

**FINAL  
ENVIRONMENTAL IMPACT REPORT  
FOR CHULA VISTA MALL EXPANSION  
EIR-91-04  
SCH Number 91051042**

Prepared for

**CITY OF CHULA VISTA  
276 FOURTH AVENUE  
CHULA VISTA, CA 91910**

Prepared by

**RECON**

**Regional Environmental Consultants**

7460 Mission Valley Road, San Diego, CA 92108 (619) 542-1611

**RECON NUMBER 2333E  
DECEMBER 10, 1991**

This document, entitled Final Environmental Impact Report (EIR-91-04) for the Chula Vista Mall Expansion, discusses the potentially significant issues involved with the proposed project. The public review period ended on November 13, 1991. Letters of comment on the draft EIR were received from the Sweetwater Authority, Chula Vista Elementary School District, Sweetwater Union High School District, City of Chula Vista Engineering Department memos, and Homart Development Company. In response to these letters of comment and the verbal comments from the Town Center Project Area Committee hearing, Resource Conservation Commission hearing, and Planning Commission hearing, changes have been made to the draft EIR. The following sections and corresponding page numbers of the EIR have been revised as described below:

Executive Summary - pages S-2, S-3, S-5, S-6, and Table S-1

Project Description - pages 3 and 6

Aesthetics - pages 22 and 27

Community Tax Structure/Fiscal - page 28

Transportation - pages 38, 42, 48, and 49

Relationship to City Thresholds - pages 62 and 63

The revised EIR, together with the following responses and letters of comment, constitute the Final EIR.

RESPONSES

**CHULA VISTA ELEMENTARY SCHOOL DISTRICT**

84 EAST "J" STREET • CHULA VISTA, CALIFORNIA 91910 • 619 425-9600

EACH CHILD IS AN INDIVIDUAL OF GREAT WORTH

October 16, 1991

RECEIVED

OCT 21 1991

PLANNING

Ms. Marilyn Ponceggi  
Environmental Section  
City of Chula Vista  
276 Fourth Avenue  
Chula Vista, CA 91910

RE: Draft EIR 91-04 / FB-066 / DP-828  
Town Centre II Redevelopment  
Chula Vista Mall (East of Broadway between I & H St.)

Dear Ms. Ponceggi:

This is to advise you that the Chula Vista Mall project, located East of Broadway between "I" and "H" Street, is within the Chula Vista Elementary School District which serves children from Kindergarten through Grade 6.

District enrollment has been increasing at the rate of 4 - 5 percent over the past several years, and this is projected to continue. Permanent capacity has been exceeded at many schools and temporary relocatable classrooms are being utilized to accommodate increased enrollments. The District also buses students outside their attendance areas, both to accommodate growth and assist in achieving ethnic balance.

The relationship between non-residential development and student enrollment has been clearly documented in studies done throughout the State. Since additional employment is linked to new homes, students associated with non-residential growth represent a subset of those from residential development. A portion of the facilities needs associated with new employment activity is, therefore, funded through residential fees. However, given that residential fees produce only about twenty-five percent of the required facility funding, there is a significant shortfall. State law currently provides for a developer fee of \$ .26 for non-residential area to be charged (Chula Vista Elementary School District - \$ .12/square foot; Sweetwater Union High School District - \$ .14/square foot) to assist in financing facilities needed to serve growth.

The subject project is estimated to generate approximately 114 new jobs which, based on the formula contained in the March, 1990, SourcePoint study commissioned by the five South Bay school districts, equates to 19 new students.



BOARD OF EDUCATION  
KEITH D. COCHRAN, P.D.  
LARRY CUMMINGS  
PATRICK L. JUDO  
GREG R. SANDOVAL  
SUPERINTENDENT  
JOHN F. MURPHY, P.D.

RESPONSES

1 Given the current funding shortfall, the District encourages developer participation in an alternative financing mechanism to help assure that facilities will be available to serve children generated by new construction. We are currently utilizing Community Facilities Districts (CFD's) as one method to help fund this deficit. Participation in a CFD is in lieu of developer fees.

The subject project, Chula Vista Mall, is located in the Vista Square School attendance area. This school is presently operating over permanent capacity, and an alternative financing mechanism, such as participation in or annexation to a Community Facilities District is recommended.

If you have any questions, please contact this office.

Sincerely,

*Kate Shurson*

Kate Shurson  
Director of Planning

KS:dp

cc: Homart Development

1. According to state law, the City must consider the payment of developer impact fees as full mitigation for school impacts unless the project involves a legislative action such as a General Plan Amendment. Since legislative actions are not required for this project, the City cannot require additional fees or annexation to a Mello-Roos District. The applicant will pay the appropriate developer impact fees.

# Sweetwater Union High School District

ADMINISTRATION CENTER  
1130 Fifth Avenue  
Chula Vista, California 91911-2896  
(619) 691-5500

RESPONSES

Division of Planning and Facilities  
July 16, 1991

Ms. Mary Lynn Ponssegi  
Planning Department  
City of Chula Vista  
276 4th Avenue  
Chula Vista, CA 91910

Dear Ms. Ponssegi:

**RE: Chula Vista Mall Expansion Project: EIR-91-04**

Thank you for the opportunity to respond to the preliminary draft environmental impact report prepared for the proposed Chula Vista mall expansion project.

As you may recall, in May 1991, I responded to the notice of preparation by requesting that the schools issue be addressed in the report as well as an analysis of the economic impact tax increment financing may have on the district. Although there is no section in the document which directly addresses schools, sufficient information is provided to allow for an analysis of this project's impact to schools.

Using a SANDAG study which correlates nonresidential development to anticipated new employment opportunities, thus resulting in new households/students, it is estimated that approximately 13 to 15 new students will enter the district as a result of this project. The cost to house these students in relocatable classrooms range from \$21,244 to \$24,128. The construction cost for an equal amount of permanent classrooms is from \$174,207 to \$196,930. Given the district's present share of \$0.14 per square foot of commercial area, this project will generate \$19,740 of revenue. As you can see, the collection of fees will not adequately mitigate the project's facility impact.

In regard to the issue of tax increment, the district captures 18.870% of the one percent property tax assessment of the 1987 base year assessed valuation. As identified in the report, the assessed valuation for 1987 was \$24,090,018 of which the district's share calculates to \$45,241.00. In fiscal year 1989 the assessed valuation increased to \$65,719,993; however, the district's portion remained at \$45,241.00. The district did not share in any of these funds because no revenue sharing agreement was established. Instead, the city and the district amicably resolved the anticipated Town Center II project impacts agreeing to enter into a joint venture to construct a new district office. Unfortunately, this project never came to fruition, and the continuing success of Town Center II, although beneficial to all of the community, could result in an increased demand of district services.

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PLANNING

RESPONSES

Ms. Mary Lynn Ponceggi  
July 16, 1991  
Page Two

The following items list a few possible measures, any one of which can be implemented to mitigate the tax increment issue:

- 1) A revenue sharing agreement between the city and the district could be reached which allows for the district's participation in the redevelopment project.
- 2) The property could be annexed to an existing Mello-Roos Community Facilities District so that a revenue stream to the district could be established.
- 3) The redevelopment agency could commit to assist the district in providing "gap" financing for the construction of the relocatable classrooms at the Chula Vista Junior High School which will replace the existing non-conforming classrooms.

2 Of the three measures identified, the district urges the city to participate in the "gap" financing of the classroom construction at the junior high school. Because the construction of those classrooms is tied to the Scripps Memorial Hospital expansion project and the sale of district property at the junior high school, it is difficult to accurately determine the amount of financing required at this time. However, the appropriate numbers can be identified if the city chooses to implement this option.

I would appreciate it if you incorporate these comments into the Draft Environmental Impact Report. If you have any questions, please feel free to contact Mr. Campbell or myself at 691-5553.

Sincerely,



Thomas Silva  
Assistant Director of Planning

T-20

2. See Response #1 above.

**SWEETWATER AUTHORITY**

803 GARRETT AVENUE  
POST OFFICE BOX 2728  
CHULA VISTA, CALIFORNIA 91912-2728  
(619) 420-1413  
FAX (619) 425-7400

TEL: NO: FAX: 619-591-5171 425 P13



**RESPONSES**

GOVERNING BOARD  
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NOV 11 1991

PLANNING

November 7, 1991

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

Attention: Mr. Douglas Reid

Subject: EIR 91-04  
CHULA VISTA MALL EXPANSION

SWA DEV. FILE: CHULA VISTA SHOPPING CENTER MODIFICATIONS

Dear Mr. Reid:


3 This letter is in response to your request for comments to the draft environmental impact report for the subject project. The Authority requests that a change be made to Section 4.3, Water, page 63 of the report. Please delete the last sentence of the second paragraph and add the following:

"Should the required fire flow for this project exceed the available fire flows designed for the present shopping center complex, substantial improvements to the onsite and offsite water system will need to be made."

We have no other comments at this time. If you have any questions, please contact Mr. Hector Martinez at 420-1413, ext. 223.

Very truly yours,

SWEETWATER AUTHORITY

  
Richard A. Reynolds  
Chief Engineer

RAR:HM:ln

n/k/cvsmall.ltr

**PUBLIC HEARING: CHULA VISTA MALL EXPANSION DRAFT EIR (EIR 91-04)**

**A. BACKGROUND**

Homart Development, Inc. proposes to expand the Chula Vista Mall located within the Town Center II Redevelopment Project between "H" and "I" Streets, just east of Broadway. This project would be the second of two phases of redevelopment on the site. The first phase, completed in 1988, added 141,000 square feet of retail space to the mall. The current project (second phase of proposed redevelopment) would expand the existing retail space at the mall by a net area of 74,316 square feet. A new Mervyn's department store building, a building housing a Sav-On drug store and multi-screen cinema, and a two-story parking garage would be constructed. An existing, partially vacant building, in the southern area of the property, containing a Sav-On drugstore, a bank, miscellaneous retail space and vacant supermarket space would be demolished. Additionally, removal of a currently vacant J.C. Penney Automotive Center on the site may occur as part of the project. Other improvements to the site would be installing new landscaping, improving the "H" Street entrance to the mall, constructing a new entrance facade, reconfiguring parking areas, and providing upgraded lighting and color in the mall interior.

The present mall contains three anchors (J.C. Penney, Sears, and Broadway), smaller retail shops, and a food court. Restaurants along the western and southern peripheries of the property include Allies, Burger King, and The Olive Garden.

The Chula Vista Mall Expansion Draft EIR was circulated through the State Clearinghouse for a 30-day public review period beginning on September 30, 1991 and ending October 30, 1991. According to Section 15087 of the CEQA Guidelines, this document requires only a 30-day public review period because the Lead Agency is not a State and no State Agency has a Responsible Agency role in this EIR. The City's public review period ends on November 13, 1991 with the close of the Planning Commission public hearing.

Discretionary actions associated with the proposed project include approval of a Development Agreement with Homart Development Company by the Chula Vista Redevelopment Agency, consideration of the project by the Town Centre Project Area Review Committee who will make recommendations to the Redevelopment Agency regarding the project, consideration by Design Review Committee who will review the project plans and elevations, and consideration of the EIR by the Planning Commission. Amendments to the General Plan and the Zoning Ordinance are not required.



As of November 4, 1991 two comment letters have been received on the Draft EIR from the Chula Vista Elementary School District and the Sweetwater Union High School District (included as attachments).

The Community Development Department held an informational neighborhood meeting on October 30, 1991 which was not intended to solicit comments on the Draft EIR. Concerned citizens were advised to submit comments in writing or appear at the Planning Commission hearing. It is anticipated that additional comment letters will be forthcoming. All comment letters received, and verbal comment heard at the public hearing will be responded to in the "Responses to Comments" section of the Final EIR.

The Town Center Project Area Committee considered the project on October 17, 1991. They offered the following comments which will be responded to in the Final EIR:

- 4 1. Steps should be taken to blend the Broadway Department Store building more harmoniously into the design of the project.
- 5 2. A more specific description of the impact to traffic on "I" Street should be included.
- 6 3. More information should be provided regarding the impact on the existing theaters by the development of a multi-plex theater. Specifically what would be the effect on downtown businesses if less people came downtown to go to the theater as a result of the development of the 10-plex at Chula Vista Mall.
- 7 4. Clarify discrepancies between the Scripps Hospital Expansion Project EIR Traffic Section and the Chula Vista Mall Expansion Project Draft EIR.

The Resource Conservation Commission considered the project on October 28, 1991. They offered the following comments which will be responded to in the Final EIR:

- 8 1. Walkways should be introduced between from the parking structure to the cinema area.
- 9 2. The ongoing annual City costs between the initial estimates and the following years regarding fire protection should be clarified.
- 10 3. It is recommended that a sidewalk be put in from Mervyn's to the parking lot.

## RESPONSES

4. This comment is noted. However, the Broadway department store is not within the proposed expansion area of the mall. Any modification of the Broadway department store to blend with the previous and proposed mall expansion projects would require additional discretionary review by the City of Chula Vista.
5. Table 5 in the EIR lists the levels of service expected at the intersections of "I" Street with Broadway, Fourth Avenue, and Fifth Avenue for existing conditions and the year 1994, including consideration of related projects in the area. The "I" Street intersections will have a measurable increase in traffic. However, as the table shows, each "I" Street intersection is calculated to operate at LOS C or better, in conformance with the City's threshold standards. At buildout conditions, which includes all anticipated development in the area, "I" Street is expected to operate at LOS C or better along the segment between Broadway and Fourth Avenue. In addition, since "H" Street is the primary east-west route between I-5 and I-805, "I" Street would not carry as many vehicles to the mall as "H" Street.
6. Comment noted. The actual effect of adding a cinema to the mall on the existing cinema and the other businesses downtown is beyond the scope of the EIR. The EIR did examine the potential for effects on the downtown cinema and concluded that the effect would not represent a significant impact. Discussion of the expansion on other businesses downtown represents a secondary effect that is outside the scope of this EIR. The impact to other businesses downtown would likely be minimal, since downtown retail businesses draw on many uses other than the cinema. It should also be noted that if another film district is created, there would be a corresponding positive effect on downtown businesses.

RESPONSES

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- The Resource Conservation Commission considered the project on October 28, 1991. They offered the following comments which will be responded to in the Final EIR:
- 8 1. Walkways should be introduced between from the parking structure to the cinema area.
  - 9 2. The ongoing annual City costs between the initial estimates and the following years regarding fire protection should be clarified.
  - 10 3. It is recommended that a sidewalk be put in from Mervyn's to the parking lot.

7. The traffic report for the Chula Vista Mall Expansion Project EIR was completed subsequent to the traffic report for the Scripps Hospital Expansion Project EIR. The Chula Vista Mall traffic analysis was based on traffic information obtained in 1990 (for street segments) and 1991 (for intersections). The Scripps hospital traffic analysis used traffic data from 1989, which was the best available information at the time the report was prepared. All other assumptions in the traffic reports were the same.
8. This comment is noted. The proposed site plan (see Figure 4 in the EIR) indicates that access from the parking structure to the cinema could occur via a sidewalk along the northern side of Mervyn's, then turning south and walking adjacent to the parking lots and approaching the cinema from the south or turning north and walking through the mall to approach the cinema from the north. It is anticipated that primary access in the evening hours will be from the parking lots, which are in closer proximity to the cinema rather than the parking structure.
9. Annual City costs are discussed on page 8 of the fiscal and socioeconomic analysis, which is included as Appendix B of the EIR. These costs as they relate to fire protection are described below:  
  
Fire services costs were allocated to the Chula Vista Shopping Center based on a methodology developed for allocation of fire services costs to the updated Eastlake 1 fiscal impact analysis in February, 1988. The cost of providing fire protection services was kept constant through 1993 and then was increased by the cost of one additional engine company. Thus, the cost for providing fire protection increases in 1994 as shown in Table 2 of the EIR.
10. The traffic section of the EIR (Section 3.4.3) recommends that a sidewalk be constructed around the south side of the Mervyn's department store to avoid potential pedestrian/vehicle conflicts.



