are necessary.

As part of the monitoring program, City's Mitigation Compliance Coordinator will ensure that the project is participating in recycling, and, when appropriate, is in compliance with the County SWMP.

Energy - The proposed project would not impact the ability of SDG&E to serve the site; therefore, since there would be adequate infrastructure, mitigation/monitoring is not required.

Police Protection - The proposed project would not result in an adverse impact to police services since the response times for emergencies are within an acceptable range; therefore, mitigation/monitoring is not required.

Fire Protection/Emergency Medical Service - The proposed project would not result in significant impacts to fire protection/EMR. It should be noted, however, that due to the additional time requirement of fire response backup units, all buildings would be required to be fully sprinklered to full National Fire Protection Association 13 requirements. Additional fire department requirements regarding building designs and fire hydrants would also be required. These requirements include: all building access areas to be constructed at a minimum width of 20 feet (parking would not be permitted within the access area); and fire hydrants constructed at a maximum of 300 feet apart (City of Chula Vista, 1991b). These requirements would be included in the final project design plans and would be a condition of approval of the design review.

Schools - Mitigation to reduce significant school impacts would require the Auto Center to pay standard developer fees. Both of the Districts have stated that participation in the Mello-Roos Community Facilities District (CFD) #5 would provide adequate mitigation for impacts; however, this participation is not mandatory. As part of the monitoring program, the City's Mitigation Compliance Coordinator would ensure that the project proponent has paid the appropriate school fees.

ANALYSIS OF SIGNIFICANCE

Water - This project applicant must receive a service availability letter from the OWD to verify commitment of provision of water service. Cumulative impacts to regional water supply would be reduced through adherence to the OWD Water Conservation Ordinance and compliance with any City of Chula Vista water offset requirements.

Sewer - Sewage generated by the proposed project would exceed the capacity of the existing sewer line to serve the site, resulting in a significant cumulative impact. To mitigate the impact on the sewer capacity to below a level of significance, the developer would be required to enter into an agreement with the Redevelopment Agency and the City to determine the appropriate sewer mitigation and funding mechanism.

Solid Waste - The proposed project would contribute to cumulative impacts to the capacity of the Otay Landfill. This impact would be minimized through the implementation of a project waste-reduction and recycling program.

Energy - The proposed project would not impact the ability of SDG&E to serve the site. No significant impacts to utilities would result from implementation of the proposed project. Energy consumption associated with the proposed Auto Center would incrementally contribute to cumulative impacts to energy.

Police Protection - The proposed project would be served by Section 2 and is served within the standards established by the Threshold Policy. No significant impact to police protection would occur as a result of the proposed project.

Fire Protection/Emergency Medical Response - Emergency fire and EMR would be supplied in accordance with the criteria contained in the Threshold Policy, and no significant impacts to fire protection are anticipated. City of Chula Vista Fire Department sprinkler, fire hydrant, and building access design requirements would be required to be implemented as a condition of approval of the building permit.

Schools - Impacts to the Chula Vista Elementary School District would be mitigated through the payment of standard school fees.

3.13 HAZARDOUS WASTE

EXISTING CONDITIONS

Two above-ground fuel storage tanks are located on the eastern 20 acres of the site. These tanks are installed in steel cradles above a concrete slab. No visual evidence of contamination in the area of the slab is observable. Ten drums and a fertilizer spray truck are also located on the eastern portion of the site of the concrete. There is no visual evidence of contamination in the area of the drums and spray truck. Two underground storage tanks are also located in this area; one listed as containing aviation fuel, and one listed as containing unleaded gasoline. All of these above and below-ground tanks will be removed as part of the mitigation required for the Shinohara Grading Project (see Appendix B). The western portion of the site (5 acre Pacific Bell facility) was not examined for hazardous materials.

Regarding nearby hazardous materials, according to the San Diego Hazardous Waste Management Plan (San Diego, 1989), there are three hazardous waste sites within a one-half mile radius of the project site. These sites are included on the State Superfund list, which means that the cleanup of these sites is to be funded with public money. These sites include the Apache Services site, the Omar Rendering Disposal site, and the Otay Sanitary Landfill site.

Apache Services is located approximately 500 to 1,000 feet southwest of the site in the Otay River floodway. The site was formerly a junk yard. Omar Rendering Disposal site is located northwest of the project site across Otay Valley Road. This site accepted hazardous wastes from 1959 to 1978. Evaporation ponds were used for disposal, but were excavated. Residues from the ponds are buried onsite in a capped, clay-lined encasement. The Otay Sanitary Landfill is located approximately one-half to three-quarters of a mile northwest of the project site. The landfill was operated as a Class I landfill from 1970 to 1980. Untreated solid and dry hazardous waste was accepted at this facility. Several ponds were used to dispose Group I wastes. Several faults are known to be located within the site and can cause the failure of the impervious clay layer underlying the landfill site.

IMPACTS

Potential impacts associated with the development of the proposed Chula Vista Auto Center would fall into two categories; impacts associated with the presence of existing hazardous wastes, and impacts associated with wastes generated by the Auto Center operations.

Presence of Existing Hazardous Materials

A site investigation for hazardous materials on the western portion of the site (Pacific Bell) will be required to determine the presence and significance of any hazardous materials. Currently, the impacts associated with hazardous materials on the Pacific Bell portion of the site are considered potentially significant because the site investigation work has not been completed.

Existing hazardous materials on the eastern portion of the site are being removed as part of the Shinohara Grading Project. Verification of the removal must occur to avoid impacts.

Onsite Hazardous Waste Generation

The Auto Center is expected to generate hazardous materials from operating activities. Auto dealership facilities typically generate waste oil from auto service activities and non-halogenated solvents from auto body activities. The County of San Diego Hazardous Waste Management Plan (1989) provides information on waste production for auto dealerships. A typical auto dealership is estimated to generate 11 tons of hazardous waste per year. The Chula Vista Auto Center proposed the development of five dealerships. Thus, the complex could potentially produce 55 tons of hazardous waste per year (11 tons x 5 dealerships = 55 tons). The presence of these materials on the site could present a potential hazard to persons on or adjacent to the premises if the hazardous materials are not properly handled. The Auto Center project also proposes an underground fuel storage tank. Significant impacts potentially associated with the fuel storage tank include leakage and contamination of the surrounding soil.

The project is within the Otay River Valley, adjacent to riparian habitat. Any introduction of the hazardous materials used on the site into the adjacent sensitive habitat would result in a significant impact.

MITIGATION/MONITORING

A site investigation must be conducted to determine the extent of any existing contamination on the western portion of the site (Pacific Bell parcel). City staff would ensure that such an investigation is conducted and recommended mitigation measures are implemented prior to issuance of finish grading permits. Depending upon the results of the site investigation, mitigation measures would include procedures for the required removal and disposal of hazardous waste. If a clean-up program is necessary, it shall be required to be completed prior to issuance of a finish grading permit. Monitoring of this measure would entail requiring verification of site clean-up prior to finish grading permit issuance by the City's Mitigation Compliance Coordinator. Implementation of this measure would reduce the impact of any existing hazardous materials on the site to a level of less than significant.

A verification of removal of existing contamination on the ~~western~~ eastern portion of the site (Shinohara parcel) must occur to avoid existing onsite impacts. The Mitigation Compliance Coordinator would ensure that verification occurs.

Each auto dealership would be required to obtain a Hazardous Material Management Permit from the County of San Diego Department of Health Services for the handling of hazardous materials such as paints, oils, gasoline, and solvents. As part of the monitoring program, the City's Mitigation Compliance Coordinator would verify that each dealership has the required hazardous waste handling permits prior to issuance of occupancy permits. Compliance with permit provisions would reduce impacts to a less than significant level.

Mitigation measures to reduce impacts to the wetland/riparian habitat south of the site due to urban surface runoff containing contaminants are addressed in Section 3.7 (Drainage and Water Quality.)

ANALYSIS OF SIGNIFICANCE

The proposed project has the potential to result in two types of impacts associated with hazardous wastes: impacts associated with the presence of existing hazardous materials and impacts associated with wastes generated by Auto Center operations. The first impact will be mitigated to a less than significant level on the eastern portion of the site by implementing the mitigation required for the Shinohara Grading Project (Appendix B) which includes conducting any clean-up required as a result of that site grading, and verification of such activity. Impacts on the western portion of the site (Pacific Bell) will be mitigated to a level of less than significant by implementing the recommendations contained in the site investigation report. Mitigation of the second impact to a less than significant level would require verification that all auto dealerships obtain a permit from the County for hazardous materials handling.

3.14 COMMUNITY SOCIAL FACTORS

EXISTING CONDITIONS

Population

According to SANDAG (1991) San Diego County population data, the 1990 population of Chula Vista was 135,163 persons, which is 51,236 persons (61 percent) greater than the 1980 population of 83,927 persons. The City of Chula Vista accounted for 5.4 percent of the 2,498,016 people in the San Diego region in 1990 and 4.5 percent of the 1,861,846 people in the San Diego region in 1980.

SANDAG Series VII projections estimate that the year 2010 City of Chula Vista population will be 186,900 people, an increase of 81,737 people from 1990. Estimated population for the year 2010 for the San Diego region is 3,154,490 people. The expected population growth of the City of Chula Vista accounts for 4.9 percent of the San Diego population for the year 2010.

Housing

According to SANDAG (1991) in 1990, the City of Chula Vista contained 49,849 housing units. Housing within the San Diego region in 1990 totaled 946,240 units. The City of Chula Vista's housing represents 5.3 percent of the region's housing stock. Based on Series VII projections the total number of occupied housing units will increase to 59,149 units in the City of Chula Vista by 2010.

Employment

According to the San Diego Chamber of Commerce (1991), the Chula Vista civilian labor force totaled 45,734 in 1990 with an unemployment rate of 5.2 percent. In 1986, the retail sales industry employed the largest percentage of workers (25 percent). The durable goods

manufacturing category follows with 22 percent, primarily due to Rohr Industries. Regarding employment at the site, Pacific Bell operates a field operations center on the northwest portion of the project site. The Pacific Bell facility serves the immediate southern Chula Vista area and employs approximately 62 persons (Hamilton, P., personal communication, 1991).

The 1990 median household income in Chula Vista was \$32,982. In 1990, 5.4 percent of the households had incomes below \$17,500, while 25 percent had incomes exceeding \$50,000. This is similar to the County's two percent of household incomes under \$17,500 and 28.3 percent above \$50,000 in 1990.

IMPACTS

Population

According to SANDAG, new car dealerships generate 2.005 employees per 1,000 square feet (Tanjuaquio, E., pers. comm., 1991). The proposed project would contain 139,000 square feet and would therefore generate 279 new jobs ($139,000 \times 2.005 = 279$). Of the 279 new jobs created, one-third (93) are expected to be filled by local workers (i.e., existing Chula Vista residents) and the remaining two-thirds (186) filled by San Diego County residents from outside Chula Vista (SANDAG, 1987). Auto Center workers residing outside of the City of Chula Vista would commute to work. Therefore, no significant increase in population in the City of Chula Vista or the San Diego region is expected to result from the proposed project.

Housing

Since no significant increase in population is anticipated to result from the proposed project, no significant impact on housing is expected.

Employment

The proposed project would provide an estimated 279 jobs to the City of Chula Vista. This would be a beneficial impact. The Pacific Bell facility onsite employs 62 persons. The facility would be relocated to a location in the vicinity of the existing site and there would not be a loss of employment as a result of the proposed project (Hamilton, P., pers. comm., 1991). It is anticipated that three out of the five proposed dealerships would be relocated from existing dealerships; as such, the number of new jobs would be reduced accordingly. The net increase in jobs as a result of the proposed project would be a beneficial impact.

MITIGATION MONITORING

No significant adverse impacts associated with population, housing or employment are anticipated with the implementation of proposed project and mitigation/monitoring is not required.

ANALYSIS OF SIGNIFICANCE

No significant adverse impacts associated with population, housing or employment are anticipated with the implementation of proposed project and mitigation/monitoring is not required.

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4.0 REQUIRED CEQA SECTIONS

4.1 GROWTH INDUCEMENT

In 1983, the City of Chula Vista established the Otay Valley Road Redevelopment Project with the Otay Valley Road Redevelopment Plan. The purpose of the redevelopment project would be to encourage new and/or revitalized industrial or commercial growth. The Chula Vista Auto Center project would develop auto sales and service facilities as a unified planned commercial development. Although the Auto Center would increase commercial growth within the redevelopment area, the project would have only a minor impact when considered on a City-wide or regional level. The Auto Center would result in commercial growth rather than industrial growth as was anticipated in the General Plan.

As discussed in the previous section, the Auto Center project would not be expected to have a significant effect on population growth, either locally or regionally. Incremental local or regional growth resulting from the project was accounted for within SANDAG Series VII projections for population growth in the area. The proposed project would create approximately 279 new jobs. It is anticipated that three out of the five proposed dealerships would be relocated from existing dealerships; as such, the number of new jobs would be reduced accordingly. These jobs are expected to be filled by existing residents of the City of Chula Vista and/or other areas within San Diego County. Migration of workers from outside of the San Diego area is not expected to occur.

4.2 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

The proposed project would result in a significant and unmitigable impact due to the loss of prime agricultural land. No other significant, unmitigable environmental impacts would result from the implementation of the project.

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

This section discusses long-term effects which adversely affect the environment. The proposed project would change the existing agricultural and Pacific Bell land uses to a retail auto sales center. All impacts of the proposed project, with the exception of the loss of prime agricultural land, can be mitigated to below a level of significance.

Agricultural Resources - The majority of the site is classified as prime agricultural land by the Soil Conservation Service. The loss of this resource would result in the elimination of long-term agricultural production for commercial use. Prime agricultural land has the potential for year-round crop production and is highly valuable due to its ability to produce off-season vegetables and field grown floral crops. San Diego is one of the few areas in the United States that contains the maritime and coastal climate zones necessary for off-season production. It should be noted that the CDFA supports the right of local agencies to develop and implement land use policy within their jurisdiction as long as the environmental impact of loss of agricultural land is accurately addressed (California Department of Food and Agriculture, 1991).

Mineral Resources - The site is potentially underlain by significant mineral resources. The development of the site as an Auto Center would decrease the potential for long-term mineral extraction. However, as described in Section 3.5, due to the proximity of existing residences and sensitive wildlife, preclusive and incompatible land uses occur reducing the appropriateness of mineral extraction activities in this location.

4.4 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WILL RESULT FROM THE PROPOSED PROJECT

As a result of the proposed project, the project site would change from rural agricultural land to a commercial auto center. The irreversible changes associated with implementation of the project include:

- o The loss of prime agricultural land (though presently it is not utilized for crops);
- o Development of the site would effectively preclude the potential for mineral extraction.
- o The loss of the rural character of the land through its conversion to commercial use;
- o Air quality would be degraded slightly;
- o Ambient noise levels would be increased due to construction activities and onsite operations (i.e., auto body activities); and
- o Energy and water resources would be committed to site construction activities and to future site usage.

4.5 CUMULATIVE IMPACTS

According to CEQA (Section 15355), "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These impacts, as stated in CEQA, are defined below:

- o The individual effects may be changes resulting from a single project or a number of separate projects.
- o The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to the other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individual minor but collectively significant projects taking place over a period of time.

The cumulative impacts of the Chula Vista Auto Center must be viewed together with other significant developments in the vicinity of the project. Proposed developments would include the Walker Scott light industrial development east of the project site which is in the conceptual planning stage; the approved 131-acre Otay Rio business park at the east end of Otay Valley Road; and the proposed 40-acre Rio Otay industrial park northeast of the project site across Otay Valley Road (Ostapinski, pers. comm., 1991). Increased residential and commercial development in the Otay River drainage basin would contribute to impacts in the Otay River drainage basin. The proposed "Twinport" bi-national airport on Otay Mesa combined with planned residential and commercial development in that area would have similar impacts.

Agricultural Resources - The loss of prime agricultural land in conjunction with the conversion of agricultural lands throughout the County, and in the immediate area, is cumulatively significant. This impact could only be mitigated by the retention of the site and other areas for agricultural uses.

Mineral Resources - The project is potentially underlain by significant mineral resources. The development of the site for an Auto Center would effectively preclude future extraction of mineral resources. Although the site is not considered appropriate for extractive uses (due to proximity of residences and sensitive wildlife), the proposed project would contribute to cumulatively significant impacts to mineral resources in the region.

Biological Resources - The proposed project, when considered with other proposed development, would have cumulative impacts on the sensitive resources of the Otay River Valley. Increased development would lead to increased urban runoff and sedimentation in the river floodway degrading wetland/riparian habitats and increasing siltation/water quality impacts of the San Diego Bay which hosts a number of endangered and threatened wildlife species. Coastal river valleys and associated/riparian habitats are a threatened resource in Southern California due to historic development patterns, filling, and encroachment. This is considered a cumulatively significant impact. Mitigation measures to reduce impacts include implementation of erosion control measures during and after construction. In addition, the use and maintenance of grease

traps would reduce the amount of urban pollutants entering the Otay River floodway and downstream areas.

Transportation - The development of the proposed project in conjunction with planned development in the area would decrease the capacity of the area roadway network. Otay Valley Road is planned to be expanded to a six-lane arterial to accommodate proposed development in the southern and southeastern portions of the City, as well as traffic from developments in the City of San Diego. Impacts to the capacity of the I-805/Otay Valley Road interchange from planned development, including the proposed project, would increase as well. The project traffic volumes will contribute to existing and projected traffic volumes and could result in deficiencies on Otay Valley Road from I-805 to Oleander Avenue, and the decline in LOS at the intersections of Oleander Avenue and Brandywine Avenue at Otay Valley Road. Mitigation measures to reduce impacts would include improvements at the I-805/Otay Valley Road interchange, widening Otay Valley Road to a six-lane prime arterial east of I-805, and improving the I-805 underpass on Otay Valley Road to its maximum capacity.

Air Quality - Any incremental contribution of emissions which are those that exceed State and Federal standards in the San Diego Air Basin are considered to be significant. The cumulative impacts of many small sources leads to the continual, degraded air quality of the San Diego Air Basin. The proposed project would result in cumulatively significant impacts to regional air quality. Mitigation measures to reduce air emissions include implementation of a TDM plan to reduce mobile source emissions.

Noise - The development of the proposed project could contribute to cumulative noise impacts to sensitive receptors (i.e., residences) located north of Otay Valley Road. The ambient noise level in the vicinity of the proposed project could increase as a result of the proposed project and planned development along Otay Valley Road. There are a number of planned projects for the area east of the proposed project. Some of the traffic generated from these projects would utilize Otay Valley Road to access I-805. This additional traffic would increase noise levels along Otay Valley Road. This could result in cumulatively significant noise impacts to residential uses.

Cumulative noise impacts would be reduced through the implementation of TDM plans and other vehicle trip reduction measures as appropriate for the various planned projects.

Sewer Services - Even though the project would not impact the City's capacity in the METRO system, it would incrementally contribute toward the demand for sewer services in the San Diego region. The Environmental Protection Agency has declared San Diego sewer treatment facilities to be in non-compliance with the Clean Water Act. The proposed project plus planned growth would result in cumulatively significant impacts to sewer service. The City of San Diego is currently planning to upgrade the regional sewage treatment system. The use of water saving devices such as low flush toilets and low water use faucets would consequently decrease the sewage output of the proposed project. Implementation of the City's or the OWD's water offset policy would also decrease water consumption and associated wastewater generation.

Solid Waste - The proposed project would generate solid waste and contribute to cumulatively significant impacts to the capacity of the Otay Landfill. These impacts would be reduced through the project's implementation of a waste reduction and recycling program.

Water - The proposed project, when added to other development in the area, would result in cumulative, significant impacts to the availability of water. Southern California is in the fifth year of a drought. Water service has been restricted throughout the region. The project would reduce its water demand potential through the use of drought resistant landscaping and the installation of water saving devices onsite, such as low flush toilets and low flow faucets and compliance with the Otay Water District Water Conservation Ordinance. Water use would be further reduced through implementation of the City's or the OWD's water offset policy.

Energy - The proposed project, when considered together with cumulative growth in the area, would result in additional energy demand. Coal, oil and natural gas from which energy is derived are considered non-renewable resources. The proposed project would contribute to regional and global loss of these resources which is a cumulatively significant impact. In the San Diego area, most of the required energy sources are imported. The project would be designed

in accordance with all applicable building standards which require energy conservation provisions.

In summary, the environmental impacts from planned growth in the southern Chula Vista area plus the proposed project would be cumulatively significant for the following issues: agricultural resources, biological resources, transportation, air quality, noise, sewer services, solid waste, water and energy. Implementation of recommended mitigation measures by the Chula Vista Auto Center project would reduce the incremental contribution of the project toward the cumulative affects.