11765 Wilshire Boulevard, Suite 250  
Los Angeles, CA 90025  
(213) 479-4938

RESPONSES

November 6, 1991

The City of Chula Vista  
Planning Department  
276 Fourth Avenue  
Chula Vista, California 91910  
Attn: Mr. Douglas D. Reid,  
Environmental Review Coordinator

Re: Draft Environmental Impact Report for Chula Vista  
Center Expansion: EIR-91-04; SCH No. 91051072

Ladies and Gentlemen:

Homart Development Co. ("Homart"), as the developer of the proposed expansion (the "Expansion") to the Chula Vista Center (the "Mail-"), submits the following comments to the Draft Environmental Impact Report dated September 30, 1991 (the "DEIR").

I. LANDSCAPING.

11. DEIR Mitigation Requirements. The DEIR concludes that adverse aesthetic impacts will occur if new landscaping is not incorporated into the Expansion. (See Section 3.2.2, at page 27, and Executive Summary Section V(2), at page S-3.) The mitigation measures require landscaping in conformance with design guidelines and standards promulgated in the City of Chula Vista Landscape Manual and the Town Centre Design Manual, which Manuals will require that (i) landscaping be planted along the Mail perimeter ("H" Street, "I" Street and Broadway) and internally in the parking areas in order to avoid visual impacts, (ii) additional trees be planted around the southern periphery of the Expansion to enhance views of the Expansion from "I" Street and (iii) trees be planted around the parking structure to help screen it from sight and improve the views from Broadway. (See Section 3.2.2, at page 27.)

11. Comment acknowledged.

RESPONSES

2. Comments.

12

(a) The Expansion is located primarily on the south side of the existing Mall, and the character of the Mall will not be changed when viewed from "H" Street. (See Section 3.2.2, at page 24, fifth paragraph.) Inasmuch as the DEIR concludes that the character of the Mall will not be changed when viewed from "H" Street, there will be no significant or adverse aesthetic impact to the north side of the shopping center. Accordingly, there is no basis upon which to require additional landscaping on the north side of the Mall. Any landscaping requirements should be limited to the immediate vicinity of the Expansion.

13

(b) The demolition of the large partially vacant building adjacent to "I" Street will eliminate the unattractive view from "I" Street of the rear of the building, would create a more open view of the Mall along the length of "I" Street and would not create an adverse impact to views from "I" Street or the residences to the south. (See Section 3.2.2, at page 24, first and second paragraphs.) Because the EIR concludes that there are no significant or adverse impacts to the views from "I" Street, the mitigation requirement of planting additional trees along the southern periphery of the site is not appropriate or required.

(c) The parking structure will be perceived as an extension of the Mall, will be approximately twenty-two (22) feet in height (which is lower than the existing Mall height) and would be architecturally compatible with the surrounding Mall. (See Section 3.2.2 at page 22.) This description of the parking structure does not indicate any significant or adverse impact on aesthetics. Consequently, the mitigation requirement of planting trees around the parking structure is not appropriate or required.

14

(d) Compliance with the landscaping mitigation requirements is not ecologically feasible. Our landscape architects have indicated that compliance with the landscape requirements will significantly increase water consumption at the Mall. This mitigation measure is inconsistent with the City's new water policy requiring no net increase in water usage within the City.

12. Although the character of the site would not be changed when viewed from "H" Street, the project does propose to reconfigure some parking areas along this side of the mall. New landscaping would need to be installed in those parking areas on the north side of the mall proposed to be reconfigured (see Figure 4 in the EIR). Additionally, the existing landscaping at the mall does not conform to City standards.

13. Comment acknowledged. Although the demolition of the existing partially vacant building and the erection of the parking structure would not create adverse visual impacts, new landscaping will still be required with development of this project. The applicant shall work closely with the City to develop a landscaping plan consistent with the Town Centre Design Manual to the satisfaction of the Planning Director. The EIR has been revised to include minor rewording of the mitigation requirements.

14. The project's landscape plan shall be consistent with the Town Centre Design Manual to an extent satisfactory to the Planning Director. The Town Centre Design Manual includes a guideline which stresses energy and water conservation.

RESPONSES

The City of Chula Vista  
Planning Department  
November 6, 1991  
Page 3

15 (e) Compliance with the landscaping mitigation requirements will displace approximately 120 parking spaces in the southern and western portions of the Mall. In order to satisfy parking requirements, these displaced parking spaces will need to be included within the parking structure, thereby requiring the addition of a third level above grade. This third level would raise the height of the parking structure an additional 10 feet. In addition to the negative and adverse impact this third level above grade will have to the aesthetics of the Mall, the additional cost to construct the third level will be prohibitive. Further, parking structures with three or more levels above grade are very rarely designed for use at single or two level malls because customers avoid using the third and higher levels. Accordingly, if a third level above grade is required, such third level will be under-utilized, while the remaining parking areas of the Mall will be over-utilized.

(f) Visible signage is of critical importance to shopping center tenants. Compliance with the landscaping mitigation requirements will screen tenants' signage from the views from "H" Street, "I" Street and Broadway.

16 3. Recommended Alternative. For the reasons cited in Paragraphs 2(a)-(f) above, the landscaping mitigation measures are not appropriate/required or feasible. In lieu of these measures, we recommend that the landscaping required for the Expansion be consistent with the existing landscaping at the Mall, which landscaping is consistent with other regional malls in Southern California.

II. TRANSPORTATION /ACCESS.

17 1. "I" Street Driveaway. Section V(3) of the Executive Summary, at page S-3, states that the proposed location for the driveaway on "I" Street near Mervyn's should be relocated 50 feet east, directly across from Cedar Street. This requirement was contained in the prior DEIR dated August 16, 1991, in Section 3.4.3, at page 48. However, the current DEIR has deleted this requirement from Section 3.4.3.

Comment: Section V(3) of the Executive Summary should be revised to delete the reference to this relocation requirement.

15. The applicant shall work closely with the City to develop an acceptable landscape plan for the project. The resulting landscape plan would not necessarily require an additional level on the parking structure. These issues will be addressed in the continuing discussions between the City and the applicant regarding the design of the landscape plan, which will be approved by the Planning Director.

16. See Responses #12 and #14 above.

17. Comment acknowledged. The relocation requirement has been deleted from the text of the Executive Summary so that it is consistent with the text of the traffic section.

RESPONSES

The City of Chula Vista  
Planning Department  
November 6, 1991  
Page 4

2. Traffic Mitigation Requirements. Upon completion of the Expansion, all intersections and roadways surrounding the Mall will operate at LOS C or better. The section of Broadway between "I" and "J" Streets, which is located near the Mall, will operate at less than LOS C; however, this condition will not be attributable to Mall generated traffic. (See Section 3.4.3, at page 49.) Notwithstanding such conclusions, the DEIR requires the following mitigation measures:

(a) Dedication of the right-of-way and the widening of "H" Street on the eastbound side along the shopping center frontage to 6-lane major standards in order to bring the roadway into conformance with the General Plan Circulation Element and also function as a deceleration/acceleration lane serving the Mall driveways.

Comment: The results of the traffic study attached to the DEIR clearly indicate that there will not be any significant or adverse impact to traffic resulting from the Expansion. (See Table 6, at pages 47 and 48.) Therefore, no traffic mitigation measures are necessary. However, the DEIR nevertheless requires mitigation measures. It appears that these mitigation measures are based upon the desire of the City to bring "H" Street into compliance with the General Plan Circulation Element as a 6-lane major and a concurrence in the traffic study that additional lanes would decrease the impedance of through traffic. These reasons are not justification for imposing the proposed mitigation requirements. In addition, these mitigation requirements are not feasible inasmuch as Broadway, Sears and Allie's Restaurant control the majority of the property along "H" Street. Further, the dedication of the right of way will displace a significant number of parking spaces, which spaces would need to be relocated within the parking structure on a third or even a fourth level above grade. As discussed in Paragraph I-2(e) above, the third level above grade would (i) have a negative aesthetic impact, (ii) be cost prohibitive and (iii) be under-utilized. Also, we believe that Broadway, Sears and Allie's would be hesitant to relocate displaced parking spaces from their tracts into the parking structure due to its distance from their stores and the resulting negative impact such relocation would have upon their sales volume.

18. Comment acknowledged. The EIR has been revised to delete reference to the 1978 SANDAG study and all conclusions and mitigation measures which were based on this study, including those addressed in this comment. The City of Chula Vista recommends that the applicant dedicate the necessary right-of-way along "H" Street for future widening of the street to Circulation Element designated standards so that a right-turn lane can be constructed in the future to reduce friction between through traffic and traffic turning into the mall. This dedication is recommended by the City and is not considered necessary to accomplish mitigation for project-related traffic impacts.

RESPONSES

The City of Chula Vista  
Planning Department  
November 6, 1991  
Page 5

19. See Response #18 above. This requirement has been deleted from the Final EIR.

(b) Install a raised median on "H" Street between Broadway and 4th Avenue allowing an eastbound left-turn at the proposed Scripps Hospital driveway.

Comment: This mitigation requirement is not related to the impacts that the Expansion will have on "H" Street traffic, and is therefore inappropriate. This requirement will exclusively benefit Scripps Hospital and has no benefit to the Mall.

20. Stripe eastbound right-turn lanes at all Mall driveways on "H" Street.

Comment: There is no evidence which would substantiate the existence of a significant impact requiring this mitigation measure. There is already an exclusive right-turn lane on "H" Street at the Mall's entrance at the 5th Street intersection. This lane permits Mall destined vehicles to be easily segregated from through vehicles on "H" Street, thereby not impeding traffic flow. An exclusive right-turn lane is also available on "H" Street at its intersection with Broadway for motorists wishing to enter the Mall from Broadway. Accordingly, this mitigation requirement is not appropriate.

3. Additional Traffic Mitigation Requirements. The DEIR additionally requires the following traffic mitigation measures:

- (i) the throating of the proposed "I" Street driveway for 120 feet;
- (ii) the reconfiguration of all proposed 90° parking stalls located along one-way aisles to 60° parking stalls to discourage wrong-way traffic flows;
- (iii) the installation of a sidewalk along the south side of Mervyn's to mitigate potential pedestrian/vehicle conflicts; and
- (iv) the relocation of, and the reduction in grade of, access ramps in the parking structure, and various other revisions to the parking structure.

Comment: The details of many aspects of the Expansion, including the items addressed in these mitigation measures, are still in an evolutionary stage, and will be subject to a thorough review and final approval by the Planning Department. It is not feasible

21. Comment noted. However, the EIR is an appropriate document to address potential on-site safety and traffic impacts associated with the proposed project. Detailed engineering designs of the recommended mitigation measures were not specified and will be worked out between the applicant and the City to the satisfaction of the City Engineer.

RESPONSES

The City of Chula Vista  
Planning Department  
November 6, 1991  
Page 6

at this time in the planning phase of the Expansion to establish such specific requirements. The Planning Department review will adequately protect the concerns sought to be alleviated by these mitigation measures. The DEIR is not the proper forum in which to address such specific site-related issues, particularly with respect to matters that have no off-site impact. For example, the requirement to reduce the ramp grade from 4% to 3% may achieve greater comfort in parking and easier access for pedestrians, but such requirement is not feasible from an engineering or cost standpoint. These issues are better addressed at a later stage in the planning phase. Therefore, these mitigation measures should be deleted from the DEIR.

III. SEWER.

1. Mitigation Requirements. The DEIR refers to the results of a sewer study which concluded that the increase in sewer discharge from the Mall as a result of the Expansion will be one-third of one percent (.0034), and that such impact on the sewer lines will be negligible. However, the DEIR concludes that the incremental increase which would occur could contribute to a cumulative impact when considered with other area projects, such as the Scripps Hospital expansion. (See Section 4.4 at page 64.) Therefore, the DEIR requires as a mitigation measure the preparation of a technical report addressing specified sewer issues. The results of this technical report will be incorporated as conditions to approval of the Expansion. Further, Homart will be required to construct improvements as established by the City in such conditions to bring the downstream sewers to design capacity.

2. Comments. As discussed in Section 4.3 of the DEIR, the City is proposing a new water law which would require, as a condition to building permit issuance, that the Expansion not result in a net increase in water usage at the Mall. If Homart complies with this requirement of no net increase in water usage, then it logically follows that there would be no increase in sewer discharge. If such were the case, there would be no basis for imposing sewer mitigation measures. Therefore, the DEIR should be revised to reflect that compliance with the new water policy will relieve Homart from any sewer mitigation requirements.

22. Based on the results of studies completed after submittal of the EIR, the City has determined that past credit for the former supermarket on-site was not taken into account and therefore, the increase in sewage which may occur due to implementation of the proposed project would be negligible and would not constitute an adverse impact. Therefore, mitigation is not considered necessary. The applicable sections of the EIR (Executive Summary and Section 4.3) have been revised to reflect these conclusions.



RESPONSES

The City of Chula Vista  
Planning Department  
November 6, 1991  
Page 7

The sewer study referred to in the DEIR concludes that the sewer discharge increase resulting from the Project is only one-third of one percent (.0034). However, this conclusion disregards the potential, current sewer discharge of the vacated Von's store at the Mall (which store will be demolished pursuant to the Expansion). If this potential discharge is used in determining the total current sewer discharge from the Mall, then there will actually be a net reduction in the sewer discharge upon completion of the Expansion (See the letter of Nolte and Associates to Ms. Marilyn Pongsegi dated August 22, 1991). Accordingly, the DEIR should be revised to recognize the fact that the sewer discharge resulting from the Expansion will actually be less than that which is currently possible from the Mall.

Even if the sewer discharge increase is one-third of one percent (.0034), this amount is so negligible that it is not appropriate or fair to require Homart to prepare a technical report addressing cumulative impacts or require Homart to bring the downstream sewers to design capacity. There is no reasonable relationship between the scope of the impact and the scope of the required mitigation. Apparently, the justification for requiring these mitigation measures is the potential cumulative impacts on the sewer system by the Expansion and the Scripps Hospital expansion. However, Homart has been informed that the Scripps Hospital expansion will not be using the 10 inch pipeline along "H" Street. Consequently, it is inappropriate to consider Scripps as a basis for concluding that the negligible sewer increase generated by the Expansion will have a cumulative adverse and significant impact on the sewage system.

IV. INCONSISTENCIES IN EXECUTIVE SUMMARY.

1. Article 6 of the Executive Summary, at page S-6, classifies the water usage issue as a "potentially significant environmental impact." However, Article 7 of the Executive Summary indicates that the water issue is "less than significant." Also, the discussion of Section 4.3, at page 63, does not indicate that the water usage issue is a potentially significant environmental impact. Therefore, Article 6 of the Executive Summary should not classify the water usage issue as being a potentially significant environmental impact.

23. To date, it has not been determined which pipeline the Scripps Hospital expansion project would use to dispose of sewage generated at their site. However, the City has determined that sewage generated from this proposed project would not contribute to an adverse cumulative impact on the existing system because the anticipated maximum increase in sewage would be negligible. The discussion of cumulative sewer impacts in the Executive Summary and Section 4.3 of the EIR have, therefore, been deleted.