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5.0 ALTERNATIVES

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report contain discussions of reasonable project alternatives, including a "no project" alternative. This discussion is to focus on alternatives "capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance" (CEQA: Section 15126 (d)(3)).

Recent court decisions have ruled that EIRs must evaluate alternative sites for a project, in addition to project alternatives located upon the same site. However, in the recent *Goleta Valley vs. Board of Supervisors of County of Santa Barbara* (1990:35), it was noted that CEQA "... does not require in-depth review of alternatives which cannot be realistically considered and successfully accomplished...." Alternatives are required that may be accomplished given the technological, environmental, and economic constraints of the proposed project.

The City of Chula Vista formed an Ad-Hoc Task Force comprised of City Council members and community leaders to look into the establishment of an Auto Center in the City of Chula Vista. Four alternative sites for the proposed project were considered: (1) the West Fairchild site (west of I-5 between Orange Avenue and Main Street); (2) the Otay Valley Road site (east of I-805); (3) the Rancho del Rey Business Park site (on East H Street, one mile east of I-805); and (4) the Eastern Territories site (in the vicinity of proposed I-125 and the extension of East Orange Avenue). The West Fairchild site was eliminated from consideration because the site does not consist of enough vacant land presently available for development (and for potential future expansion) of the Auto Center, and the price of the land. The Rancho del Rey Business Park site was eliminated because of the distance to I-805. Although the Eastern Territories site is not expected to be available for five to ten years when proposed I-125 and the extension East Orange Avenue are constructed, this site is analyzed below as one of the alternative sites for the project.

Seven alternatives to the proposed project are evaluated in this section. In accordance with CEQA, the No Project/No Development Alternative (5.1) is analyzed. The Designated Use

Alternative (5.2), the Development of Alternative Commercial use (5.3), and the Reduced Project Site Alternative (5.4) are presented in an effort to determine if these alternatives would eliminate or reduce significant impacts associated with the proposed project to below a level of significance. Also, the following alternative sites are evaluated: Alternative Site - East (5.5), Alternative Site - Broadway and "K" (5.6), and Alternative Site - South Bayfront (5.7). These alternatives were identified by the City of Chula Vista as being realistically feasible. In addition, the City feels that these alternatives present a reasonable range of project alternatives, as required by CEQA.

The alternatives analysis includes a brief environmental assessment for each of the fourteen issues addressed in the body of this EIR. This analysis is limited in scope and is intended to provide a brief comparison of impacts associated with the project. For a detailed description of impacts and mitigation under the proposed project, refer to Section 3.0. Table 5-1 presents a comparative summary of the impacts under each alternative and the proposed project.

5.1 NO PROJECT/NO DEVELOPMENT

According to CEQA Section 15126(d)(2), the specific alternative of "no project" shall also be evaluated along with the proposed project. Under this alternative vacant land and the Pacific Bell dispatch facility would remain onsite.

Land Use

Under the no project alternative, potential impacts to land use would be reduced when compared to the proposed project. There would be no change in existing land uses. Land uses under the no project alternative would be compatible with adjacent land uses. The Pacific Bell facility is compatible with adjacent commercial uses to the west and across Otay Valley Road to the north. The agricultural potential (or undeveloped land) is compatible with all adjacent land uses. Land

**Table 5-1
SUMMARY OF ALTERNATIVES**

ISSUE	PROPOSED PROJECT	NO PROJECT/ NO DEVELOPMENT (5.1)	DESIGNATED USE ALTERNATIVE (5.2)	DEVELOPMENT OF OF ALTERNATIVE COMMERCIAL USE (5.3)	REDUCED PROJECT SIZE ALTERNATIVE (5.4)	ALTERNATIVE SITE - EAST (5.5)	ALTERNATIVE SITE - BROADWAY/K (5.6)	ALTERNATIVE SITE - SOUTH BAYFRONT (5.7)
PROJECT DESCRIPTION	Five auto dealerships on 25 acres along Otay Valley Road, east of I-805, neighborhood park located at the foot of the southern extension of Brandywine Avenue.	No further development of the project site. Pacific Bell facility would remain in operation. Eastern 20 acres would remain as vacant land with the potential for development to occur.	Project site would be utilized for research and limited manufacturing and a neighborhood park.	Project site would be a commercial shopping center for warehouse-style discount stores.	Reduction of auto center in size to 20 acres. Dealerships would be reduced from five to four.	Proposed project would be located in eastern Chula Vista at the future intersection of SR 125 and Orange Avenue.	Proposed project would be located along Broadway Avenue in the vicinity of "K" Street in west-central Chula Vista.	Proposed project would be located within existing SDG&E plant property along Bay Boulevard in southwestern Chula Vista.
LAND USE	Significant, mitigable to level of less than significant.	No significant impacts.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.
AGRICULTURE	Significant unmitigable impacts.	No significant impacts.	Significant unmitigable impacts.	Significant unmitigable impacts.	Significant unmitigable impacts.	No significant impacts.	No significant impacts.	No significant impacts.
BIOLOGY	Significant, mitigable to level of less than significant.	Existing significant and unmitigated erosion/siltation impacts would continue. Existing significant erosion and siltation impacts would be mitigated through implementation of the Shinohara Landscape Plan.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	No significant impacts anticipated.	No significant impacts.	No direct impacts. Significant indirect impacts mitigable to level of less than significant.
CULTURAL RESOURCES	No significant impacts anticipated to Shinohara area. Western 5 acres potentially significant, mitigable impacts.	No significant impacts anticipated.	No significant impacts anticipated.	No significant impacts anticipated.	No significant impacts anticipated.	Potentially significant, mitigation potential unknown.	No significant impacts anticipated.	No significant impacts anticipated.
GEOLOGY	Significant, mitigable to level of less than significant.	No significant impacts.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.	Potentially significant, mitigation potential unknown.	No significant impacts anticipated.
PALEONTOLOGY	No significant impacts.	No significant impacts.	No significant impacts.	No significant impacts.	No significant impacts.	No significant impacts anticipated.	No significant impacts anticipated.	No significant impacts anticipated.

**Table 5-1
SUMMARY OF ALTERNATIVES**

ISSUE	PROPOSED PROJECT	NO PROJECT/ NO DEVELOPMENT (5.1)	DESIGNATED USE ALTERNATIVE (5.2)	DEVELOPMENT OF OF ALTERNATIVE COMMERCIAL USE (5.3)	REDUCED PROJECT SIZE ALTERNATIVE (5.4)	ALTERNATIVE SITE - EAST (5.5)	ALTERNATIVE SITE - BROADWAY/K (5.6)	ALTERNATIVE SITE - SOUTH BAYFRONT (5.7)
DRAINAGE/WATER QUALITY	Significant, mitigable to level of less than significant.	Existing significant and unmitigated erosion/siltation impacts would continue. <u>Existing significant erosion and siltation impacts would be mitigated through implementation of the Shinohara Landscape Plan.</u>	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.	No significant impacts anticipated.	Potentially significant, mitigation potential unknown.
LANDFORM/ AESTHETICS	Significant, mitigable to level of less than significant.	No significant impacts.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.	No significant impacts.	Potentially significant, mitigation potential unknown.
TRANSPORTATION	Significant, mitigable to level of less than significant.	No significant impacts.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.	No significant impacts anticipated.	Potentially significant, mitigation potential unknown.
AIR QUALITY	Significant, mitigable to level of less than significant.	Existing significant and unmitigated dust emission impacts would continue. <u>Existing significant dust emission impacts would be mitigated through implementation of the Shinohara Landscape Plan.</u>	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.	Potentially significant, mitigation potential unknown.	Potentially significant, mitigation potential unknown.
NOISE	Significant, mitigable to level of less than significant.	No significant impacts.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.	Significant but mitigable impacts.	Potential significant mitigation potential unknown.
SERVICES/ UTILITIES	Significant, mitigable to level of less than significant.	No significant impacts.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.	Potentially significant, mitigation potential unknown.	Potentially significant, mitigation potential unknown.
HAZARDOUS WASTE	Significant, mitigable to level of less than significant.	No significant impacts.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Significant, mitigable to level of less than significant.	Potentially significant, mitigation potential unknown.	Potentially significant, mitigation potential unknown.	Potentially significant, mitigation potential unknown.
COMMUNITY SOCIAL FACTORS	No significant adverse impacts, beneficial impacts to employment.	No significant impacts.	No significant impacts.	No significant impacts.	No significant impacts.	No significant impacts.	No significant impacts.	No significant impacts.

use under the no project alternative would be more compatible with the proposed Otay Valley Regional Park than the proposed project as 20 acres of the site would remain undeveloped, or potentially in agricultural production. However, implementation of the no project alternative would not meet the objectives of the Otay Valley Road Redevelopment Plan. No significant land use impacts would occur with the no project alternative, whereas the proposed project would result in significant, but mitigable, land use impacts.

Agriculture

Under the no project alternative, significant unmitigable impacts associated with the proposed project from loss of agricultural land would not occur. Future agricultural production would be contingent upon, among other reasons, the economic viability of agriculture. As the surrounding areas continue to develop, the incentives to develop the site into some type of other land use would also exist. The no project alternative would not meet the objectives of the Otay Valley Road Redevelopment Plan. No significant impacts to agricultural resources would occur under the no project alternative, whereas the proposed project would result in significant unmitigable agricultural impacts.

Biology

Under the no project alternative, impacts to biological resources would be reduced when compared to the proposed project. Under the proposed project, impacts would be significant but mitigable. Under the no project alternative, impacts to sensitive wildlife resources from lighting and noise would not occur. Indirect biological impacts due to potential water quality impacts would be reduced under the no project alternative. Impacts associated with the Otay River floodway and associated wetlands would be ~~increased when compared to~~ less than the proposed project. Under the no project alternative, approximately 20 acres of the site would remain as agricultural or undeveloped graded area. However, existing significant erosion and siltation impacts would be mitigated through implementation of the Shinohara Landscape Plan. ~~Potential erosion and siltation impacts would be greater than under the proposed project because the~~

~~project would provide erosion control measures. Thus, under the no project alternative, existing significant and unmitigated erosion/siltation impacts could continue.~~

Cultural Resources

Under the no project alternative, there would be no significant impacts to cultural resources. Under the proposed project, potentially significant impacts may occur if cultural resources are encountered during the construction monitoring on the western 5-acre parcel (Pacific Bell) portion of the site.

Geology and Soils

Under the no project alternative, impacts to mineral resources would not occur. Potentially significant impacts associated with liquefaction from ground shaking due to the trace of the La Nacion Fault would be avoided. Geology/soils impacts under the proposed project would be significant but mitigable.

Paleontological Resources

Under the no project alternative or the proposed project, disturbance of paleontological resources would not occur as no grading of the fossil-bearing San Diego Formation is proposed.

Drainage and Water Quality

Under the no project alternative, potential impacts associated with runoff volumes and non-point source pollution of the wetland/riparian habitat of the Otay River floodway would be similar to the proposed project. The no project alternative would contribute to siltation related impacts to habitats of the Otay River floodway but would be mitigated through implementation of the Shinohara Landscape Plan which requires erosion control measures. ~~Undeveloped or fallow~~

~~agricultural land would continue to subject the adjacent floodway to siltation during periods of rain.~~ The proposed project would result in significant but mitigable impacts.

Landform/Aesthetics

No change would occur to the existing aesthetic environment. The eastern 20 acres of the site will have been rough graded to generally the original topography. Impacts associated with the proposed project, including visual compatibility with future uses of the Regional Park, would not occur with the no project alternative. Significant but mitigable impacts would occur under the proposed project.

Transportation

Under the no project alternative, there would be no project related impacts to transportation in the vicinity of the project site. However, due to planned growth in the area, cumulative impacts would still be significant. Under the no project alternative, improvements to the roadway network would not occur at this time. Under the proposed project significant but mitigable impacts would occur.

Air Quality

Under the no project alternative, impacts to air quality would be reduced. ~~There would remain a potential for dust soiling impacts from the undeveloped eastern 20 acres.~~ Existing significant dust emission impacts would be mitigated through implementation of the Shinohara Landscape Plan. With the proposed project, significant but mitigable air quality impacts would occur.

Noise

Under the no project alternative, noise impacts to sensitive wildlife from onsite operations would be eliminated. With the proposed project, significant but mitigable noise impacts would occur.

Services and Utilities

Water - No new water consumption would occur with the no project alternative. The potential for agricultural production would remain, which can consume relatively large amounts of water for the size of the site, depending on the crops produced. The proposed project would result in cumulatively significant impacts.

Sewage - The site has recently been served by a septic system, but with rough grading operations, this system will be removed. With the no project alternative, no new use would result in no need to expand the sewer system. The proposed project would result in significant, but mitigable impacts.

Solid Waste - Under the no project alternative, cumulative impacts to landfills in San Diego County would be avoided, whereas with the proposed project, incremental contribution to cumulative but mitigable impacts to landfill would occur.

Energy - Under the no project alternative, like the proposed project, there would be no significant impacts to energy.

Police - Under the no project alternative, like the proposed project, there would be no significant impact to police protection services.

Fire/EMR - Under the no project alternative, like the proposed project, there would be no significant impacts to fire protection/EMR services.

Schools - Under the no project alternative, impacts to schools would be eliminated, whereas with the proposed project would result in indirect impacts to schools which would be mitigable.

Hazardous Waste

Under the no project alternative, no change to hazardous materials would occur, and thus no requirement of further verification of removal of onsite hazardous waste materials would be necessary. Significant but mitigable impacts associated with hazardous waste generation from the Auto Center uses would be eliminated under the no project alternative, though the potential for the use of agricultural related chemicals would exist.

Community Social Factors

Under the no project alternative, unlike the proposed project, there would be no beneficial impacts to the creation of employment. It is assumed that the Pacific Bell dispatch facility would continue to employ 62 persons.

5.2 DESIGNATED USE ALTERNATIVE

Under this alternative, the project site would be utilized as it is designated under the General Plan: research and limited manufacturing uses, with a neighborhood park at the southern extension of Brandywine Avenue.

Land Use

This alternative would not require a Special Use Permit, and land uses would be research and limited manufacturing. These uses, as with the proposed project, would be compatible with the commercial area across Otay Valley Road north of the site and with commercial uses adjacent to the west. As with the proposed project, the neighborhood park would provide an access point to the regional park, and would provide a park use in the urbanized area along Otay Valley Road that would be available for the use of the surrounding area workers and residents. Research and limited manufacturing uses could have significant compatibility impacts with the future uses of

the Otay River Valley Regional Park. Thus, land use impacts would be similar to the impacts created by the proposed project.

Agriculture

Under either this alternative or the proposed project, prime agricultural land would be converted to urban uses which is considered a significant unmitigable impact.

Biology

Under this alternative, impacts to biological resources would be similar to those identified for the proposed project. Buildings would be constructed adjacent to a sensitive wetland/riparian habitat. Indirect impacts to sensitive habitats from lighting, noise, and from site induced erosion and siltation of the Otay River floodway due to construction associated runoff and impervious surface coverage of the site, would be similar to the proposed project. Impacts under the proposed project are significant but mitigable.

Cultural Resources

Under either this alternative, or the proposed project, no impacts to archaeological sites would occur within the eastern 20-acre parcel (Shinohara). Potentially significant impacts may occur on the western 5-acre parcel (Pacific Bell) if cultural resources are encountered during construction monitoring.

Geology and Soils

Under this alternative, impacts to geology and soils would be similar to the proposed project. Significant but mitigable impacts would occur as a result of expansive soils, and liquefaction due to ground shaking as a result of the La Nacion Fault being onsite. Adverse but not significant impacts to mineral resources would occur under this alternative or the proposed project.

Paleontological Resources

Under either this alternative or the proposed project, no significant impacts to paleontological resources would occur as no grading of fossil-bearing geologic formations is anticipated.

Drainage and Water Quality

Under this alternative, impacts to drainage and water quality would be similar to the proposed project. Significant but mitigable impacts associated with runoff volumes, increased siltation, and non-point source pollution of the wetland/riparian habitat of the Otay River floodway would occur. Impervious surfaces onsite would contribute to increased runoff volumes flowing into the Otay River floodway which would potentially lead to increased sedimentation of downstream habitats including South San Diego Bay.

Landform/Aesthetics

Under this alternative, potential landform and aesthetic impacts would be similar to the proposed project. There would be no significant landform alteration impacts under either this alternative or the proposed project because the site will already be graded as part of the Shinohara Grading Project. The development of limited manufacturing uses would be visually compatible with existing surrounding uses. Under either this alternative or the proposed project, significant but mitigable visual impacts related to the proximity of the site to the Otay Valley Regional Park would occur.

Transportation

Under this alternative, development of site would occur in accordance with the adopted General Plan Land Use designation of research and manufacturing. Under this alternative traffic impacts would be less than under the proposed project. This alternative would generate approximately 5,250 less trips than the project ($7,500 - 2,250 = 5,250$ ADT). Even though this level of

development was anticipated in the General Plan, due to cumulative growth in the area, the addition of any traffic on Otay Valley Road could result in significant impacts. Impacts under the proposed project would be significant but mitigated.

Air Quality

Under this alternative, impacts to air quality could be similar to the proposed project. Significant but mitigable onsite air emissions would occur under the proposed project, and uses under this alternative could also generate emissions that would incrementally contribute to significant regional air basin impacts. Under either this alternative or the proposed project cumulatively significant vehicle emissions would occur.

Noise

Under this alternative, impacts to noise could be similar to the proposed project. Uses could include manufacturing of products which may produce noise, and noise from site traffic would also incrementally contribute to significant noise levels along Otay Valley Road. Traffic noise impacts under the proposed project would not be significant, however, onsite operations would result in significant but mitigable impacts.

Services and Utilities

Water - Under this alternative, impacts to the ability of the Otay Water District to serve the site would be similar to the proposed project and a service letter from the Otay Water District would be necessary. Like the proposed project, cumulative impacts to regional water supply would occur.

Sewage - Under this alternative, like the proposed project, potentially significant but mitigable impacts to the capacity of the Chula Vista sewer system would occur, and would require the expansion of the existing sewer system.

Solid Waste - Under this alternative, impacts to the capacity of landfills in San Diego County would be similar to the proposed project. Solid waste impacts under either this alternative or the proposed project would incrementally contribute to cumulatively significant impacts to landfill capacity. Impacts could be reduced through recycling and reduction of solid waste.

Energy - Under this alternative, like the proposed project, there would be no impacts to SDG&E's ability to supply energy. However, as with the project, there would be an incremental contribution to the significant demand for non-renewable resources such as coal, oil, and natural gas from which energy is derived.

Police - Under this alternative, like the proposed project, there would be no significant impacts to police protection services.

Fire/EMR - Under this alternative, like the proposed project, there would be no impacts to fire protection/EMR services.

Hazardous Waste

Under this alternative, potentially significant impacts associated with onsite hazardous waste generation could be similar to the proposed project, depending on the nature of the land uses. Existing hazardous wastes would remain, pending action by various agencies. Potential impacts associated with onsite hazardous waste generation would be similar to the proposed project. Depending on the type of onsite activities, adjacent wetland/riparian habitats would still potentially be threatened by onsite generation of hazardous wastes. Compliance with local and state hazardous waste regulations would be required. Additional subsurface evaluation of existing contamination would also be required.

Community Social Factors

There would be beneficial impacts to employment under this alternative. Although the Pacific Bell facility would be relocated to another location in Chula Vista, this alternative would have the potential to generate more employment than the proposed project.

5.3 ALTERNATIVE COMMERCIAL USE

Under this alternative, the project site would be developed as a commercial shopping center for warehouse style discount stores (Power Center). The size of the project site would remain 25 acres.

Land Use

Under this alternative, land use impacts could be similar to the proposed project. Under either this alternative or the proposed project, significant but mitigable impacts could result from the proximity of the site to the future Otay Valley Regional Park. This alternative would be compatible with adjacent commercial and industrial land uses to the west and north across Otay Valley Road.

Agriculture

Under this alternative or the proposed project, there would be significant unmitigable impacts resulting from the loss of prime agricultural land for other uses.

Biology

Under this alternative, impacts to biological resources would be similar to the proposed project. Buildings would be constructed adjacent to a sensitive wetland/riparian habitat. Indirect impacts to sensitive wildlife from lighting and onsite noise may be reduced compared to the proposed

project, but would potentially exist depending on the design of the commercial/warehouse uses. Impacts associated with erosion and siltation of the Otay River floodway caused by construction associated runoff and impervious surface coverage of the site would be similar to the proposed project. Impacts under the proposed project would be significant but mitigable.