24. Article VI on page S-5 identifies a potentially significant impact in relation to the City's draft water use policy which may require reductions in water usage within the city. Article VII on page S-5 identifies an adverse but less than significant impact in relation to the City's Thresholds/Standards Policy on water supply from the Sweetwater Authority. These two issues are separate. Impacts in relation to the City's draft water usage policy were identified as potentially significant because, as stated on pages S-5 and 62, sufficiently detailed project designs were not available to make a definitive determination of compliance or non-compliance with this policy. As stated in the EIR, the City is currently preparing a water policy which could require that there be reductions in water usage within the city. At the time of building permit issuance, if the proposed project design is determined not to comply with applicable water usage policies, additional on-site conservation measures, off-site mitigation (toilet retrofit projects, park irrigation replacement projects, etc.), and/or payment of mitigation fees may be required. The project will comply with all policies which are in place at the time of building permit issuance. The actual method of policy compliance will be determined by the Planning Director.

RESPONSES

25. Article 6 of the Executive Summary, at page S-6, classifies the socioeconomic effects of the new cinema as a "potentially significant environmental impact," and Article 8 of the Executive Summary, at page S-6, identifies socioeconomic impacts to existing businesses as an area of potential controversy. However, Sections 3.3.3 and 3.3.4, at page 37, indicate that the Expansion will have a positive fiscal and a beneficial socioeconomic impact on the City and therefore mitigation is not considered necessary. Articles 6 and 8 of the Executive Summary should be revised to conform with Sections 3.3.3 and 3.3.4.

26. Article 9 of the Executive Summary indicates that the impact on existing parking still needs to be resolved. However, Section 3.4.2.6, at page 46, indicates that there will be no adverse impacts to parking supplies. The Executive Summary should be revised to conform with Section 3.4.2.6.

V. INCONSISTENCIES IN SUMMARY OF FINDINGS.

27. Section 3 of the Summary of Findings (Table S-1) identifies the water offset policy and the socioeconomic concerns for the new cinema as potentially significant environmental impacts. However, as mentioned in Paragraph IV above, Article 7 of the Executive Summary indicates that the water issue is not a significant impact and Section 3.3.3 indicates that the Expansion will have a beneficial socioeconomic impact. Therefore, Section 3 of the Summary of Findings should not identify the water offset policy and the socioeconomic concerns for the new cinema as potentially significant environmental impacts.

28. VI. MITIGATION MONITORING PROGRAM. Section 1 of the EIR, at page 1, indicates that a mitigation monitoring program must be established to monitor all mitigation measures. The DEIR provides that the mitigation monitoring program is to be prepared as a separate attachment. However, no such program is attached. The mitigation monitoring program will need to be attached and reviewed.

VII. AGENCY COMMENTS.

29. Attached as Appendix A to the DEIR are letters from the Chula Vista Elementary School District, the Sweetwater Union High School District and the California Department of Transportation.

25. Overall, the proposed project is expected to have a positive fiscal impact on the city and is not anticipated to cause adverse socioeconomic impacts. However, it is possible, although not expected, that the proposed cinema could have an adverse effect on the existing cinema downtown. As stated on pages S-5 and 36, whether the cinema has positive or negative impact on the cinema downtown cannot be predicted at this time. Because there is a possibility of a negative effect to the downtown cinema, this issue has been reclassified in the Executive Summary as being potentially adverse but not significant.

26. No significant impacts were identified for the issue of parking supply. The Redevelopment Agency will determine the precise parking requirements during its review of the final site plan for the project. This issue is the one referred to in Article IX of the Executive Summary.

27. See Responses #24 and #25 above.

28. A mitigation monitoring and reporting program will be prepared for review by the Redevelopment Agency.

29. Impacts to the local school districts were determined not to be potentially significant and were not addressed in the EIR. See also Response #1 above. The letter from Caltrans requested that year 2010 impacts to the intersections of "H" Street and Interstate 5 be addressed. The long-term conditions at these intersections have already been addressed in the City's future long-term forecast included in the City's recently updated General Plan. The proposed project is consistent with what was assumed in the long-term forecast, therefore, impacts to the "H" Street/I-5 intersection were not considered potentially significant and were not addressed in the EIR.

RESPONSES

The City of Chula Vista  
Planning Department  
November 6, 1991  
Page 9

These letters contain comments to the desired scope and content of the DEIR. However, the DEIR does not address the issues contained in these letters. The DEIR should contain a response to these letters.

We look forward to receiving your response to our comments. Should you have any questions concerning the enclosed, please do not hesitate to contact me.

Sincerely



Kenneth E. Hocker

cc: Ms. Marilyn Pongeggi

RESPONSES

Planning Commission - November 13, 1991

Verbatim Testimony - Public Hearing - Draft EIR-91-04 - Chula Vista Mall Expansion

Questions by Commissioners:

Commissioner Decker, referencing comments from Homart, asked how there could be an increase in sewage if there was to be no net increase in water usage.

Lee Sherwood, RECON, the preparer of the EIR, answered that they had not determined which line they were going to be using, but until they actually know the number of fixtures in the buildings, etc., they couldn't determine how much sewage would be generated.

Commissioner Decker commented that he couldn't see how there would be an increase in sewage if the applicant was required to agree to no net increase in water usage.

Environmental Review Coordinator Reid answered that the no net increase could involve some off-site water conservation measures that would balance the increase in water consumption at this site, so there could be an increase in sewage flow and still overall be a no net increase.

30 Commissioner Decker asked that it be clarified in the Final EIR.

Commissioner Martin asked if staff had seen the petition delivered this evening, and asked if their ideas had been considered, and noted that the petitioners would disagree that the traffic impact was mitigable. Mr. Reid noted that staff had also just received the petition, but he felt they were addressing both the noise and traffic issues. Staff had not considered the alternatives, since there had been no significant impact identified due to traffic or noise, in the sense of environmental noise.

Commissioner Tuchscher asked about the noise impact associated with the theater's hours of operation.

Mr. Sherwood answered that it was considered to be at a "nuisance" level but would not exceed any particular City standard. Those types of impacts are enforceable through the Municipal Code. Mr. Reid explained that there are two different types of noise-- environmental noise which is evaluated in the EIR, and nuisance noise which is handled differently.

31 Commissioner Decker asked if the letters from the school districts would be answered in the Final EIR. Mr. Reid answered affirmatively.

Commissioner Carson, referring to page 36 of the EIR, noted that over 30,000 new residents would be moving into the City between now and 1997. In the western portion of the City of Chula Vista? Mr.

30. Section 4.3 of the EIR has been revised to more clearly discuss the methods which can be used to comply with the proposed water offset policy.

31. These letters have been responded to. Please see Response #1 above.

RESPONSES

Reid answered that it would be citywide, including areas not currently in the City.

Commissioner Carson asked if the pipelines had to be relocated for the San Diego Gas & Electric, etc., how expensive would it be for the developer.

32 Redevelopment Coordinator Kaseman answered that the smaller gas lines would not pose a problem, but the main gas line going down Fifth Avenue would be a major expense and would render the project infeasible.

33 Commissioner Carson asked why the projection for the build-out of Scripps was for 1994 but not projecting or using the traffic analysis for the ultimate phase. She felt the projection should consider the ultimate build-out for all projects rather than project by project. She asked if the City Engineer knew when the widening of "H" Street would take place.

Associate Civil Engineer Zoubir Ouadah, of Traffic Engineering, said the statement was included in the EIR regarding the timing by the City Engineer because it was due to cumulative traffic. The widening was not just for this project and traffic would be monitored and the street would be widened when traffic warranted. The dedication of right-of-way was being requested at this time, so it wouldn't have to be done later.

Commissioner Carson was concerned that the City would wait too long to widen the street. She felt staff should take a serious look at why the projection was only to 1994; she would like to see it in relationship to all projects taking place at one time.

34 Commissioner Carson, referring to page 42, asked for an explanation of the second paragraph under 3.4.2.1 -- 48 trip ends instead of 40 trip ends per 1,000 sq. ft.

Mr. Ouadah explained that the traffic consultant had done an actual driveway count and there was a total of 39.7 trips per 1,000 sq. ft. Staff had used the 1978 SANDAG Study of the Chula Vista Shopping Center to determine the 48 trip ends per 1,000 sq. ft.

Commissioner Carson felt the 1978 SANDAG Study was outdated and thought staff needed to determine a measurable device. The sentence needed to be changed to another place, or the information from SANDAG needed to be explained in the beginning.

Commissioner Carson, referring to page 63, asked when the City's water policy would be put into effect. She asked if instead of no net increase, the applicant could make payment and use all the water they wished.

Environmental Review Coordinator Reid said the Task Force was still meeting on the water policy and he did not know when it would be in place. He said since the policy had not yet been established, one

32. The project as designed would not require relocation of the main gas line in Fifth Avenue.

33. Section 3.4.2.4. discusses traffic impacts at the buildout condition.

34. The EIR has been revised to delete reference to the 1978 SANDAG study, and the use of 48 trip ends per 1,000 square feet which was derived from this study.

RESPONSES

of the possibilities is that the applicant would make some type of fee payment into a common fund that the City would then use to retrofit parks or schools, etc. for better water conservation measures.

Answering Commissioner Carson's query, Mr. Reid stated the Redevelopment Agency could include in, as part of the development agreement, some type of water offset policy. Commissioner Carson asked that a recommendation be made to the Redevelopment Agency to that effect.

Commissioner Carson asked why an off-site alternative in National City was included in the report. Mr. Reid answered that jurisdictional boundaries could not define where off-site alternatives are to be located, and that particular shopping center had a pad for another department store.

35 Commissioner Carson stated that she was strongly asking staff to look at helping with the recommendations that were given by the School Districts, especially Agency participation in replacing the classroom trailers.

Commissioner Tugenberg asked if any consideration was given to mitigating the height of the parking facility by undergrounding the first level. Redevelopment Coordinator Kassman answered that Homart had concluded it would be much more expensive to excavate and build the structure than to build the surface parking lot.

Vice Chair Casillas noted the parking structure would be essentially the same height as the Broadway. Mr. Kassman said he understood it would be approximately the same height at the J. G. Penney's building with the exception of a couple of design features which might extend a bit higher.

Vice Chair Casillas questioned the traffic circulation and the impact on "H" Street, and felt the impact should be established. Mr. Reid answered that the system was basically in place. There would be an annual review of many of the intersections throughout the city, including the ones affected by this project, which would go to the CMOC for their review and recommendation to Council.

Vice Chair Casillas agreed with Commissioner Carson that the formula used by SANDAG should be revisited.

Associate Civil Engineer Chadah noted that staff has been working on a development impact fee method for the Western Territories similar to the Eastern Territories, where all developments contribute to a pool and the project is built as needed.

Commissioner Tugenberg noted that in a previous EIR for Scripps Hospital, there was an item that said it was a CEQA requirement to look at the cumulative impact. He felt this project should be projected cumulatively to the ultimate phase, particularly on East "H" Street between Broadway and Third Avenue, because of the two

35. See Response #1 above.

36. CEQA Guidelines Section 15130 requires that all past project and reasonable foreseeable future projects be considered when addressing cumulative impacts. Section 3.4.1.3 discusses the other projects within the area which are scheduled to be completed within the near future. These projects were considered in the traffic impact analysis for the year 1994. Buildout conditions were also analyzed in Section 3.4.2.4 of the EIR. These conditions included all the projects expected to be developed in the area.

RESPONSES

Projects going in simultaneously. He asked Environmental Coordinator Reid for verification of the requirement by CEQA. Environmental Coordinator Reid answered that a cumulative analysis is required, and he thought there was a cumulative analysis throughout the City because of the recent EIR on the General Plan Update. The recommendation had been made at that point that "H" Street and East "H" Street should be six-lane facilities between I-5 and I-805.

There was further discussion regarding the level of service capacity of "H" Street and the difference in a four-lane collector, four-lane major street, and a six-lane major and the existing capacity.

Commissioner Decker, referring to Appendix B regarding fiscal and socioeconomic impact analysis, asked if when the extension is built and a reevaluation is done, all the tax money gained from the reevaluation went to the Redevelopment Agency. Redevelopment Coordinator Kasman answered that the Redevelopment Agency would receive the tax increments (estimated at approximately \$208,000 per year on a \$21 million project) from the physical improvements. The sales tax revenues would go to the City of Chula Vista. This would be for the duration of the redevelopment project, which is a 45-year project ending in the year 2033 or 2032.

Mr. Kasman discussed the right-of-way for the widening of "H" Street and noted that Homart had agreed to help negotiate with Carter-Hawley-Hale and with Sears, so they could do the whole block.

Commissioner Carson asked where the EIR referred to the ultimate phase. John Horman who had prepared the traffic report answered Table 6 was the build-out of the entire area, which included Scripps ultimate. Commissioner Carson requested that clarification be made that everything had been used across the board. This being the time and the place as advertised, the public hearing was opened.

Paul Raff, 693 Fifth Avenue, Chula Vista 91910. Basically, I would like to address the traffic issue on Fifth Avenue regarding the south entrance. I guess, first of all, I had to fill out one of those sheets that said--it's an opposition sheet--I'd like to say for the benefit of Homart I'm not in opposition to the project. I think the project is a good idea--I think there was planning to give me the impression from the meeting on October 30 that it's been very well thought through even to the decision of having a Maryns store brought in. I think that is a wise decision. So I'm not in opposition to the project as a whole, just in a certain area which I'll get into. My purpose here is to draw attention to the traffic noise in two regards--primarily the traffic generated by the cinema that would be built in the second phase of the project. Right now, traffic seems to die down about 7, 8, 9 o'clock when the

37. The buildout traffic conditions were obtained from the City. These buildout conditions project the volumes of traffic which would occur due to complete buildout of planned projects and development of all remaining areas consistent with the General Plan land use designations and zoning.

38. Traffic generated by the cinema is expected to be 1,440 average daily trips. Also, see Response #41 below.

RESPONSES

stores close down, but I have concern and the neighborhood concern--I'll get into that in a moment--that the traffic will become a problem not only at that point, which is moderate right now--I say that with patience. I feel that that traffic will not only increase--and I, too, am skeptical of certain traffic predictions because traffic, I see, is already starting to stack up even at the intersection of Fifth and "J" on the Fifth Street side right in front of my house where I own. But the traffic would be generated at all hours of the night whenever--as the theaters let out--and let me go ahead and mention the petition. Would it be redundant for me to go ahead and read that paragraph? Okay, I'll go ahead and read it. It says--oh, I suppose I should mention just for their sakes that I was not "voted" as spokesman, but I feel that I do have, I carry a consensus of opinion and a burden of feelings from the neighborhood, specifically between "I" and "J" Street, and I limited myself that area because due to my limitedness I don't have the resources to canvass the whole area, so I felt I'd petition the area that I felt they'd be most effective, and so that's what I did. I limited myself between "I" and "J" Street, and also I was not interested in collecting numbers of signatures. I wanted to see what was the impression of the household, and I contacted owners who owned the place, or who was in charge. And that's where you see some of the names are Mr. and Mrs.--you'll see two. The only exception to that is on the back--there is one, the man and the wife did sign it twice. Okay, that still was representative of one household. Also, I collected these signatures with relatively very little time--about two weekends towards October 30, and you asked--I believe it was Mr. Martin--asked a question to, I forget the gentleman over there, as far as would they have time to consider or did they consider--I must say that this is the first time this petition is made public, so they had not had necessarily a chance to respond. I did go to the meeting on October 30, but it didn't feel appropriate at that time to present the petition even though I was treated politely. I didn't feel it was the proper time. I didn't feel it would be to my advantage, I guess. Okay. But, so I collected these signatures on a couple of weekends and most--and everyone that I contacted except one person said that they felt the traffic would not increase and would not be a problem. I'm going to say that in all truth. Every other person that I contacted expressed concern. I do represent more than myself, so I ask you if I could have some extended time. Thank you. I did not, for the houses I did not contact--there were people on vacation, or there's one lady who spoke Spanish and I don't speak Spanish so I could not communicate to her and ask her for her opinion--but for all the people I contacted, there's only one person who chose not to sign the petition. The petition says "We, the residents of Fifth Avenue south of Chula Vista Center, are very concerned about the negative impact the increased traffic will have on our neighborhood. This can decrease our property values and our peace." Anyone who has ever purchased real estate knows that the more traffic is generated on the street, the more difficult it is to sell a piece of property. "Currently the traffic noise decreases dramatically after 9 p.m. when Chula Vista Center closes. However, with a 10-

39. The traffic analysis performed by the the traffic engineer did not identify the intersection of Fifth Avenue and "J" Street as being potentially impacted by project traffic.

40. Project traffic distributions were determined based on the Select Zone Assignment program, which took into account the fact that the mall expansion would occur almost exclusively on the south side of the project site. The Select Zone Assignment method is a standard, accepted method for determining traffic distribution from a project. One percent (30 ADT) of the project-generated traffic was assigned to Fifth Avenue south of the project site. This additional traffic would not be expected to impact the real estate values of the adjacent residences.

41. See Responses #8 and #40 above. The movie theater would not operate throughout the night and Homart has agreed to provide security guards at the mall during all hours of operation. The parking structure would not be the primary access area for the cinema. The parking structure is positioned as far north on the site as possible and, as shown in Figure 4 of the EIR, the closest entranceways to the structure are located on Broadway and on "I" Street 500 feet and 1,000 feet east of the Fifth Avenue/"I" Street entrance. It should also be noted that the parking structure traffic would have to drive around Mervyn's to use the Fifth Avenue/"I" Street entrance. Therefore, the first three entrances described above are more likely to be used by traffic from the parking structure. Only a small percentage of the cinema traffic parking on the south side of the mall is expected to use Fifth Avenue south of "I" Street. The remainder of the cinema traffic on the south side of the mall would use "I" Street to access Broadway and Fourth Avenue. Noise generated by the small increase in evening and nighttime traffic which would occur on Fifth Avenue south of "I" Street would not exceed City standards.



RESPONSES

plex movie theater open--at this time, I thought it was 10; they mentioned it may be 8--anyway, with a 10-plex movie theater open and a huge parking lot garage exiting to Fifth Avenue, we would have noise and possible gang problems throughout the night. Since our homes are on a two-lane, residential street we request of our Fifth Avenue be blocked off at "in" to retain the integrity of our neighborhood (as the City did for Fig Avenue) and/or remove the Chula Vista Center entrance at "in" and "in" streets and direct the parking traffic onto Broadway, which is a four-lane commercial area." Also, Fourth Avenue is a four-lane commercial area which would be appropriate for that, too. The residents--there seem to be some mixed or some wrong impressions given as far as what was the Chula Vista Center supposed to do as far as traffic impact. Some of the people did not understand that the build-up was going to be on the south side and that tells me--you know, and they didn't understand. Once I said this, they go, oh, what about the traffic. And so I would explain, and on that point, I would have to disagree with the traffic points in the EIR, page 46, it says that 1% of traffic will use Fifth Avenue. I think I disagree with that on a couple of things on the proportion of traffic. If you look at the ADTs--whatever that means. I mean, average daily traffic, I guess. Some of these things is hard for me to digest from a layman's point of view. But, and also, if you take a look, and you have a main entrance/exit that aims right down a purely residential area. And I don't know of any other mall, and I think of Southern California, but I think of areas that have been in my travels for work--Arizona, Oregon--I can't think of not any other mall that has a major, the main entrance/exit pointed right down a residential area. I think that's inappropriate. Now, I guess it's one of the--I was here last Wednesday--one of the Councilmen mentioned on a different subject that we all have to expect and embrace a certain measure of traffic increase. And I would agree with that to a point, but I think to expect an area like Fifth Avenue which is not a through fare anyway--to expect that area to embrace that kind of traffic at all hours of the night--we feel is too much. I'm almost through. And, just to make a point that Fig Avenue was cul-de-saced--you can see it in the upper right hand corner right to the edge of the screen--and the last meeting on October 30--I guess Howart did that for those residences--I don't know anything of the circumstances surrounding that. But the--I think the gentleman's name--is it Lee--the guy on the right. I think it was last week he touched that area and he said that that has had--because I was wondering what was the negative effects it would have on the neighborhood, because trying to think this out thoroughly--if this is inappropriate, then let's not do it. But he mentioned that when they cul-de-saced Fig Avenue which is not a through fare either, that he said it had very positive effects on the neighborhood and on the children which we have also. So, thank you for considering this, and thank you for your time.

42

42. See Response #40 above.

43. The traffic report projected that one percent of the project traffic (30 ADT) would use Fifth Avenue south of 1<sup>st</sup> Street. This amount of additional traffic added to an expected buildout traffic volume of 5,100 ADT is not considered a significant impact.

43

44. The EIR did not identify any significant impacts to the residential neighborhood south of the project site. Views from 1<sup>st</sup> Street and Fifth Avenue to the south side of the mall would be improved by the demolition of the existing partially vacant building and the installation of new landscaping. Noise impacts to this area were determined not to be significant.

44

Commissioner Tugenbery: How long have you lived there?

Mr. Rapp: I have personally lived in that--I have owned on that particular spot less than a year. I have lived on the other side

of--it's interesting--I lived on Smith Avenue which is on the other side of the--

Commissioner Tugenberg: I just wanted to mention to you that if you had lived there prior to Fifth Avenue being closed off between "I" and "J" Street, that your neighborhood actually has experienced a decrease in traffic.

Mr. Rapp: Well, that's what some of the impression that people said, but you know what, I think right now when I'm talking to people they don't believe that any longer, sir. I'm going to say it in due respect. But the people are (??), what happened wasn't this--in fact, I made a note--I didn't get to this, but I'm trying to be as short as I can, because I know I'm over. But on page 11, it's--and I think this may--I was trying to do research on the back EIRs, because you get more background, but it wasn't available to me in the library. They said they send them back to Planning. But, anyway, it says in the first page 11, it makes reference to the first phase close Fifth Avenue to through traffic, and it's quoted in this book. And I think there were some wrong impressions about what the Chula Vista Center was supposed to do. I think the people are truly experiencing an increase in traffic. I must remind you that it's not the general increase in traffic. I think because of the positive aspect that the Chula Vista Center will bring into the area, and I should underscore that, because we're not against that and we're not going to try to stop building. But I think with that, and you know, I use the word "nuisance" because someone mentioned that it was not going to be a nuisance. In page 69, it talks about what would happen if you deleted--it says that's on page 69 of the book here. I underlined a portion that says, "Deletion of the cinema would eliminate the evening and nighttime nuisance noise associated with the traffic and parking in the cinema." And even though they, right after that, they downplay that by saying, well, municipal to take care of that, but I don't know of any policeman that's going to stand there and say, okay, turn down your bombboxes, as the cars are going by, and then as the car is accelerating to beat out the yellow light, by the time you call the police, they're gone. And there's certain--one of those certain parts that are just not practically possible unless the policeman is right there. But, I think the main point is not necessarily the increase in traffic which we all must embrace living in the city. It's the increase in traffic produced by the cinema at all hours of the night, which I don't think is fair to be put on the residential area. By the way, we're not opposed to the cinema in concept either.

Commissioner Martin: I have a question for you, Mr. Rapp, and that is there was quite a harangue when the Fifth Avenue was closed six or seven years ago, and there was a debate raised back and forth about the shopping center and stuff. Let me ask you a question. When you went around and talked to the neighbors and stuff, what kind of a neighbor is Homart as far as you're concerned. What is

RESPONSES

45. The EIR indicates that nuisance noise due to the cinema may occur more frequently compared to present conditions. If they do occur, the Chula Vista Municipal Code provides a mechanism to regulate these nuisances. The applicant will supply security guards during all operating hours of the mall and cinema and will monitor any activity occurring in the parking areas.

46. See Response #43 above.

Your sense of what people feel about the shopping center?

Mr. Repp: About the Homart in general? The people like it. There's only one negative aspect that was brought out, and I believe it was brought out at the meeting of October 30. I believe a gentleman came to you and mentioned what's going to happen to the Vons? There are some elderly people that, they say to me, what's going to happen to the Vons? I used to walk there all the time, and now I have to walk to Lucky's which is down the street. That's the only negative. But I think part of the saving thing was when I mentioned (end of tape -- new tape inserted) very positive, except, you know, when the thing was brought up about, you know, you think they can do anything about the noise that the cinema would create.

47. The cinema was determined not to generate significant levels of noise.

JERRY MOORE, 7161 Minot, San Diego, but I've lived in this particular area; I grew up here. I still come down here; I see my relatives here all the time. But the problem is you guys in talking about traffic. I'm wondering why it hasn't been brought up that you're going to do something about mass transit. You're talking about widening a street; why not make it easier for people to get in without having to. And to top it all off, you always make it so much harder for somebody to get across town--like you said, Fifth Avenue--you blocked it. Now he wants to block another road. To me, it's not exactly blocking the roads; why don't you keep from making stopped traffic? When I first grew up here, you could go from one light to the next light, and you knew that light was going to be green. Now when you go to the next light to the next light, they're red. They're not in sync. And it's because of left-hand turns. Why don't you delete the left-hand turns for two hours or three hours during the day and then make it only straight traffic or right-hand turns. So you have better flow. That's about all I have to bring up.

48. Mass transit and city-wide roadway configurations are city-wide issues which are addressed in the General Plan. Bus routes do exist along "H" Street and provide access to the Chula Vista Center.

(named garbled-no speaker slip, 716 Malta Street, San Diego, but I work in Chula Vista, and you guys are talking about widening "H" Street and when it will necessitate to widen it. Well, driving it now I feel it's necessitate. At 3:30 the other afternoon, it took me 10 minutes to get from "H" and 5 down to San Diego Trust which is on like Fourth or Fifth. That's a very short distance, and 10 minutes, I'd say is kind of excessive. I could have walked it in that time. Down towards 805, "H" is no pleasure either. I avoid driving "H" Street right now. It's too congested. I have no problem with the Center coming in, but we need to work on the parking problem now, not in five years when there's going to be added traffic and construction will be at its peak traffic.

49. The intersections on "H" Street in the vicinity of the project site are currently operating at LOS C. These levels are within the City's acceptable design limits.

John Ralph, 563 Fig, Chula Vista. I've lived there since they built the houses when Homart was a shop--when this was for a housing project, and during the Second World War, I understand that after the housing project was supposed to go, that was supposed to be a park. I've lived on Fig Avenue--all due respects to Mr. Rapp--I've gone through that whole shakedown with Homart--I hated to hear the fact that the 6-lane "H" Street would possibly affect

## RESPONSES

alleys because it looks like it's going to affect San Diego Trust & Savings and San Diego Gas & Electric, and then we're going to go back to that Pig Avenue thing again. But, anyway, that has nothing to do with this. My question is the intersection of Fourth and "I". I refer you, and I just glanced--I went over to the library and I just glanced at the EIR--but on page 43, article 3.4.22, whatever that is, Project Traffic Distribution, I'd like to read the second paragraph. "The City's review of the original traffic report also estimated that a greater percentage of vehicles would utilize "H" Street to reach the new retail areas of the shopping center than was assumed in the traffic report since the primary entrances to the mall are located along "H" Street." And, of course, I've deleted "primary" between I-5 and 805. But the last sentence, "Therefore, "I" Street would not carry as many vehicles to the mall as "H" Street." That goes without saying. We know "H" Street is the major thoroughfare. You tell me anybody that lives east of the shopping center now and going to go to the theater or going to go to Marvyns or going to go to that parking structure or the new drugstore, you tell me how you would go to those places. You sure as heck wouldn't go down "H" Street, clear to Broadway, back left, whatever. So, I looked back through and I characterized--now this was the original traffic report--the City's review. This EIR that Recon's done has been a great job--I mean it's wordy and it's good. You know. Must have cost a lot of money to do. But I'm not knocking that. I think Homart; I think the whole shopping center has been great. I'm living now on Fig, as I say, since 1952 when they built the houses. I live four houses down from "I" Street. Fig is now a through street past "I" Street. I cannot many times even get out onto "I" Street to turn left, which would be going east. "I" Street right now from Fig to Fourth, and from Fourth to the new County building, is a Class 2 collector street. It is 40 ft. wide. Now from Fig and the shopping center, it is 52 ft. wide. You tell me, and I went back over--now I'm skipping around a little bit--but I think I'm getting the points across of the fact that the fire and emergency services are going to be coming from two--right across the street there--right? Now, if they've got a fire at Marvyns, how are they going to get there? Are they going to go down Broadway, or are they going to go down out "I" Street here, down to Broadway, down Broadway down to "I" Street to get into Marvyns with the fire or police, because they say the response in the EIR says it's two to three minutes. I say to you they'll go down here to go Fourth, Fourth to "I" Street; they sure won't go down "H" because they can't get through. But they'll go down to "I" Street, turn right--you try to turn a fire truck right on Fourth Avenue onto "I". You've got a left-turn lane in there; you've only got a two-lane road, but you've got a left turn in there if you're going east and you're gonna then go north. You just can't turn. And a fire truck, unless they took the whole middle thing and there was nobody in the left turn, to get down "I" Street. Well, that's just one thing as far as--what I'm driving at--I think what the bottom line is--what I think that Homart said they would do when they closed Fifth Avenue and the 11 arteries that they're talking about that they were going to increase those arteries leading into the

## RESPONSES

50. See Response #40 above. An additional 1,490 ADT was assigned to "H" Street due to project-generated traffic (350 ADT east of Fifth Avenue and 1,140 ADT west of Fifth Avenue) coming to the mall from the south and east.

51. The Chula Vista Fire Department has indicated that to reach the south side of the mall, either Broadway to "I" Street or Fourth to "I" Street are used and that their vehicles have not had problems turning onto "I" Street from Fourth Avenue (Chula Vista Fire Department Administration, 11-27-91)

RESPONSES

shopping center, and I believe Fifth Avenue, I believe "I" or all these arteries leading into these streets should be widened prior-- or before they start tearing up the center to make it a bigger center, which I'm all for. As you can see, and I think you're all well familiar with Plaza Bonita. Plaza Bonita Road and Bonita Road. And that mess. That's what you're gonna have at Fourth and "I". So what I would suggest, and I don't that my neighbors down on "I"---well, I'm out of time, so I have just another couple of comments if I could make them. What I would like to suggest--oh, well, you've already covered page 46 and as far as the estimates-- the impacts, the estimates is 1 1/2 from south, from south via Fifth Avenue increase in the next three years. This is on page 46. It estimates 1 1/2 from west via "I" Street and Broadway. And an estimate 3/4 from east via "I" Avenue is completely so far I couldn't even begin to believe that anybody in their right mind could estimate that there will only be that much traffic with all the traffic going east or coming into that side of the shopping center from the east, and it would only be increased to there. And, what else? Oh. It says substantial adverse affect in increased traffic and the lack of the arteries into the center-- street, open Fifth Avenue--you can't build over it anyhow. We told you that when they closed it. They could put an artery through Fifth Avenue because of the gas mains, the 10 and 20" mains underneath there, and you're going to have the same problem underneath where you're going to be building Mervyn's, but not as big as a main. So you can open Fifth Avenue through that shopping center, because you can't build on Fifth Avenue anyhow. I mean we went through that at the last deal. Homart could open Shasta Avenue. I'm not saying that this would benefit necessarily me, but in through the east side of Sears--the east side--yes, the east side of Sears. They could open Shasta, which would put another artery in there. I think that's it. And I thank you very much. I wasn't necessarily very cohesive with that. Any questions?