Cultural Resources

Under this alternative or the proposed project, no impacts to archaeological sites would occur within the eastern 20-acre parcel (Shinohara). Potentially significant impacts may occur if cultural resources are encountered during construction monitoring within the western five-acre parcel (Pacific Bell).

Geology and Soils

Under this alternative, impacts to geology and soils would be similar to the proposed project. Under either this alternative or the proposed project, significant but mitigable impacts caused by expansive soils and liquefaction due to ground shaking as a result of the La Nacion Fault would occur. Adverse but not significant impacts to mineral resources would occur under either this alternative or the proposed project.

Paleontological Resources

Under either this alternative or the proposed project, no significant impacts to paleontological resources would occur as grading is not expected to occur in fossil-bearing geologic formations.

Drainage and Water Quality

Under this alternative, impacts to drainage and water quality would be similar to the proposed project. Potential impacts associated with runoff volumes, increased siltation, and non-point source pollution of the wetland/riparian habitat of the Otay River floodway would be similar to

the proposed project. Onsite impervious surfaces would contribute to increased runoff volumes flowing into the Otay River floodway which would potentially lead to increased sedimentation of downstream habitats including South San Diego Bay. Under the proposed project, impacts would be significant but mitigable.

Landform/Aesthetics

Under this alternative, landform and aesthetic impacts would be similar to the proposed project. Under the proposed project, no significant landform impacts would occur; however, visual impacts would be significant but mitigable. With the commercial use, lighting could impact nearby sensitive uses (residences and wildlife resources), and the intensity of uses could be aesthetically incompatible with the future use of the Otay River Valley Regional Park. As with the project, these impacts could be mitigated.

Transportation

Under this alternative, impacts to transportation would be greater than under the proposed project; although this alternative would still result in significant impacts to the capacity of the adjacent roadway system. Depending on the exact types of commercial uses proposed, traffic volumes would range from approximately 15,000 to 20,000 ADT. This figure is based on the generation of 600 to 800 ADT per acre for a discount store (e.g., Home Depot or Price Club) type use. Due to cumulative growth, impacts to the area roadway network would be significant but mitigable under either this alternative or the proposed project.

Air Quality

Under this alternative, impacts to air quality would be greater than the proposed project. Increased vehicular emissions would occur, and any new air emissions in an area of non-attainment are considered cumulatively significant. Onsite emission from stationary sources

would not be expected to occur under this alternative. The proposed project would result in significant but mitigable short-term dust/diesel fuel emissions and long-term operations emissions.

Noise

Under this alternative, impacts to noise would be greater than the proposed project due to increased traffic-related noise. Commercial uses under this alternative are not anticipated to generate significant onsite noise. Under the proposed project, significant but mitigable onsite noise impacts would occur. Cumulative noise impacts from vehicles along Otay Valley Road would be similar to those of the proposed project.

Services and Utilities

Water - Under this alternative, impacts to the ability of the Otay Water District to serve the site would be the same as the proposed project. A service letter from Otay Water District would be required. Impacts under the proposed project are significant but mitigable. Under either this alternative or the proposed project, cumulative impacts to regional water supply would occur.

Sewage - Under this alternative, like the proposed project, potentially significant but mitigable impacts to the capacity of the Chula Vista sewer system would occur and would require the expansion of the existing sewer system.

Solid Waste - Under this alternative, impacts to the capacity of landfills in San Diego County would be similar to the proposed project. Impacts under either this alternative or the proposed project would result in cumulatively significant impacts to landfill capacity. This could be reduced through recycling and waste reduction.

Energy - Under this alternative, like the proposed project, there would be no significant impacts on SDG&E's ability to supply energy. Under either this alternative or the proposed project, there

would be an incremental contribution to the significant demand for non-renewable resources such as coal, oil, and natural gas from which energy is derived.

Police - Under either this alternative or the proposed project, there would be no significant impacts to police projection.

Fire/EMR - Under either this alternative or the proposed project, there would be no significant impacts to fire protection/EMR services.

Schools - Under this alternative, impacts to schools would be similar to the proposed project. This alternative project would still be required to contribute funds for mitigation. Under the proposed project, impacts would be significant but mitigable.

Hazardous Waste

Under this alternative, potentially significant impacts associated with onsite hazardous waste generation could be reduced compared to the proposed project depending on the nature of the commercial/warehousing land uses. Compliance with local and state hazardous waste regulations, however, may be required. Additional verification of removal of existing contamination would also be required. This proposed project would result in significant but mitigable impacts.

Community Social Factors

There would be beneficial impacts to employment and housing under this alternative. Although the Pacific Bell facility would be relocated to another location in Chula Vista, this alternative would have the potential to generate more employment than the proposed project.

5.4 REDUCED PROJECT SIZE

Under this alternative, the Auto Center would occupy the 20 acres on the site. It is likely that the number of dealerships would be reduced from the five to four due to space considerations.

Land Use

Under this alternative, impacts to land use would be slightly reduced but similar to the proposed project. Significant impacts would result from the incompatibility of this alternative land use with the future Otay River Valley Regional Park. This alternative would be compatible with adjacent commercial land uses to the west and north across Otay Valley Road. Impacts under the proposed project would be significant but mitigable.

Agriculture

Using either this alternative or the proposed project, there would be significant unmitigable impacts resulting from the loss of prime agricultural land for other uses.

Biology

Under this alternative, impacts to biological resources would be similar when compared to the proposed project. Buildings would be constructed adjacent to a sensitive wetland/riparian habitat. Indirect impacts to sensitive wildlife from lighting and noise would occur under either this alternative or the proposed project. Impacts associated with erosion and siltation of the Otay River floodway resulting from construction associated runoff and impervious surface coverage of the site would occur under either this alternative or the proposed project. Impacts under the proposed project would be significant but mitigable.

Cultural Resources

Under this alternative or the proposed project, no impacts to archaeological sites would occur within the eastern 20-acre parcel (Shinohara). ~~Potentially significant impacts may occur if cultural resources are encountered during construction monitoring within the western five-acre parcel (Pacific Bell).~~

Geology and Soils

Under this alternative, impacts to geology and soils would be similar to the proposed project. Under either this alternative or the proposed project, significant but mitigable impacts would occur from expansive soils and liquefaction due to ground shaking as a result of the La Nacion Fault being located onsite. Adverse but not significant impacts to the mineral resources would also occur under either the proposed project or this alternative.

Paleontological Resources

Under either this alternative or the proposed project, no significant impacts to paleontological resources would occur since no grading in fossil bearing geologic formations is expected to occur.

Drainage and Water Quality

Under this alternative, impacts to drainage and water quality would be similar when compared to the proposed project. Potential impacts associated with runoff volumes, increased siltation, and non-point source pollution of the wetland/riparian habitat of the Otay River floodway would occur under either alternative. Onsite impervious surfaces would contribute to increased runoff volumes flowing into the Otay River floodway which would potentially lead to increased sedimentation of downstream habitats including South San Diego Bay under either alternative. Impacts would be significant but mitigated under the proposed project.

Landform/Aesthetics

Under this alternative, potential impacts to landform and aesthetics would be similar to the proposed project. Visual impacts under the proposed project would be significant but mitigable.

Transportation

Under this alternative, impacts to transportation would be reduced when compared to the proposed project. This alternative would generate 6,000 daily vehicle trips (1,500 less ADT than the proposed project). Due to cumulative growth, impacts to the area roadway network would be significant but mitigable under either this alternative or the proposed project.

Air Quality

Under this alternative, impacts to air quality would be reduced when compared to the proposed project. This alternative would generate approximately 1,500 ADT less than the proposed project, which would result in reduced vehicle emissions. However, any new emissions in a non-attainment area are considered cumulatively significant. Onsite emissions would be similar under either this alternative or the proposed project. Onsite emissions impacts under the proposed project would be significant but mitigable.

Noise

Under this alternative, impacts to noise would be similar when compared to the proposed project onsite. The proposed project would result in significant but mitigable onsite noise impacts to sensitive wildlife in the Otay River floodway.

Services and Utilities

Water - Under this alternative, impacts to the ability of the Otay Water District to serve the site would be slightly reduced when compared to the proposed project. A service letter from the Otay Water District would be required. Cumulative impacts to water would be similar to the proposed project.

Sewage - Under this alternative, like the proposed project, potentially significant but mitigable impacts to the capacity of the Chula Vista sewer system would occur. Impacts to the capacity of the sewer system would be slightly reduced when compared to the proposed project due to the reduced size of this alternative. The expansion of the existing sewer system would, however, would still be required.

Solid Waste - Under this alternative, impacts to the capacity of landfills in San Diego County would occur but would be slightly reduced when compared to the proposed project. Impacts under either this alternative or the proposed project would contribute to cumulatively significant impacts to landfill capacity. This could be reduced by recycling and waste reduction.

Energy - Under this alternative, like the proposed project, there would be no significant impacts to SDG&E's ability to supply energy. However, as with the project, cumulatively significant impacts to nonrenewable resources such as coal, oil, and natural gas from which energy is derived would occur.

Police - Under this alternative, like the proposed project, there would be no significant impacts to police protection services.

Fire/EMR - Under this alternative, like the proposed project, there would be no significant impacts to fire protection/EMR services.

Schools - Under this alternative, impacts to schools would be slightly reduced when compared to the proposed project. The proposed project would result in significant but mitigable impacts to schools. Under either this alternative or the proposed project, impacts would be mitigated by the contribution of funds.

Hazardous Waste

Under this alternative, potentially significant impacts associated with onsite hazardous waste generation; however, these impacts could be slightly reduced compared to the proposed project due to the reduced size, but waste would still be generated. Adjacent wetland/riparian habitats may be affected by this onsite generation of hazardous wastes. Compliance with local and state hazardous waste regulations would be required.

Community Social Factors

There would be beneficial impacts to employment under this alternative, and the Pacific Bell facility would not be relocated. This alternative would generate slightly less employment than the proposed project.

5.5 ALTERNATIVE SITE-EAST

Under this alternative, the proposed project would be located in the Eastern Territories Area in southeastern Chula Vista. This alternative site is located in a currently undeveloped area that is shown on the General Plan as southeast of the future intersection of SR-125 and Orange Avenue. The information presented below in relation to existing conditions and potential impacts is based on the City of Chula Vista General Plan EIR. No site-specific studies or field reconnaissance has been conducted for this analysis. Figure 5-1 illustrates the location of the Orange Avenue/SR-125 alternative site.

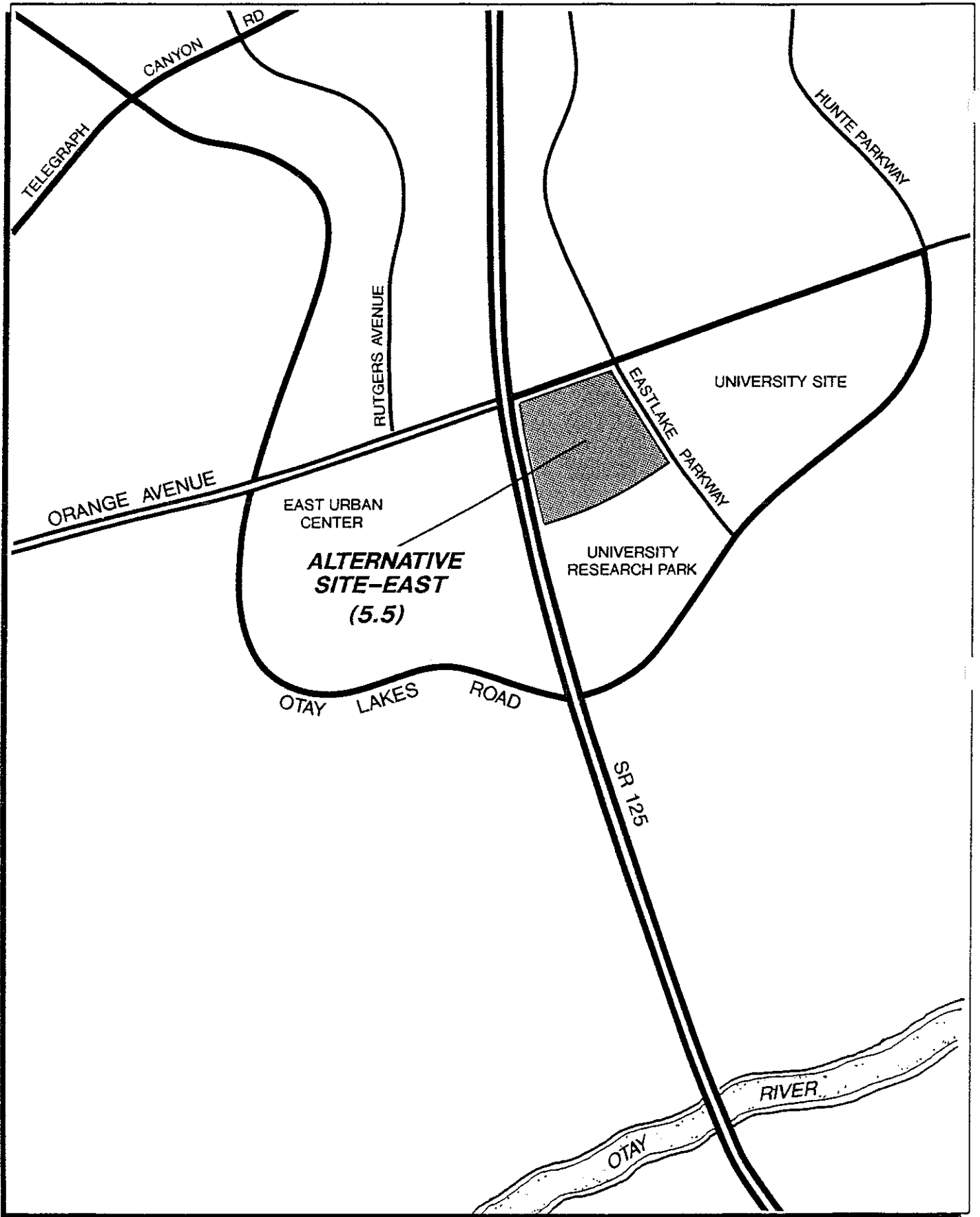


Figure 5-



Source: City of Chula Vista
General Plan, 1989.

No Scale

Location of Alternative Site 5.5



Land Use

Land use impacts associated with the Orange Avenue/SR-125 alternative site would be similar to those of the proposed project. This alternative is designed for research and limited manufacturing use in the City of Chula Vista General Plan. Adjacent land use designations include a university to the west, a university research park to the south, and an urban center to the east, and residential use to the north. An Auto Center would be considered a potentially incompatible use with residential use, university and university research park uses. The proposed project would result in significant but mitigable impacts due to the proximity to sensitive wildlife and the future Otay River Valley Regional Park.

Agriculture

Under the Orange Avenue/SR-125 alternative, there would be no significant impacts to agriculture since the site is not designated as prime farm land.

Biology

The Chula Vista General Plan EIR identifies the Orange Avenue/SR-125 site as a farmed or disturbed area which presumably would not contain important biological resources. This would, however, have to be analyzed in order to make this determination. Because of the disturbed nature of the site and the surrounding area, it is anticipated that biological impacts for the Orange Avenue/SR-125 site would be less than impacts associated with the proposed project. Biological impacts under the proposed project would be significant but mitigable.

Cultural Resources

The Chula Vista General Plan EIR identifies the Orange Avenue/SR-125 site as having a moderate potential for containing cultural resources. Until a site-specific study is conducted, it is assumed that significant impacts could occur to cultural resource. The proposed project would

not impact any archaeological sites within the eastern 20-acre parcel (Shinohara). Potentially significant impacts may occur if cultural resources are encountered during construction monitoring within the western five-acre parcel (Pacific Bell).

Geology and Soils

Under the Orange Avenue/SR-125 alternative, impacts to mineral resources would be eliminated. Under the proposed project, impacts to mineral resources would be adverse but not significant. Impacts from ground shaking as a result of seismic activity are expected to be less than under the proposed project since the nearest fault (La Nacion fault) is approximately three miles to the southwest of this alternative site. The La Nacion fault is located on the proposed project site. Until a site-specific geotechnical investigation is conducted however, it is assumed that geologic/soils impacts could be potentially significant and mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Paleontological Resources

The Chula Vista General Plan EIR identifies the Orange Avenue/SR-125 site as having a low potential for paleontological resources. Therefore, no impacts would be anticipated, though site specific analysis of grading would be required to confirm this. Under the proposed project, impacts would not be significant since no grading of fossil bearing geologic formations is proposed.

Drainage and Water Quality

Under the Orange Avenue/SR-125 alternative, impacts to drainage and water quality would be similar when compared to the proposed project. Based on a review of topographic maps, onsite surface drain flows to the north/northwest via a series of drainages. This site is located approximately one mile upstream from Poggi Canyon. Existing water quality may be degraded if the site has been used for agriculture. If the site were developed with an Auto Center, urban

runoff and erosion/sedimentation from the site would contribute to cumulative water quality degradation. Drainage and water quality impacts are potentially significant, mitigation potential is unknown. Under the proposed project, impacts would be significant but mitigable.

Landform/Aesthetics

Under the Orange Avenue/SR-125 alternative, landform impacts would be greater than under the proposed project. The site is characterized by a series of ridgelines and associated drainages. Although grading plans are not available, based on a review of existing topography of the site, grading/landform alteration impacts could be significant. Under the proposed project no significant landform impacts would occur. Aesthetic impacts would be potentially significant because the character of Auto Center uses adjacent to a university and a university research park is considered incompatible. Mitigation potential is unknown. Visual/aesthetic impacts under the proposed project would be significant but mitigable.

Transportation

The Orange Avenue/SR-125 alternative would result in significant impacts to traffic. Traffic volumes under this alternative would be higher than those under the site's current General Plan land use designation. Approximately 5,800 ADT would be generated above that currently anticipated for research/limited manufacturing use of the site. Mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Air Quality

Under the Orange Avenue/SR-125 alternative, impacts to air quality would be similar to the proposed project. Significant but mitigable short-term dust/diesel fuel emissions would occur under either this alternative or the proposed project. Vehicular emissions would be cumulatively significant under either this alternative or the proposed project. Air quality impacts would be

potentially significant. Mitigation potential is unknown. Onsite emissions would be significant but mitigable for the proposed project.

Noise

Under the Orange Avenue/SR-125 alternative, impacts to noise would be similar to the proposed project. Although this site is located in proximity to sensitive noise receptors (i.e., residential and university use), based on a review of the sensitive biological resource map in the General Plan EIR, it is not anticipated that sensitive wildlife are located in proximity to the site. This would have to be verified by a biological survey. Significant noise impacts to residential and university uses could occur under this alternative depending on the design and site layout of both the Auto Center and the future residential and university uses. Mitigation potential is unknown. Noise impacts under the proposed project are significant but mitigable.

Services and Utilities

Water - Under Orange Avenue/SR-125 alternative, impacts to the Otay Water District's ability to provide service would be similar to the proposed project. This alternative would require a service letter from the Otay Water District. Cumulative impacts to water would be similar to the proposed project.

Sewage - Under the Orange Avenue/SR-125 alternative, impacts to the Chula Vista sewer system capacity would be similar to the proposed project. This alternative, like the proposed project, would contribute to the need for expanding the existing sewer system and a demand for expanding regional sewage treatment. Mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Solid Waste - Under the Orange Avenue/SR-125 alternative, impacts to landfill capacity in San Diego County would be similar to the proposed project. Impacts under either this alternative or

the proposed project would result in cumulatively significant impacts to landfill capacity. This could be reduced through recycling and waste reduction.

Energy - Under the Orange Avenue/SR-125 alternative, like the proposed project, there would be no significant impacts to SDG&E's ability to supply energy. It is anticipated that SDG&E would extend utilities to the Orange Avenue/SR-125 area by the time of development. However, consultation with SDG&E staff would be required to verify their ability to provide service to the site. Under either this alternative or the proposed project there would be cumulatively significant impacts to energy. Mitigation potential is unknown.

Police - Because it is anticipated that police service would be available at the time of development, under the Orange Avenue/SR-125 alternative, like the proposed project, there would be no significant impacts to police protection. However, consultation with City staff would be required to verify that the Police Department would be able to maintain the response times mandated by the threshold standards.

Fire - Under the Orange Avenue/SR-125 alternative, like the proposed project, there would be no significant impacts to fire protection/EMR. Consultation with City staff would, however, be required to verify that the Fire Department would be able to maintain the response times mandated by the threshold standards.