Kenneth Hocker, 11766 Wilshire Blvd., Ste. 250, Los Angeles, CA 90025. I'm the Development Director for Homart, and I am speaking in favor of the project. As you know, Homart is the owner and operator of the shopping center. I wanted to point out some of the renderings that we brought just to give you an idea of the planned expansion and some of the items that we're looking at. We feel that it is a very positive and very, a lot of improvements that we're looking at doing for the mall. We have read the EIR, and the Draft of the EIR, and are in overall agreement with the report and the conclusions and the findings of the project. We do have a few points we'd like to make. I think each of you have a letter addressing in detail those particular points. I wanted to talk about three issues here in person tonight, and the first is the sewer that was addressed earlier. The Draft EIR refers to the result of the sewer study that increased the sewer discharge from the mall as a result of the expansion. That increase would only be 1 1/3 of 1%, and the findings in the study also said the sewer lines would not be impacted and it would be negligible. However, the

52. See Response #40 above.

53. The EIR does not state that there would be significant adverse impacts on "I" Street due to project-generated traffic.

54. Comment acknowledged.

55. See Response #22 above.

RESPONSES

Draft EIR is requiring Homart to conduct additional technical studies that will measure effects of off-site projects, not just the Scripps project. Our only concern with that is it would delay our project since we will not be able to get started on that study because Scripps has not determined where their sewer is going to be. It's going to be several months down the line, so we have some concerns with that. The EIR also requires Homart to construct improvements to bring downstream sewers to city design capacity. Again, the mitigation we feel is unwarranted, since our incremental sewer impact for the project is minimal, and these are the studies that were conducted by the EIR. The other issue is traffic. The traffic study conducted by the EIR's traffic consultant concluded that the planned expansion would not cause any significant traffic impacts on "H" Street or surrounding intersections. It further concludes that all the adjacent intersections will maintain the same level "C" of service or better. The draft, again, is requiring Homart to give right-of-way and expand the eastbound side of "H" Street and turn it into a six-lane road. Again, we feel this--since the study clearly indicates that the traffic generated by this project is negligible, that we shouldn't be required to foot the bill to expand the roadway. We just wanted to direct that we are sensitive to the traffic issue. It is very, very important for our customers to be able to attend and come to the mall easily, and the last thing we want is any type of traffic jams or problems in front of the mall, because it'll affect us also. The traffic study was done by taking actual car counts, as I understand it-- please correct me if I'm wrong--but actual car counts as of today on the mall, and they were used in conjunction with other studies done on other regional malls and statistics with SANDAG and some of the other--I'm not a traffic engineer, like you, so I'm not sure either, but so it wasn't just an arbitrary number that was brought out of the hat. It was actually with numbers that are used right now. The other issue was landscaping. The Draft EIR states that landscaping should perform with the City of Chula Vista Landscaping and Town Centre Design Manuals. This manual requires a minimum of 10% landscaping on the site. That would result in over 5-1/2 acres of landscaping on our project. That would require significant loss of parking and would force and third or fourth level on the parking deck to make up for the lost parking. I don't think anybody wants that. It would also cause a significant increase in water consumption due to the increased irrigation. So we're very sensitive to that. We do want to say that Homart is planning to upgrade the landscaping, and all we're asking is the requirements for landscaping to be more in line with typical regional malls in Southern California. In all, I agree with some of the other people. The Draft EIR was very thorough and very well prepared, and we do agree with the majority of the mitigation measures that it requires to. I want to say that we are looking forward to working with the City to have a developed project that is responsible, and we're looking forward to fulfilling the needs of the community and their retail shopping. There were a couple of questions I know that were asked earlier regarding the parking structure and the height of the structure. If you want to, I could bring th p now if you want to look at them later. The structure

56. See Response #18 above.

57. See Response #13 above.

RESPONSES

is actually below the buildings that are existing right now, and we tucked them into the corner where they would be less visible. They would also blend into the existing shopping center and will have landscaping around it. So, they're going to be very nicely done.

Commissioner Decker: Do you have any idea how late the movie will be open?

Mr. Hocker: I don't have the hours of the movie theater, but I imagine--I don't know, what do most theaters go to--probably 11 o'clock.

Commissioner Decker: I think it's 11:30 sometimes ...

Mr. Hocker: I really don't have any--I can find an answer for you, though.

Vice Chair Casillas asked about facilities for human beings in these shopping malls. Mr. Hocker said they had spoken with the mall manager, and they were presently looking into it. Again, it was a convenience and they wanted to offer to their customers.

Vice Chair Casillas was concerned with the location of the auto center and why it couldn't be relocated. He felt the it was almost incompatible with the recreational areas, the pharmacy, and restaurants.

Mr. Hocker: Unfortunately, myself and my designers agree with you. Unfortunately, that's owned by Sears and they have--they own the land and they own the building, and there's nothing we can do about asking them to move that building. We agree with you. We're developing in front of that cinema a really nice landscaped, pretty (???) it's going to be a very upgraded area, and there's nothing we can do about that Sears building unfortunately.

Commissioner Tuchscher said he recognized that Sears is operated independently, but they also owned Homart. Wasn't there some way to work within the big tower and try to solve that little....

Mr. Hocker: That is a question I get asked quite often, and I guess if you look at Sears, they're a billion dollar corporation. They own a number of other companies. If it was the other way around, if we owned them, then, yes, we would have some leverage. But it's frustrating to me sometimes, because I don't even get my phone calls returned when I call the real estate people. So they look at their own operation. I think their mind set is Sears is the retailer; they're generating everything, and everybody else does--they're not going to change their forum, and everybody else is going to change their forum. And so, no we don't really have any clout over Sears. We may be closer than some other developers, because, again, there is a connection there. But we don't have any influence over them in that capacity. Because they look at their bottom line.

RESPONSES

Commissioner Tuchscher, referring to the nuisance noise issue, said he was a little uncomfortable with the way the EIR had handled that and recognized CEQA guidelines. Simply saying the nuisance noise is a city ordinance issue and the police would have to react to solve any concerns bothered him. Had there been any discussions or ideas that maybe Homart had talked about regarding that specific issue, especially relating to the long hours that a theater would be open?

Mr. Hocker said he thought the theater would be a relocation of the one across the street, so there was late-night traffic in the area. It's not a new generation being brought into the area. He agreed with Commissioner Tuchscher that it was new to that side of the area. Mr. Hocker said they had talked about it, and that was one reason they had tucked the cinema as far as they could up into the mall. "It's hard to tell distances on a site plan like this, but that's quite a distance back--probably 800 to 900 feet back into there. We still believe that a majority of people are going to come and park and walk into the mall and go into that area. The traffic studies have indicated it, and our customers have consistently parked and worked off the Broadway side of the mall. I think there will be some increase of people parking on the back, the back side, but we tried to tuck that cinema as far as we possibly could.

Commissioner Carson: Your security--how many do you have for security--wouldn't the security help to solve part of the problem? To keep the noise down, and you know--you would be the first one to go there, wouldn't they--security?

Mr. Hocker: This is Ben Richardson. He's the mall manager, so I'd like to refer that question to Mr. Richardson.

My name is Ben Richardson, and I work here in Chula Vista at 555 Broadway, Suite 1019, Chula Vista. We certainly would have courtesy patrol officers that do patrol and would patrol the parking lot at all hours that the shopping center would be open, as well as the movie theaters. We will be increasing security officers--isn't that right? We're adding--we'll be adding staff to that.

No one else wishing to speak, the public hearing was closed.

Vice Chair Casillas instructed staff to prepare the final EIR, taking into consideration the comments heard.



RESPONSES

PETITION

We, the residents of Fifth Avenue, south of Chula Vista Center, are very concerned about the negative impact the increased traffic will have on our neighborhood. This can decrease our property values, and our peace.

58 Currently the traffic noise decreases dramatically after 9:00 p.m. when the Chula Vista Center closes. However, with a 10-plex movie theater open and a huge parking garage exiting onto Fifth Avenue, we would have noise and possibly gang problems all through the night.

Since our homes are on a two-lane, residential street we request:

Fifth Avenue be blocked off at "I Street" to retain the integrity of our neighborhood (as the city did for Fig Avenue).

AND/OR

Remove the Chula Vista Center entrance at Fifth and I Streets. Direct parking garage traffic onto Broadway, which is a four-lane commercial area.

58. See Response #41 above.

NAME	ADDRESS	PHONE #
Paul & Joan Rogg	683 5th Ave	426-6114
Mrs. Missy J. Curtis	689 5th Ave	
Mr & Mrs. Victor Bell	673 5th Ave	
Mr. & Mrs. Paul & Rose	1113 5th Ave	420-0867
Mr. & Mrs. Robert Baker	643 5th Ave	
Thomas Valles	623 5th Ave	
Paul & Pamela	624 5th Ave	625-8920
Esperanza Murgueta	608 5th Ave	420-9899
Logan & Virginia	615 5th Ave	671-8774
William J. Brown	648 5th Ave	420-3825
Garth & Yvonne	628 5th Ave	691-0468
George J. Fox	620 5th Ave S.U.	422-0236
John & Mary	684 5th Ave S.U.	
Chula Vista Center	677 5th Ave	422-9087
Al & Betty	1-67 5th Ave	427-0201

RESPONSES

M E M O R A N D U M

November 21, 1991  
File # KY-043

TO: Marilyn Pongeggi, Environmental Consultant  
FROM: Roger Daoust, Senior Civil Engineer *RD*  
SUBJECT: Chula Vista Mall Expansion Sewer Study

We have reviewed the flow estimations obtained by Nolte & Associates in determining the impact of the sewer discharge from the proposed Chula Vista Mall expansion project. Their calculations are based mainly on the table of actual water consumption and estimated discharge prepared by Roman Miranda on June 7, 1991. Estimated flows from the Von's Market were calculated on the basis of square footage.

Our Engineering staff calculated the number of Equivalent Dwelling Units (EDU's) attributable to the former Von's Market based on the average water consumption and estimated discharge of four different supermarkets located in Chula Vista. The results obtained show that the flows contributed by the mall expansion will be 0.22 EDU's less than the flows from the buildings to be demolished.

We have verified that the credit for Von's Market was not given on a previous building permit. Since the net EDU difference between demolition and new facilities is negligible if the Von's credit is included, the Chula Vista Mall developers will not be required to provide any additional sewerage facilities at this time or to prepare a sewer basin plan.

We have enclosed a summary of our calculations. If you have any further questions regarding this letter, please contact Elizabeth Chopp, Civil Engineer at 691-5258.

RM:nm/rb

Enclosure

cc: Nolte & Associated, 5473 Kearny Villa Road, Suite 300  
San Diego, CA 92123  
RECON, 7460 Mission Valley Road, San Diego, CA 92108

(RM1\CVMALL.MEM)

59. The Executive Summary and Section 4.4 have been revised to reflect this updated study.

RESPONSES

CHULA VISTA MALL EXPANSION PROJECT

ESTIMATED DISCHARGE - (EXPANSION)

Expansion	EDUs
Mervyns	13.6
Theatre	18.1
Sav-On	1.17
TOTAL	32.87

ESTIMATED DISCHARGE - (DEMOLITION)

Expansion	EDUs
Vons	7.64
Sav-On	1.17
Charles Dublin	11.99
Laundromat	9.95
Miller Burton	0.13
Winchella	1.5
Hydrocal Shop	0.0
Security Bank	0.71
TOTAL	33.09 (+0.22)

AVERAGE WATER USAGE BY SUPERMARKETS

Supermarket/Address	Average Monthly Water Consumption
Big Bear, 1240 Broadway	53
Vons, 870 Third Avenue	134
Food Basket, 690 Third Avenue	67
Alpha Beta, 285 E. Orange	112
AVERAGE	91.5 HCF/month = 2250 GPD

Average discharge =  $0.9 \times 2,250 = 2025$  GPD  
 Average no. of EDUs =  $2025/265 = 7.64$

EMC:kw

(EMC2\EXPANSN.CRT)


**RECEIVED**



OCT 28 1991  
October 17, 1991  
File No. YE-054

RESPONSES

PLANNING

TO: Marilyn Ponsoggi, Contract Environmental Review Consultant

VIA: Clifford L. Swanson, Deputy Public Works Director / City Engineer 

FROM: Roger L. Dacoust, Senior Civil Engineer   
Harold Rosenberg, Traffic Engineer 

SUBJECT: Review of Draft Environmental Impact Report EIR 81-04, Chula Vista Mall Expansion

We have reviewed the referenced document and present the following comments:

60 1. Add the following statements to Section 3.4.3 (traffic mitigation measures) on pages 49 and 50:

"Payment of traffic signal fees is required."

and;

"Traffic signal modification and/or relocation at Broadway, 5th Avenue, and 4th Avenue may be required."

61 2. In a previous memorandum, the Engineering Division required the preparation of a technical report addressing a number of sewer capacity issues related to the anticipated increase in sewer flows created by the project to downstream portions of the "H" Street system. This requirement was predicated upon the following:

- o The possible inadequacy of the downstream portions of the "H" Street sewer lines.
- o The possibility that Scripps Memorial Hospital will discharge to "H" Street. Although the Scripps Hospital EIR indicates that the applicant proposes to direct all sewage to "G" Street, the point(s) of connection will not be determined conclusively until Scripps Hospital prepares a technical report and analysis for the "G" Street and "H" Street sewer systems.

60. These measures have been added to the Transportation/Access mitigation section (Section 3.4.3) on page 48 of the EIR.

61. See Response #59 above.

RESPONSES

Marilyn Poneggi Page 2 October 17, 1991

Currently, the City is conducting flow metering of the "H" Street line and results should be available within the next few weeks. Once this information is received, we will reevaluate the remaining capacity within the "H" Street line downstream of the proposed point of connection.

KPA/kpa

cc: Elizabeth Chopp, Civil Engineer  
Zoubir Ousdah, Civil Engineer

## TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY	S-1
1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION	3
2.1 Environmental Setting	3
2.2 Description of the Proposed Action	3
3.0 IMPACT ANALYSIS	10
3.1 Land Use	10
3.1.1 Project Setting	10
3.1.2 Impact	11
3.1.3 Mitigation	12
3.1.4 Significance of Impacts	13
3.2 Aesthetics	14
3.2.1 Project Setting	14
3.2.2 Impact	22
3.2.3 Mitigation	27
3.2.4 Significance of Impacts	27
3.3 Community Tax Structure/Fiscal Impacts	28
3.3.1 Project Setting	28
3.3.2 Impact	30
3.3.3 Mitigation	37
3.3.4 Significance of Impacts	37
3.4 Transportation/Access	38
3.4.1 Project Setting	38
3.4.2 Impact	42
3.4.3 Mitigation	48
3.4.4 Significance of Impacts	49
3.5 Noise	50
3.5.1 Project Setting	50
3.5.2 Impact	51
3.5.3 Mitigation	52
3.5.4 Significance of Impacts	52
3.5.5 Mitigation Monitoring	52
3.6 Utilities	53
3.6.1 Project Setting	53
3.6.2 Impact	53
3.6.3 Mitigation	53
3.6.4 Significance of Impacts	54

TABLE OF CONTENTS  
(continued)

	<u>Page</u>
3.7 Hazardous Materials	55
3.7.1 Project Setting	55
3.7.2 Impact	58
3.7.3 Mitigation	59
3.7.4 Significance of Impacts	60
4.0 RELATIONSHIP TO THRESHOLDS/STANDARDS POLICY	61
4.1 Police Services	61
4.2 Fire and Emergency Medical Services	61
4.3 Water	62
4.4 Sewer	62
4.5 Drainage	63
4.6 Traffic	64
5.0 GROWTH-INDUCING IMPACT OF THE PROPOSED ACTION	65
6.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY	66
7.0 ALTERNATIVES TO THE PROPOSED ACTION	67
7.1 No Project Alternative	67
7.2 Reduced Project Intensity	67
7.3 Alternate Project Design	68
7.4 Off-Site Alternatives	69
7.4.1 Plaza Bonita Regional Shopping Center	69
7.4.2 Eastlake Village Center	71
7.4.3 Eastern Urban Center in Otay Ranch	72
8.0 EIR PREPARATION	73
9.0 PERSONS AND AGENCIES CONSULTED	74
10.0 REFERENCES CITED	76