Schools - Under the Orange Avenue/SR-125 alternative, impacts to schools would be similar to the proposed project; however, mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Hazardous Waste

Under the Orange Avenue/SR-125 alternative, since the site is disturbed and may have been used for farming, there may be existing soil contamination depending on the history of previous activities onsite. Although a survey would be required to verify this, significant impacts could

occur. Hazardous waste impacts under this alternative would be significant and mitigation potential is unknown. Impacts associated with onsite hazardous waste generation would be similar to the proposed project. Compliance with local and state hazardous waste regulations would be required. Impacts under the proposed project are significant but mitigable.

Community Social Factors

Under the Orange Avenue/SR-125 alternative, like the proposed project, there would be beneficial impacts to employment and no significant impacts to population and housing.

5.6 ALTERNATIVE SITE-BROADWAY AND "K"

Under this alternative the proposed project would be located along Broadway Avenue both north and south of "K" Street in west-central Chula Vista. The site currently contains a mixture of commercial uses including several auto dealerships, a motel, a car wash, and a convenience store. For the purpose of this analysis, it is assumed that the project would be 25 acres and would consist of five dealerships. It is also assumed that the existing dealerships would be remodeled as it could be economically infeasible for owners to close their business while redevelopment of the site occurs. Other existing commercial uses would be removed/relocated. Figure 5-2 illustrates the location of the Broadway/"K" Street alternative site.

Land Use

Under the Broadway/"K" Street alternative, impacts to land use would be similar or greater when compared to the proposed project. This alternative would be compatible with the existing commercial land uses along Broadway. The site is designated in the General Plan for Retail Commercial Use. The site is presently occupied by a Chevrolet dealership on the southeast quadrant, a used car dealership on the southwest quadrant, a convenience store, motel, and a Ford dealership on the northwest quadrant and a carwash on the northeast quadrant. Residences occur adjacent to these uses. It is assumed that the existing auto dealerships would be remodeled/

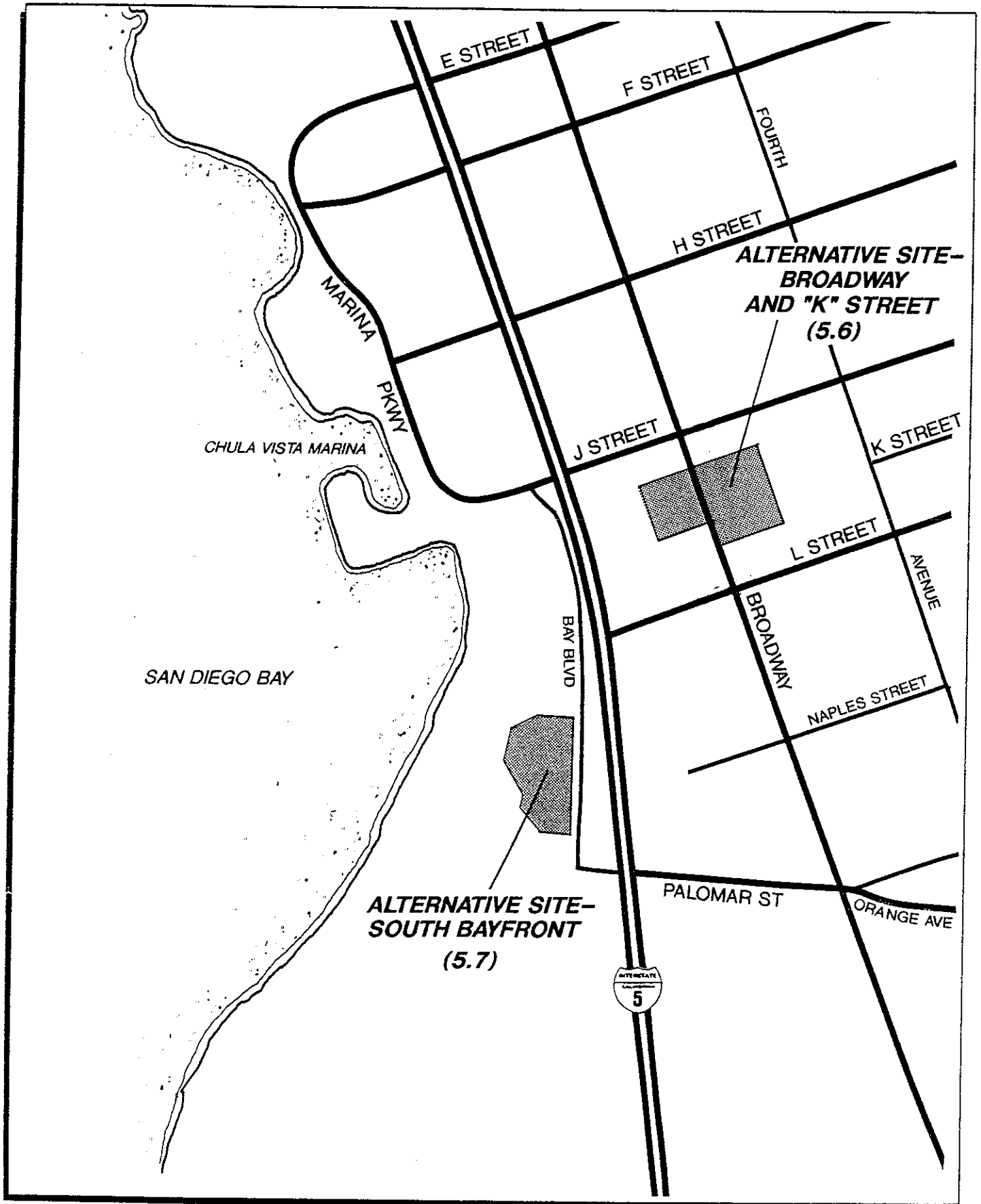


Figure 5-2

Location of Alternative Sites
5.6 and 5.7



Source: City of Chula Vista
General Plan, 1989.

No Scale



upgraded. Other existing commercial uses would be removed/relocated. The potential relocation of business and possibly residences would create significant impacts. Impacts under the proposed project would be significant but mitigable.

Agriculture

Under the Broadway/"K" Street alternative, there would be no impacts to agriculture because the area is already fully developed.

Biology

Under the Broadway/"K" Street alternative there would be no impacts to biological resources as the site is either paved or developed with structures. The site is surrounded by existing commercial and residential development. Impacts under the proposed project would be significant but mitigable.

Cultural Resources

According to the Chula Vista General Plan EIR, the Broadway/"K" Street site has a low potential for containing cultural resources. The potential for onsite cultural resources is low due to previous grading and digging activities for development; however, a cultural resources investigation would be necessary to confirm this. Under the proposed project, no impacts to cultural resources would occur within the eastern 20-acre parcel (Shinohara). Potentially significant impacts may occur if cultural resources are encountered during construction monitoring within the western five-acre parcel (Pacific Bell).

Geology and Soils

Under the Broadway/"K" Street alternative, potentially significant impacts to geology and soils would be reduced when compared to the proposed project. Impacts to mineral resources would

be eliminated. The proposed project would result in adverse but not significant impacts to mineral resources. Potential impacts from ground shaking would not be as severe as the proposed project, due to the greater distance of the site from the La Nacion fault (approximately 3.5 miles); however, mitigation potential is unknown. Until a site-specific geotechnical investigation is conducted, it is assumed that there could be geologic/soil impacts. Impacts under the proposed project would be significant but mitigable.

Paleontological Resources

Under the Broadway/"K" Street alternative, impacts to paleontological resources would be the same as under the proposed project. The Chula Vista General Plan EIR identifies this alternative site as having a low potential for paleontological resources. As such impacts to paleontological resources are not anticipated to occur under this alternative; however, until site specific surveys are conducted, impacts are considered potentially significant and mitigation potential is unknown. Impacts under the proposed project would not be significant as no grading in fossil bearing geologic formations is proposed.

Drainage and Water Quality

Under the Broadway/"K" Street alternative, impacts to drainage and water quality would be reduced when compared to the proposed project. The site is presently developed. Onsite drainage is directed toward existing curb inlets along Broadway and/or "K" Street. Although no site plans are available for this alternative, runoff would be expected to be similar to existing runoff conditions. Therefore, no significant drainage impacts are anticipated. Development of the Auto Center on this site would result in deterioration of water quality due to urban contaminants, a situation which already exists at this location. Water quality impacts under the proposed project would be significant but mitigable.

Landform/Aesthetics

Under the Broadway/"K" Street alternative, landform and aesthetic impacts would be reduced when compared to the proposed project. This area is already developed with commercial uses. Since the site is relatively flat, no significant landform alteration impacts would occur. No significant landform impacts would occur under the proposed project. Existing surrounding land uses would be visually compatible with an Auto Center. It is assumed that existing auto dealerships would be remodeled and new dealerships would be built in place of other commercial uses onsite. With adherence to City design guidelines, the visual appearance of the site is expected to be improved when compared to the existing visual setting. Visual impacts under the proposed project would be significant but mitigable.

Transportation

Under the Broadway/"K" Street alternative, future traffic volumes would be reduced when compared to those anticipated under existing land use designations. No significant impacts are anticipated under this alternative. Impacts under the proposed project would be significant but mitigable.

Air Quality

Under the Broadway/"K" Street alternative, impacts to air quality would be similar to the proposed project. Significant but mitigable short-term dust/diesel fuel emissions would occur under either this alternative or the proposed project. Vehicular emissions would be cumulatively significant under either this alternative or the proposed project. Onsite emissions would be potentially significant under this alternative, mitigation potential is unknown. Under the proposed project, onsite emissions would be significant but mitigable.

Noise

Under the Broadway/"K" Street alternative, noise impacts would be similar to the proposed project. Existing surrounding commercial land uses are not considered sensitive noise receptors, however, the nearby residences are. Impacts under either the proposed project or this alternative would be significant but mitigable.

Services and Utilities

Water - Under the Broadway/"K" Street alternative impacts to the Sweetwater Authority's ability to provide services would be similar to the proposed project. This alternative would require a service letter from the District. Like the proposed project, cumulative impacts to water would occur.

Sewage - Under the Broadway/"K" Street alternative, impacts to the Chula Vista sewer system capacity are expected to be reduced when compared to the proposed project. This alternative is located in an area serviced by a large capacity line; thus, there is the possibility there would not be a need to expand the existing sewer system. Impacts are considered potentially significant, mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Solid Waste - Under the Broadway/"K" Street alternative, impacts to landfill capacity in San Diego County would be similar to the proposed project. Impacts under either this alternative or the proposed project would result in cumulatively significant impacts to landfill capacity. This could be reduced through recycling and waste reduction.

Energy - Under the Broadway/"K" Street alternative, like the proposed project, there would be no significant impacts to SDG&E's ability to supply energy. Under either this alternative or the proposed project there would be cumulatively significant impacts to energy.

Police - Under the Broadway/"K" Street alternative, like the proposed project, there would be no significant impacts to police protection.

Fire/EMR - Under the Broadway/"K" Street alternative, like the proposed project, there would be no significant impacts to fire protection/EMR services.

Schools - Under the Broadway/"K" Street alternative, impacts to schools would be less than the proposed project. Since existing auto dealerships would remain onsite, population generation and new student generation would be less than under the proposed project; however, mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Hazardous Waste

Under the Broadway/"K" Street alternative, since the site is occupied by numerous commercial uses (including three auto dealerships), there may be existing soil contamination, depending on the history of previous activities onsite. Although a site assessment survey would be required to verify this, significant impacts could occur. Hazardous waste impacts under either this alternative or the proposed project would be significant but mitigable by adherence to the recommendations of the site assessment report. Compliance with local and state hazardous waste regulations would be required. Potential impacts associated with the onsite generation of hazardous wastes would be similar to the proposed project; however, mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Community Social Factors

Under the Broadway/"K" Street alternative, like the proposed project, there would be beneficial impacts to employment and no significant impacts to population or housing. Existing non-auto dealership commercial uses on the alternative site would be relocated.

5.7 ALTERNATIVE SITE-SOUTH BAYFRONT

Under this alternative, the proposed Auto Center would be located at the southern portion of the Bayfront Community which is one of five specific planned communities within the City of Chula Vista. This alternative site is a vacant, disturbed lot located on the west side of Bay Boulevard, north of Palomar Road, within the southern limits of the SDG&E power plant property. Figure 5-2 illustrates the location of the South Bayfront alternative site.

Land Use

Land use impacts under the South Bayfront alternative would be similar to impacts under the proposed project. This site is designated for General Industrial Use; however, the proposed Auto Center would be compatible with adjacent visitor serving commercial and industrial land uses to the north, south, and east. The alternative would result in significant impacts due to the incompatibility with the proposed South San Diego Bay National Wildlife Refuge proposed by the U.S. Fish and Wildlife Service for the portion of the Bay immediately to the west of the project site. Mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Agriculture

Under the South Bayfront alternative, there would be no impacts to agriculture since the site is not presently used for agriculture and does not contain a prime farmland designation. Impacts under the proposed project would be significant and unmitigable.

Biology

Under the South Bayfront alternative impacts would be similar to the proposed project. There would be no direct impacts to biological resources as the site is vacant and disturbed. Due to the proximity of the site to San Diego Bay, a biological resource investigation would be required

to determine the significance of indirect impacts to the habitats of San Diego Bay as a result of the proposed project. Impacts under the proposed project would be significant but mitigated.

Cultural Resources

The Chula Vista General Plan EIR identifies the Bayfront area as having the lowest potential for the existence of significant cultural resources of the five specific community planning areas within the City of Chula Vista. Until a site-specific study is conducted, however, it is assumed that impacts could occur to cultural resources. The proposed project would not impact any archaeological sites within the eastern 20-acre parcel (Shinohara). Potentially, significant impacts may occur if cultural resources are encountered during construction monitoring within the western five-acre parcel (Pacific Bell).

Geology and Soils

Under the South Bayfront alternative, impacts to geology and soils would be reduced when compared to the proposed project. Impacts to mineral resources would be eliminated. Under the proposed project, impacts to mineral resources would be adverse but not significant. Impacts from ground shaking would not be as severe as the proposed project, due to the greater distance of this alternative site from the La Nacion fault (approximately 3.5 miles).

Paleontological Resources

The Chula Vista General Plan EIR identifies the South Bayfront site as having a low potential for paleontological resources. Therefore, no impacts would be anticipated, though site-specific analysis of grading plans would be required to confirm this. Under the proposed project, impacts would not be significant since no grading of fossil bearing geologic formations is proposed.

Drainage and Water Quality

Existing drainage from the site consists of surface flows into the San Diego Bay. A site-specific study would be required to assess the potential drainage/water quality impacts to the San Diego Bay due to the project associated runoff volumes, urban pollutants and sedimentation. The South Bayfront site does not currently contain impervious surfaces. The development of impervious surfaces would increase runoff volumes and velocities which could result in erosion/sedimentation downstream in significant water quality impacts to the San Diego Bay. Potential degradation of its sensitive shallow water habitat in this area could also occur. Mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Landform/Aesthetics

The South Bayfront alternative site is relatively flat. Development of the proposed project at this location would not be expected to result in significant landform alteration impacts. Under the proposed project, landform impacts would not be significant. The South Bayfront area contains a variety of commercial retail, limited manufacturing, and industrial uses that vary in size and design. It is anticipated that the proposed project would be visually compatible with adjacent land uses. Views of San Diego Bay from Bay Boulevard are currently available along the length of the site. Development of the Auto Center on this site could block these views. This would be a potentially significant impact. Mitigation potential is unknown. Visual impacts under the proposed project would be significant but mitigable.

Transportation

The South Bayfront alternative would result in significant impacts to traffic. Traffic volumes under this alternative would be higher than those under the site's current General Plan land use designation. Approximately 3,000 trips would be generated above that currently anticipated for General Industrial use on the site. Impacts are considered potentially significant, mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Air Quality

Under the South Bayfront alternative, impacts to air quality would be similar to the proposed project. Significant but mitigable short-term/diesel fuel emissions would occur under either this alternative or the proposed project. Vehicular emissions would be cumulatively significant under either this alternative or the proposed project. Onsite emissions would be potentially significant, mitigable potential for this alternative is unknown. Under the proposed project, impacts were potentially significant but mitigable.

Noise

Under the South Bayfront alternative, impacts to noise would be similar to the proposed project. This site is not located in proximity to residential use, however, it is in the proximity to biological resources associated with the San Diego Bay. Therefore, impacts are considered potentially significant, mitigation potential is unknown. Noise impacts under the proposed project would be significant but mitigable.

Services and Utilities

Water - Under the South Bayfront alternative, impacts to the Sweetwater Authority's ability to provide service would be similar to the proposed project. This alternative would require a service letter from the District. Cumulative impacts to water supply would occur under either this alternative or the proposed project.

Sewage - Under the South Bayfront alternative, impacts to the Chula Vista sewer system capacity may be reduced when compared to the proposed project. This alternative is located in an area served by a large capacity line which may not require line improvements. Mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Solid Waste - Under the South Bayfront alternative, impacts to the landfill capacity in San Diego County would be similar to the proposed project. Impacts under either this alternative or the proposed project would result in cumulatively significant impacts to landfill capacity. This could be reduced through recycling and waste reduction.

Energy - Under the South Bayfront alternative, no significant impacts to SDG&E's ability to supply energy are anticipated. However, this would have to be verified with SDG&E; therefore, mitigation potential is unknown. Under either this alternative or the proposed project, there would be cumulatively significant impacts to energy.

Police - Under the South Bayfront alternative, no significant impacts to police protection services are anticipated. This would have to be verified with the Police Department, therefore, mitigation potential is unknown. Under the proposed project there would be no significant impacts to police protection services.

Fire/EMR - Under the South Bayfront alternative, no significant impacts to fire protection/EMR services are anticipated. This would have to be verified with the Fire Department, therefore, mitigation potential is unknown. Impacts under the proposed project would not be

School - Under the South Bayfront alternative, impacts to schools would be similar to the proposed project, however, mitigation potential is unknown. Impacts under the proposed project would be significant but mitigable.

Hazardous Waste

Under the South Bayfront alternative, it is unknown if there is any soil contamination from previous activities onsite. A site assessment survey would be required to analyze the status of the site. Hazardous waste impacts under this alternative would be significant but mitigation potential is unknown. Impacts associated with onsite hazardous waste generation would be similar to the proposed project. Impacts under the proposed project would be significant but

mitigable. Under either this alternative or the proposed project, compliance with local and state hazardous waste regulations would be required.

Community Social Factors

Under the South Bayfront alternative, there would be beneficial impacts to employment and no significant impacts to population or housing.

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7.0 ORGANIZATIONS AND PERSONS CONTACTED

Algert Engineering

Jim Algert - Director

Avanessian and Associates

George Avanessian - Architect

Chula Vista Elementary School District

Kate Shurson - Director of Planning

City of Chula Vista

Marty Chase - Management Services
Elizabeth Chopps - Engineering Department
Bud Gray - Planning Department
Keith Hawkins - Police Department
Fred Kassman - Community Development Department
Roman Miranda - Engineering Department
Norman Ostapinski - Planning Department
Zoubir Ouadah - Engineering Department
Robin Putnam - Community Development Department
Doug Reid - Planning Department
Diana Richardson - Community Development Department
Hal Rosenberg - Engineering Department
George Smith - Fire Department
Marty Schmidt - Department of Parks and Recreation
Steve Thomas - Public Works Department

County of San Diego

Nina Anderson - Hazardous Materials Specialist II
Mary Peters - Hazardous Materials Specialist II

Laidlaw Waste Management

Don Blind, Division Manager

Michael Brandman Associates

Lee Jones - Director, Biological Services
Karen Swirksy - Senior Staff Ecologist

Otay Water District

John Garcia - Engineer
Jerry Smith - Customer Service Representative

Robert Prater Associates

James Barton - C.E.G.

Pacific Bell

Patty Hamilton - Planner
Sharon Terrel - South Bay Area Manager

SANDAG

Eunice Tanjuaquio - Public Information Specialist
Jeff Tayman - Demographer

San Diego Gas and Electric

Don Rose - Land Planning

San Diego Regional Water Quality Control Board

John Anderson - Engineer

State of California, Department of Food and Agriculture

Shelley Mountjoy - Environmental Reviewer

State of California, Department of Mines and Geology

Russ Miller - Senior Geologist

Sweetwater Union High School district

Thomas Silva - Assistant Director of Planning

TorStan Inc.

Torsten Kruger - Principal

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8.0 CERTIFICATION OF ACCURACY AND QUALIFICATIONS

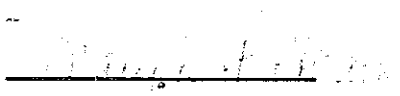
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Brian Smith & Associates	Cultural Resources
Pacific Southwest Biological Services	Biology
Giroux & Associates	Noise and Air Quality

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 in this EIR.



Mary D. Putnam
Project Manager