APPENDIXES

- A: Notice of Preparation and Response Letters
- B: Community Tax Structure and Fiscal Impacts Report
- C: Traffic Technical Report for the Chula Vista Mall Expansion Project
- D: Noise Technical Analysis for the Chula Vista Mall Expansion Project
- E: Hazardous Waste Study for the Chula Vista Mall Expansion Project

TABLE OF CONTENTS  
(continued)

	<u>Page</u>
FIGURES	
1: Project location in relation to County of San Diego	4
2: Project location in relation to Chula Vista street network	5
3: Existing site plan	7
4: Proposed site plan	8
5: Photo location map	15
6: Southern elevation	23
7: Northern elevation	25
8: Western elevation	26
9: Existing ADT and PM peak hour traffic volumes	39
10: Project PM peak hour traffic distribution	43
11: Buildout ADTs with and without the project	45
12: Location of alternate sites	71

PHOTOGRAPHS

1: View of site from "I" Street, including Broadway building	16
2: Redeveloped area on north side of mall	16
3: View from "I" Street of Olive Garden restaurant	17
4: Rear wall of building proposed to be removed	17
5: Vacant Penney Automotive Center	19
6: Primary southern entrance to mall	20
7: View of wall along east side of shopping center	20
8: J.C. Penney department store and Olive Garden restaurant	21
9: View looking east across the south side of the mall	21

TABLES

S-1: Summary of Findings	S-7
1: 1990-91 General Fund Direct City-Wide Costs	29
2: On-Going Annual City Costs	31
3: On-Going Annual Revenues Received	33
4: Net Annual Fiscal Impact to City	35
5: Intersection Levels of Service - PM Peak Hour	41
6: Roadway Levels of Service at Buildout Traffic Volumes	46



## EXECUTIVE SUMMARY

### I. THE PROJECT

This environmental impact report (EIR) evaluates the potential environmental impacts related to a redevelopment project on the southern fringe of the urban core of the city of Chula Vista designated as the Town Centre II Redevelopment Project. This project would be the second of two phases of redevelopment on the site. The first phase, completed in 1988, added 141,000 square feet of retail space to the mall. The second phase of proposed redevelopment would expand the existing retail space at the mall by a net area of 74,316 square feet. A new Mervyn's department store building, a building housing a Sav-On drug store and multi-screen cinema, and a two-story parking garage would be constructed. An existing, partially vacant building in the southern area of the property would be demolished. Additionally, removal of a currently vacant J.C. Penney Automotive Center on the site could occur as part of the project. Other improvements to the site would be installing new landscaping, improving the "H" Street entrance to the mall, constructing a new entrance facade, reconfiguring parking areas, and providing upgraded lighting and color in the mall interior.

Discretionary actions associated with the proposed project include approval of the Development Agreement with Homart Development Company by the Chula Vista Redevelopment Agency. The Town Centre Project Area Review Committee will review the project and make recommendations to the Redevelopment Agency. The Design Review Committee will review the project plans and elevations. The Planning Commission would consider the EIR. Amendments to the General Plan and the Zoning Ordinance are not required.

The present mall contains three anchors (J.C. Penney, Sears, and Broadway), smaller retail shops, and a food court. Restaurants along the western and southern peripheries of the property include Allies, Burger King, and The Olive Garden. In the southern portion of the site is an existing partially vacant building, proposed to be demolished, containing a Sav-On drugstore, a bank, miscellaneous retail space, and vacant supermarket space. Just east of this building is the vacant J.C. Penney Automotive Center.

### II. PROJECT LOCATION

The Chula Vista Center, which is the proposed project site, is located between "H" and "I" Streets, just east of Broadway. The project site is part of the Town Centre II Redevelopment Area, which is comprised of 11 areas located throughout the downtown area of the city.

### III. ENVIRONMENTAL IMPACTS

The City of Chula Vista Planning Department prepared an Initial Study (IS) for the proposed project which identified potentially significant issues and determined the need to prepare an EIR pursuant to Section 15065 of the California Environmental Quality Act (CEQA) Guidelines. Specific issues identified in the IS as being potentially significant were subsequently addressed in this EIR.

The environmental issues identified in the IS and analyzed in this EIR were:

- Land Use/General Plan Compatibility/Zoning
- Aesthetics
- Community Tax Structure/Fiscal Impacts/Socioeconomic Impacts
- Utility Service and Relocation
- Transportation/Access
- Noise
- Hazardous Waste/Public Safety
- Compliance with City Thresholds/Standards Policy

Based on an analysis of these issues as discussed in this EIR, the City concludes that the project would not cause any significant, unavoidable, or unmitigable environmental impacts. There would be significant, but mitigable, impacts under the issues of aesthetics (views and landscaping), transportation/access, utilities, hazardous materials, and thresholds/standards policy (fire). Implementation of the mitigation measures listed in this EIR and summarized in Table S-1, located at the end of this summary, can reduce these impacts to levels less than significant.

#### **IV. UNAVOIDABLE SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS**

There were no impacts associated with this project which were considered to be significant and unavoidable or unmitigable.

#### **V. SIGNIFICANT ADVERSE IMPACTS WHICH COULD BE MITIGATED OR AVOIDED**

This EIR identifies nine significant adverse impacts which could be avoided or mitigated to a level less than significant.

##### **Aesthetics**

1. **Impact.** Because of its size and location, the proposed parking structure could cause significant impacts to views from Broadway and the commercial areas west of the Chula Vista Center. The parking garage would be constructed just south of the J.C. Penney department store, approximately 260 feet from the western boundary of the property.

**Mitigation.** The applicant shall work closely with the City on the design of the parking structure to ensure that it is architecturally compatible with the surrounding mall and would not cause adverse visual impacts. This measure would ensure that aesthetically pleasing views are maintained and would reduce the adverse impact to views to less than a significant level.

**Alternatives.** The on-site alternatives also include the parking structure. Implementation of the off-site alternatives to the project would avoid construction of a parking garage on-site and would avoid the potentially significant impacts to views associated with the structure. However, the off-site alternatives would not achieve the goals of the project.

2. Impact. Adverse impacts to the visual quality of the site would occur if landscaping is not incorporated into the project.

Mitigation. The applicant shall submit a landscaping plan to the City which conforms to the design guidelines and standards promulgated in the City of Chula Vista Town Centre Design Manual to the satisfaction of the Planning Director. This plan would be required as a condition of approval. If this mitigation measure is implemented, the visual quality of the site would be improved and impacts to aesthetics due to the project would be reduced to a level less than significant.

Alternatives. Implementation of the on-site alternatives to the project would incorporate the same landscaping plan. Implementation of an off-site alternative would cause the landscaping at the Chula Vista Mall site to remain in its existing state, and improvements to the visual quality of the site from added landscaping would not occur. The off-site alternatives would also not achieve the goals of the project.

### Transportation/Access

3. Impact. The driveway on "I" Street near Mervyn's (second driveway east of Broadway) which would be constructed as part of the project is proposed to be unthroated, which would cause traffic conflicts at this entranceway. An unthroated driveway is a driveway which can be accessed from many different points along its length.

Mitigation. The driveway should be throated for about 120 feet.

Alternatives. The relative location of the proposed buildings for the on-site alternatives would remain the same. Therefore, impacts and mitigation would be the same as for the proposed project. Off-site alternatives would not cause an impact to traffic entering and exiting the mall on "I" Street. However, these alternatives would not achieve the project goals.

4. Impact. The proposed locations of the ramps at the end of the bays on the parking structure would cause traffic conflicts.

Mitigation. Ramps will be relocated to the middle bays of the parking structure.

Alternatives. On-site alternatives would require a parking structure and the impacts and mitigation would be the same. Off-site alternatives may not require a parking structure but these alternatives would not achieve project goals.

### Utilities

5. Impact. Parking areas and internal circulation routes are proposed to be reconfigured as part of the project. Impacts to major gas lines underneath the former alignment of Fifth Avenue could occur if work is done in this area.

Mitigation. The applicant shall submit a construction plan to SDG&E for their comment and approval prior to any construction activity on the site.

Alternatives. All on-site alternatives propose parking and internal circulation reconfiguration and would incur the same potential impact to underground utility lines and could be mitigated in the same way to a level less than significant. Off-site alternatives would avoid construction activity above the major gas lines along the former alignment of Fifth Avenue through the project site, but would not achieve the goals of the project.

6. Impact. Permanent structures cannot be located above underground utility lines. The proposed building footprints are located above existing water easements, gas vaults and lines, and electric boxes. Adverse impacts would be associated with blocked access to these facilities.

Mitigation. The applicant shall coordinate with SDG&E and Sweetwater Authority to relocate all impacted utilities. These utilities and corresponding easements must be relocated prior to construction of the proposed new buildings and parking garage.

Alternatives. The on-site alternatives would have similar building footprints and would have the same impacts to underground utilities. These could be mitigated to below a level of significance with the same mitigation measures as the proposed project. Impacts to on-site utilities would be avoided by the off-site alternatives, but the off-site alternatives would not achieve project goals.

### Hazardous Materials

7. Impact. The partially vacant building proposed to be demolished and the vacant J.C. Penney Automotive Center have been documented as containing asbestos. Improper removal of asbestos-containing materials could result in a public health and safety hazard.

Mitigation. Asbestos must be removed from the buildings prior to demolition. Removal of the asbestos must conform to the regulation and procedures specified by the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and by the California Occupational Safety and Health Agency (CAL-OSHA). Contractors removing the asbestos must be licensed by the State Licensing Board and registered with the Carcinogen Control Unit of CAL-OSHA. If all applicable regulations are followed, removal of the asbestos would not cause a public safety and health hazard.

Alternatives. Both on-site alternatives would include demolition of the partially vacant building and would require the same mitigation measure as recommended for the proposed project to avoid a public safety and health hazard. Off-site alternatives would not include demolition of on-site buildings containing asbestos, but would not achieve the goals of the project.

8. Impact. There is an unresolved underground storage tank issue at the J.C. Penney Automotive Center site. Demolition of the J.C. Penney Automotive Center could cause a public health and safety hazard.

Mitigation. Official closure of the J.C. Penney Automotive Center site by the San Diego County Hazardous Materials Management Division must occur prior to removal of the building.

Alternatives. As with the project, the on-site alternatives may or may not include demolition of the J.C. Penney Automotive Center as part of the project. If it is included, the impacts and mitigation would be the same as for the proposed project. Off-site alternatives would not include demolition of this building as part of the project. However, the off-site alternatives would not achieve the project goals.

#### **Conformance with the Thresholds/Standards Policy**

9. Impact. Because detailed building plans have not been designed, it cannot be determined whether the project would provide adequate fire access or fire fighting systems.

Mitigation. Building plans shall be submitted and approved by the Fire Department prior to construction.

Alternatives. Because building plans have not yet been developed for any alternative, no alternative would avoid this impact. However, the same mitigation as for the proposed project would mitigate impacts of the alternatives to a level less than significant.

### **VI. POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS**

The City is currently preparing a water policy which could require reductions in water usage within the city. The current level of project design is not sufficiently detailed at this time to make a determination of exact water usage projected for the site. At the time of building permit issuance, if the proposed project design is determined not to comply with applicable water usage policies, additional on-site conservation measures, or off-site mitigation (toilet retrofit projects, park irrigation replacement projects, etc.), and/or payment of mitigation fees may be required. The project will comply with all policies which are in place at the time of building permit issuance. The actual method of policy compliance will be determined by the Planning Director.

### **VII. IMPACTS CONSIDERED BUT FOUND NOT TO BE SIGNIFICANT**

The proposed project would result in adverse but less than significant impacts under the following issues:

- Noise
- Thresholds/Standards Policy (Water)
- Thresholds/Standards Policy (Drainage)

A potentially adverse but not significant impact could occur due to the proposed new cinema. The socioeconomic effects of the proposed new cinema could have a positive or a negative impact, depending on outside factors.

Impacts considered not to be significant would occur under the following issues:

- Land Use
- Aesthetics (Design Compatibility)
- Fiscal Impacts
- Thresholds/Standards Policy (Police)
- Thresholds/Standards Policy (Sewer)

#### **VIII. AREAS OF CONTROVERSY**

Areas of controversy which may arise during the project approval process include:

- Resolution of the J.C. Penney Automotive Center underground storage tank issue
- Project traffic generation/distribution
- Socioeconomic impacts to existing businesses

#### **IX. ISSUES TO BE RESOLVED**

- Impact on existing parking
- Traffic mitigation measures

**TABLE S-1  
SUMMARY OF FINDINGS**

Issue Area	Potential Environmental Impact	Mitigation Measures	Residual Impact
<b>I. Unavoidable Significant Environmental Impacts</b>			
There are no issues in this category.			
<b>II. Significant Environmental Impacts that can be Avoided or Mitigated</b>			
Aesthetics (views)	Parking garage would impact views from Broadway and commercial areas to the west.	Design garage in coordination with the City to ensure architectural compatibility.	Less than significant
Aesthetics (landscaping)	Existing landscaping not adequate.	Submit a landscaping plan to City which conforms with the Town Centre Design Manual to the satisfaction of the Planning Director.	Less than significant
Transportation/ Access	The design of the "I" Street driveway near the proposed Mervyn's would cause traffic conflicts.	Throat driveway to prevent access for about 120 feet along its length.	Less than significant
	Proposed ramp locations at ends of parking structure would cause traffic conflicts.	Relocate ramps to middle bays of parking structure.	Less than significant
Utilities	Reconfiguring pavement along former alignment of Fifth Avenue could impact major gas lines.	Submit construction plan to SDG&E for approval prior to any construction activity.	Less than significant
	Building footprints cover water easements, gas vaults and lines, and electrical boxes.	Relocate impacted lines, vaults, and boxes in coordination with SDG&E and the Sweetwater Authority.	Less than significant

**TABLE S-1  
SUMMARY OF FINDINGS  
(continued)**

Issue Area	Potential Environmental Impact	Mitigation Measures	Residual Impact
<b>II. Significant Environmental Impacts that can be Avoided or Mitigated (cont.)</b>			
Hazardous Materials	The building proposed to be demolished and the J.C. Penney Auto Center contain asbestos. Improper removal could cause public health and safety hazard.	Remove asbestos in conformance with all applicable NESHAP and CAL-OSHA regulations prior to demolition.	Less than significant
	Demolishing J.C. Penney Auto Center without first resolving the underground storage tank issue could cause a public health and safety hazard.	Confirm that the County HMMD has officially closed the site prior to demolition.	Less than significant
Thresholds/ Standards Policy (fire)	Building design may not provide adequate fire access or systems.	Building plans must be approved by Fire Department prior to construction.	Less than significant
<b>III. Potentially Significant Environmental Impacts</b>			
Water Usage Policy	Level of design detail insufficient to determine whether project complies with this policy.	The applicant shall demonstrate to the City Manager that the proposed project complies with all applicable water usage policies.	
<b>IV. Environmental Impacts that are Considered Adverse but Less than Significant</b>			
Socioeconomic	New cinema could impact existing downtown cinema in a positive or a negative way.		
Transportation/ Access	"H" Street frontage right-of-way not at Circulation Element designated width.	Recommended to dedicate appropriate right-of-way.	Less than significant



**TABLE S-1  
SUMMARY OF FINDINGS  
(continued)**

Issue Area	Potential Environmental Impact	Mitigation Measures	Residual Impact
Noise	Nuisance noise from use of the cinema could occur more frequently in the evening and night.	Provisions to regulate nuisance of this type are provided in the Municipal Code.	Less than significant
Thresholds/ Standards Policy (drainage)	Drainage may not be adequate.	Submit a drainage study to City Engineering and comply with NPDES permit requirements.	Less than significant
Thresholds/ Standards Policy (water)	A commitment for water service to the project has not been obtained.	Applicant shall obtain a will-serve letter from the Sweetwater Authority.	Less than significant

**V. Impacts Considered Not to be Significant**

Land Use, Aesthetics (Design Compatibility), Fiscal, Thresholds/Standards Policy (Police, Sewer).

## 1.0 INTRODUCTION

This draft environmental impact report (EIR) has been prepared according to the requirements of the Environmental Review Procedures of the City of Chula Vista and the California Environmental Quality Act (CEQA) of 1970, as amended. It is an informational document intended for both the decision maker and the public and, as such, represents relevant information concerning the proposed expansion of the Chula Vista Center.

The project site covers approximately 55 acres within the Town Centre II Redevelopment area of the city of Chula Vista. It is located east of Broadway, spanning the entire block between "H" and "I" Streets. The project would be consistent with the existing zoning and General Plan designation for the site. Since the project site is within the boundaries of the Chula Vista Redevelopment Plan, the proposed expansion project would require the approval of the Chula Vista Redevelopment Agency.

This EIR for the expansion of the Chula Vista Center has been prepared to analyze only those specific environmental issues related to the proposed project which were identified in an Initial Study conducted by the Planning Department of the City of Chula Vista. The Initial Study identified the following potentially significant issues which are addressed in the EIR: land use/General Plan elements/zoning, aesthetics, community tax structure/fiscal impacts/socioeconomic impacts, utility service and relocation, transportation/access, noise, hazardous waste, and compliance with the City Thresholds/Standards Policy. The Notice of Preparation (NOP) issued for the draft EIR and the responses to the NOP have been included as Appendix A.

For each major topic under analysis, a discussion is presented of the existing conditions, followed by potential impacts, mitigation to reduce impacts, and identification of significance of the impacts. A discussion of alternatives to the project is presented in Section 7.0.

The requirements described in the State CEQA Guidelines, Title 14, Article 9, of the California Administrative Code, were followed in the preparation of this EIR. In accordance with Section 15125, a description of the environmental setting is provided and the relationship of the proposed action to the surrounding land uses is also evaluated. As required in Section 15126 of the guidelines, a brief summary of the proposed action is provided in the project description section, consequences of the proposed action are discussed in detail in the environmental analysis sections of the document, and in a separate section the growth inducing impact of the proposed action is discussed.

Assembly Bill 3180, as passed by the California legislature in the 1987-1988 session, added Section 21081.6 to the Public Resources Code. This bill requires a public agency "to adopt a reporting and monitoring program for the changes to the project which it has adopted in order to mitigate or avoid significant effects on the environment." The purpose of this program is to ensure compliance during project implementation. Such a monitoring program must be adopted by the public agency when the public agency makes the required findings. Mitigation monitoring is required for all projects requiring an EIR or a Negative Declaration approved after December 31, 1988. Mitigation monitoring programs should, at minimum, identify the following: the entity responsible for monitoring the program, what exactly is being monitored and how, what schedule

is required to provide adequate monitoring, and what identifies the monitoring as complete.

Mitigation measures recommended in this EIR have been prepared to ensure ease of monitoring as well as feasibility of monitoring. A mitigation monitoring program will also be prepared and provided as a separate attachment to the decisionmaker when considering the project.

## 2.0 PROJECT DESCRIPTION

### 2.1 Environmental Setting

The project is located in a developed area of the city of Chula Vista. The existing Chula Vista Center occupies the site, which covers approximately 1.5 city blocks between "H" and "I" Streets. The site serves as a regional shopping center for the area.

The terms "shopping center" and "project site," as used in this EIR, refer to the entire property, which includes the four peripheral buildings, the parking lots, and the main mall buildings. The term "mall," as used in this EIR, refers to the main connected mall buildings located in the center of the property.

The character of the area to the north and east of the site is commercial, with primarily restaurant and motel uses located along Broadway and "H" Street. "H" Street provides a direct connection from the shopping center to Interstate 5 (I-5) and Interstate 805 (I-805) and carries a large volume of through traffic. Broadway connects the mall with the center of the Chula Vista urban core. To the south and east are low-medium residential uses.

### 2.2 Description of the Proposed Action

This project proposes expansion of the existing Chula Vista Center. The project would be built pursuant to the California Community Redevelopment Law (Health and Safety Code Section 33000, et seq.) and is a joint public/private venture involving the Chula Vista Redevelopment Agency and Homart Development Company. The planned phasing of the expansion would result in the opening of the mall additions by late 1992 and the Mervyn's department store by 1993.

The shopping center is located on approximately 55 acres in the city of Chula Vista, between "I" and "H" Streets east of Broadway. Figures 1 and 2 show the location of the project site in relation to the region and to the local street system, respectively.

The Chula Vista Center is part of the Town Centre II Redevelopment Plan and alterations require approval by the Chula Vista Redevelopment Agency and could entail approval of an addendum or a new Owner Participation Agreement. This project will also be considered by the Chula Vista Design Review Committee and the Town Centre Project Area Review Committee. The Redevelopment Agency or the City Council may also approve bond financing to assist in the construction of the parking structure. Other discretionary requirements include the following:

- Acquisition of Property under Section 33430 pursuant to Community Redevelopment Law; land within the project not already owned by the Agency may be acquired from the current owners using permissible methods of acquisition including purchase, lease, bequest, devise, or eminent domain.
- Disposition of property in accordance with Section 33433 pursuant to Community Redevelopment Law, a Development

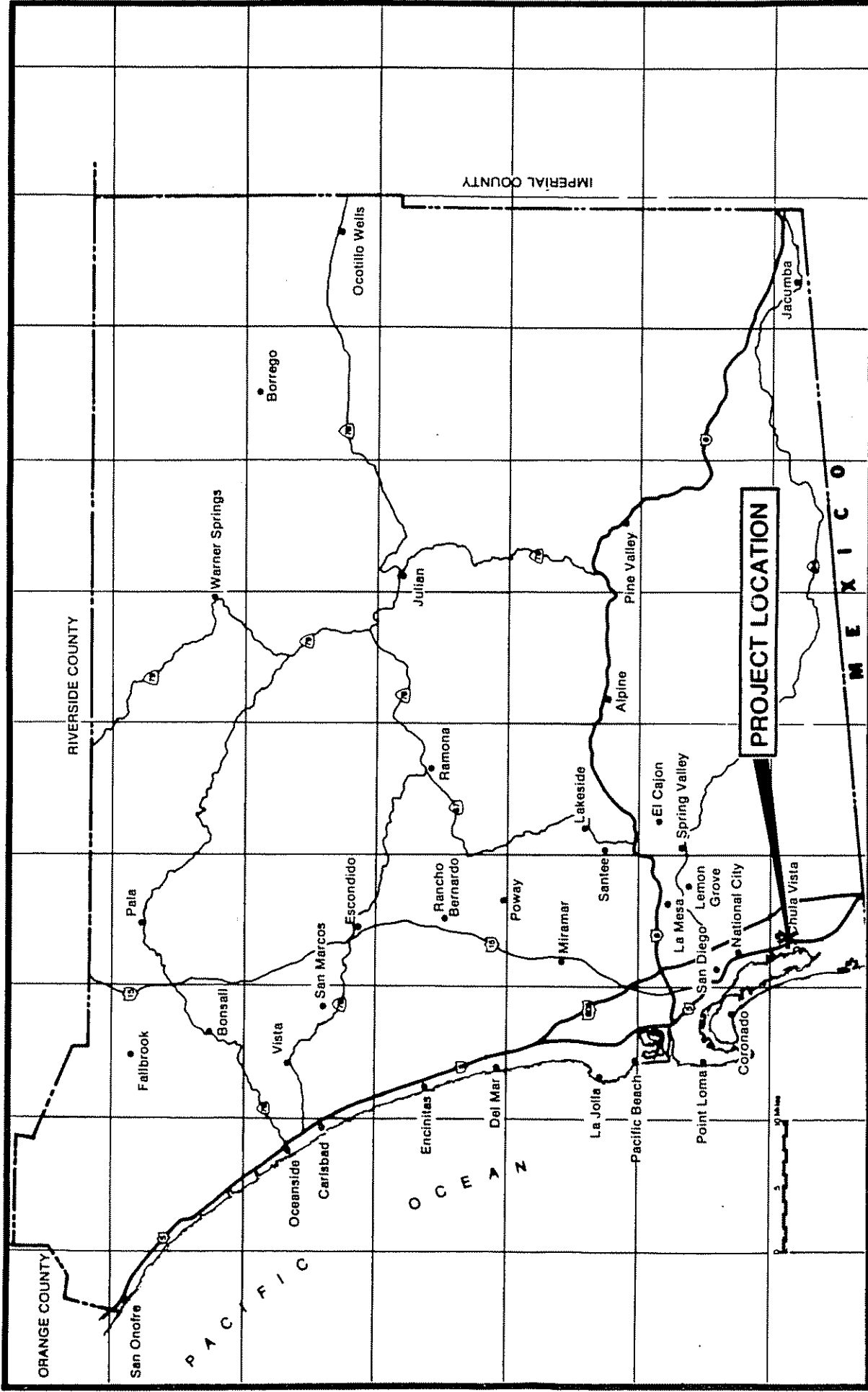
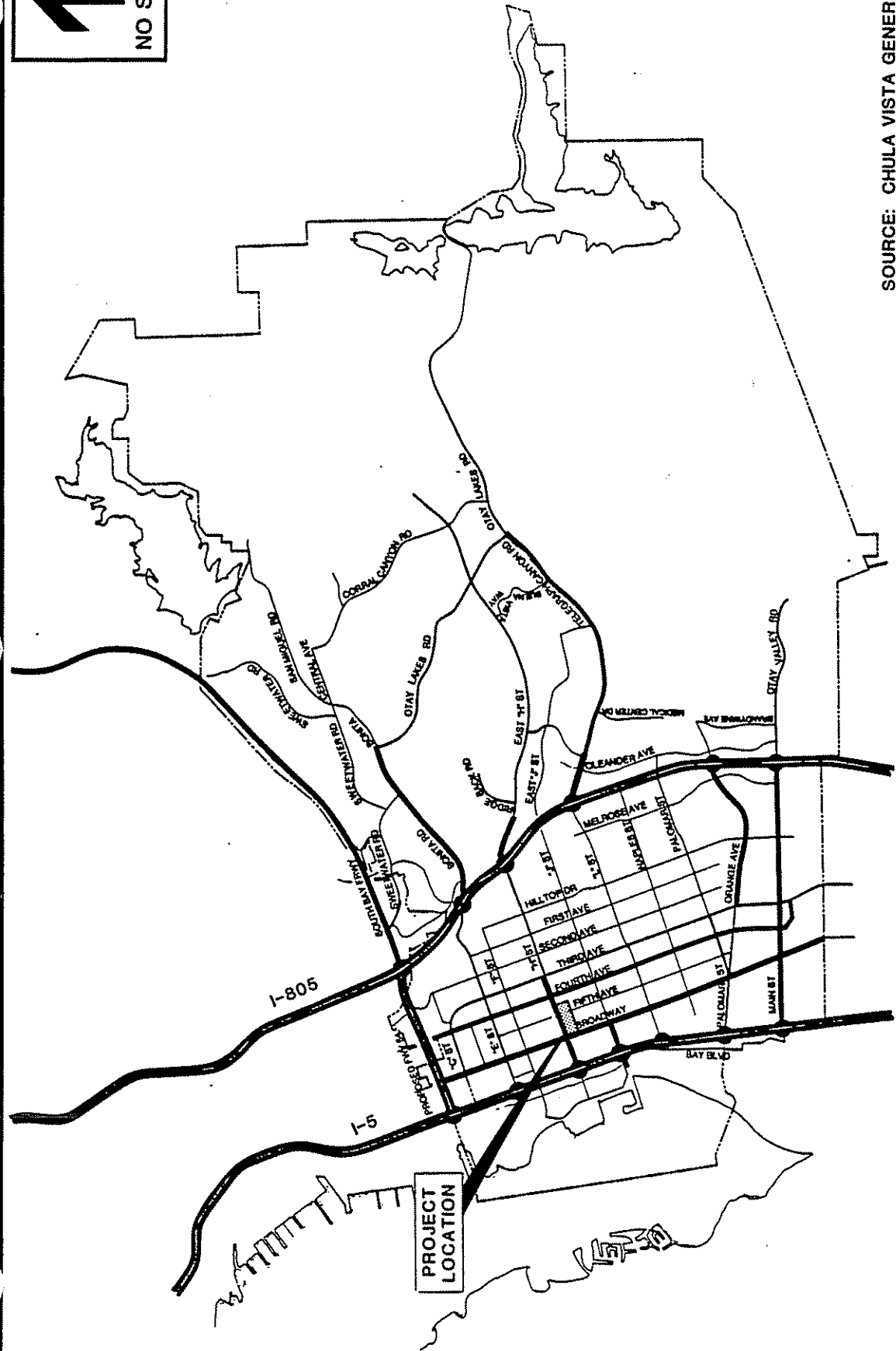


FIGURE 1. THE LOCATION OF THE PROPOSED PROJECT RELATIVE TO THE COUNTY OF SAN DIEGO.



SOURCE: CHULA VISTA GENERAL PLAN

FIGURE 2. PROJECT LOCATION IN RELATION TO CHULA VISTA STREET NETWORK

Disposition and Agreement (DDA) or Owner Participation Agreement (OPA): under the DDA, property owned by the Agency may be sold or leased after a properly noticed public hearing. Under the OPA, the owner of property within the project site participates in the redevelopment of the property.

- Relocation pursuant to State Law and the adopted Relocation Plan of the Town Center Area Review Committee; the Agency has adopted rules and regulations to administer relocation assistance.
- Acquisition of property by eminent domain pursuant to Section 33391 of Community Redevelopment Law; the City may take property from private entities if the taking is for a public purpose and just compensation is paid to the owner.

The General Plan designation for the site is Retail and the current zoning is C-C, Commercial. No amendments to the General Plan nor changes in zoning would be required for implementation of this project.

This project is the second phase of planned redevelopment for the Chula Vista Center. The first phase of the redevelopment plan was completed within the last three years and added an additional 141,400 square feet of leasable retail space on the site. Phase 1 of the redevelopment of the shopping center added new buildings and demolished or renovated most of the original buildings to achieve a unified, contemporary architectural style and design. Fifth Avenue between "H" and "I" Streets was vacated, and the Sears and Broadway shopping centers were joined by a mall. The present mall contains three anchors (J.C. Penney, Sears, and Broadway), smaller retail shops, and a food court. The existing gross building area at the center is approximately 858,167 square feet. The former Pacific Bell building in the southwest corner of the site was remodeled, as a separate project, in the same contemporary style and is presently a restaurant (The Olive Garden).

Figures 3 and 4 show the existing and proposed site plans for the shopping center. The proposed expansion project includes the construction of two new buildings and a parking structure, circulation and parking improvements, new landscaping, and demolition of up to two existing structures.

The design of the new buildings would be coordinated with the recently renovated existing structures. An 81,600-square-foot, two-story department store (Mervyn's) is proposed adjacent to the south side of the mall, directly across from the existing Broadway department store. The new store would be approximately 45 feet tall. Directly northeast of the department store would be a two-story building (averaging about 52 feet in height) housing a Sav-On drug-store (23,400 square feet) on the first level and a cinema (36,000 square feet) on the second. A two-story parking garage containing approximately 900 stalls would be located in the southwest section of the site. This garage would range in elevation from 25-45 feet and would vary with the architectural features and parapets designed to make the structure compatible with the surrounding mall. The total square footage of new building retail space would be 141,000 square feet.

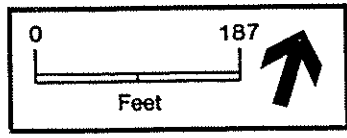
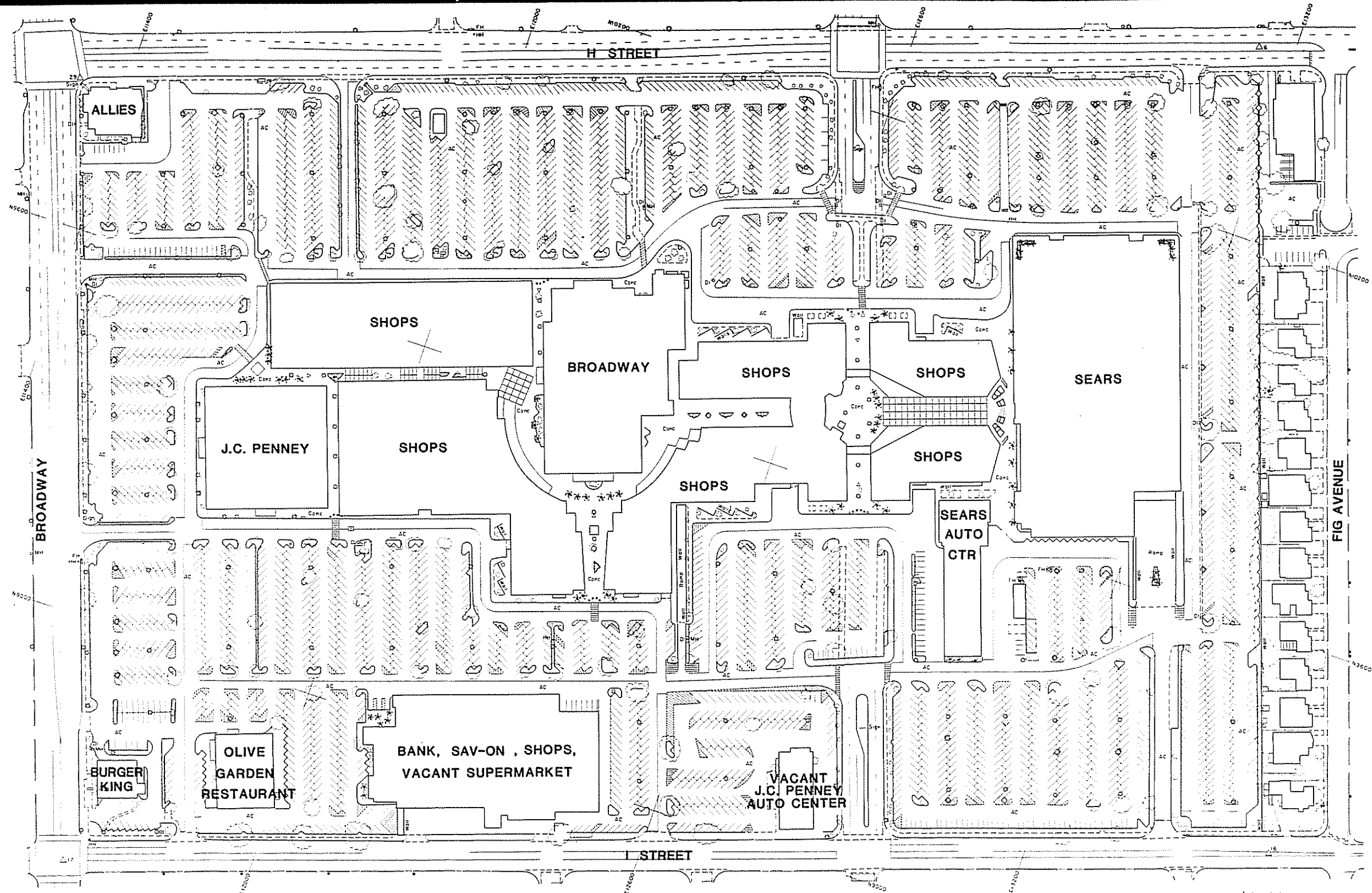


FIGURE 3. EXISTING SITE PLAN



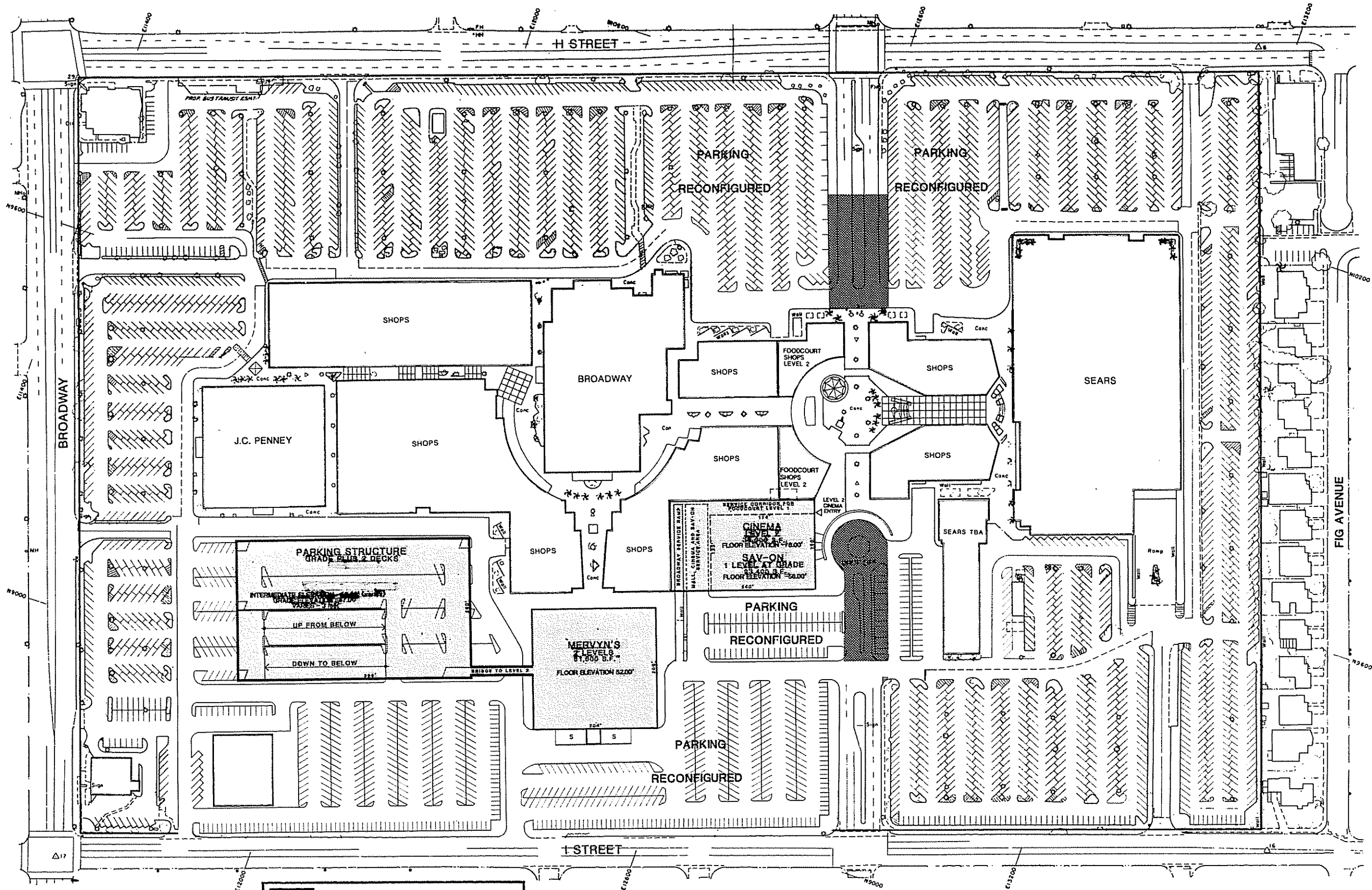


FIGURE 4. PROPOSED SITE PLAN

Additionally, the pavement adjacent to the proposed cinema/drugstore building would be reconfigured with a turn-about on the former alignment of Fifth Avenue. On the north side of the mall, parking immediately adjacent to Fifth Avenue on the site would be reconfigured, with the entrance driveway extended all the way to the north face of the mall (see Figure 4). A new mall entrance structure and new signage would also be constructed on the north side of the mall. Also as part of this project, a new landscaping plan has been proposed that would add additional trees and vegetation to the south side of the mall, west of Fifth Avenue, and around the reconfigured parking areas on the north side of the mall.

Improvements to the interior areas of the mall include replacing stark lighting fixtures and changing colors to achieve a livelier look. Also, a second escalator is planned to be constructed and awnings erected as part of the project.

The proposed project includes the demolition of an existing building on the south side of the property which was not renovated during the first phase of mall redevelopment. This 66,648-square-foot building contains a drug store (21,834 square feet), a bank (6,000 square feet), miscellaneous retail space (7,850 square feet), and a currently vacant supermarket (31,000 square feet). If the square footage of the building to be demolished (66,648 square feet) is subtracted from the square footage of the proposed new buildings (141,000 square feet), then the total net building area to be added to the existing shopping center is 74,316 square feet.

The existing 8,000-square-foot vacant Penney (Firestone) Automotive Center may also be demolished as part of this project, depending on the results of negotiations with the present owners. This building is located on the south side of the mall, west of the building proposed to be demolished.

### 3.0 IMPACT ANALYSIS

#### 3.1 Land Use

##### 3.1.1 Project Setting

The existing Chula Vista Center (retail/commercial use) is located on the southern fringe of the Chula Vista urban core, as defined in the General Plan. Currently located on the site are a shopping mall in the center, restaurants in the southwest corner, and two older buildings unattached to the mall in the south-middle portion of the site (see Figure 3).

The properties surrounding the project site contain a mixture of uses. The lots to the north and west of the site are visitor commercial, and include motels and restaurants. Directly adjacent to the eastern boundary of the site is single-family residential housing. Single-family residential uses exist on the south side of "I" Street, which comprises the southern boundary of the project site. The existing land uses on the site and surrounding properties are consistent with their designations in the Chula Vista General Plan.

The project site is zoned C-C, commercial use, in the Chula Vista Municipal Code (City of Chula Vista 1984). The uses in the existing Chula Vista Center are consistent with this zoning. The uses permitted in this zone include the following:

1. Stores, shops, and offices supplying commodities or performing services for residents of the city as a whole or the surrounding community such as department stores, specialty shops, banks, business offices, and other financial institutions and personal service enterprises.
2. Restaurants, cocktail lounges, nightclubs, theaters, and similar enterprises.
3. Bona fide antique shops.
4. Parking structures and off-street parking lots, subject to Municipal Code Section 19.58.230.

Section 19.58.230 in the Municipal Code limits parking lots and public garages to cases where:

1. They are clearly required by the public convenience and necessity.
2. They do not break up continuity of retail store frontage for pedestrians.
3. They would not be a nuisance to surrounding uses or residences.
4. They would not cause traffic hazards or undue traffic congestion.

5. They would conform architecturally to the surrounding area.
6. Trees would be provided along the access streets.

The Chula Vista General Plan designates the site for retail use. The existing shopping center is consistent with this designation. The General Plan also contains goals and objectives for the future development of the city. A general goal of the City is to "improve and increase the retail base to make the city an attractive place to shop for comparison and durable goods" (City of Chula Vista 1989a). A more specific objective to fulfill this goal states that the City should "provide for community and neighborhood commercial centers in developing areas convenient to new neighborhoods and to maintain, renovate, and redevelop existing centers." The project area is also designated for low-rise (0-3 stories) commercial development.

This proposed project is also a part of the Town Centre II Redevelopment Plan. The purpose of the Redevelopment Plan is to remove urban blight by facilitating the redevelopment or replacement of vacant, underutilized properties. A goal of the Redevelopment Plan is to "revitalize the original Town Centre No. II Project Area (Chula Vista Center) as the principal regional shopping center of the South Bay." Eleven areas, including the Chula Vista Center, have been targeted in the plan for renovation or redevelopment (Chula Vista Redevelopment Agency 1988).

This proposed expansion of the Chula Vista Center implements the second phase of planned redevelopment for the mall. The first phase, completed over the last three years, expanded the mall's retail space and removed or renovated many, but not all, of the existing buildings. More specifically, the first phase of redevelopment closed Fifth Avenue to through traffic, constructed additional mall shops to connect the Penney/Broadway commercial area to the Sears store, and renovated the existing stores in the newly created complex to match the design of the added retail space. The parking areas were also reconfigured.

Another goal of the Redevelopment Agency, which is stated in the Town Centre Design Manual (Chula Vista Redevelopment Agency 1980), is to require private developers to devote a minimum of one percent of the total cost of a project to the procurement and installation of works of fine art. The fine arts are limited to exterior works and include sculpture, statuary, fountains, murals, bas-relief, monuments, stained glass, and wood carvings. As part of the first phase of redevelopment of the Chula Vista Mall, a fountain was constructed within the shopping center which fulfilled the Design Manual's fine arts requirement (Kassman, Chula Vista Community Development Department, 6/28/91).

### 3.1.2 Impact

The expansion of the Chula Vista Center would be consistent with the existing zoning, the designations in the General Plan, the goals and objectives of the Town Centre II Redevelopment Plan, and the Town Centre Design Manual.

The proposed additional retail, theater, and parking space are all permitted uses within the C-C commercial zone, as described in the project

setting above. The proposed parking structure would also conform to the requirements of Municipal Code Section 19.58.230, which is also described above.

This garage is necessary to accommodate mall customers. The mall stores face inward toward the center of the mall, and access to store fronts would not be impeded by the parking garage.

The structure would be built approximately 260 feet away from the western and southern boundaries of the site. As stated in the following sections of this EIR, the parking structure would be architecturally compatible with the renovated areas of the mall and is not expected to generate significant levels of noise. The structure is also designed to facilitate adequate traffic circulation within the center. Therefore, the parking garage would not be a nuisance to surrounding land uses.

The proposed expansion would be consistent with the General Plan's retail designation of the site. The added leasable retail space proposed for the shopping center would fulfill the General Plan goal of increasing the City's retail base and making it an attractive place to shop and would also achieve the objective of redeveloping existing centers.

This project is also consistent with the Town Centre II Redevelopment Plan because the project implements the plan's main goal of improving underutilized properties. The project proposes the demolition of a partially vacant older building and the construction of new, more appealing retail space and convenient parking.

The proposed improvements to the interior of the mall would fulfill the fine art requirement promulgated in the Town Centre Design Manual. Lighting replacement and color changes are planned as part of the project to create a warmer, less stark ambience. Decorative awnings and an elevator are also proposed as part of the project.

The proposed expansion of the shopping center would not conflict with the surrounding land uses. The land to the north and west of the project site consists of existing commercial uses which would be compatible with the commercial use on the project site. Adverse aesthetic or noise impacts to the residential areas to the east and south would not occur because the building is set back approximately 260 feet from the southern boundary, away from the residential areas, and the parking structure would be designed to architecturally blend with the mall buildings. Therefore, the project would be compatible with the low-medium residential uses to the east and south. These issues are discussed in more detail in Sections 3.2 and 3.5.

### 3.1.3 Mitigation

There are no land use conflicts which would occur due to implementation of this project. Therefore, mitigation measures would not be required.

#### 3.1.4 Significance of Impacts

The project, as proposed, is compatible with the existing and planned land uses for the site and the surrounding properties. There would be no significant adverse land use impacts associated with implementation of this project.

## 3.2 Aesthetics

### 3.2.1 Project Setting

Surrounding Area. The project site is located on the southern boundary of the Chula Vista Urban Core, as defined by the General Plan (City of Chula Vista 1989a). The character of the surrounding area is mixed: commercial to the north and east and residential to the south and west. The entire area, including the project site, is developed and contains no prominent, natural topographic features.

The residential areas to the south and east are low-medium density residential developments. The houses are detached single-family, primarily one-story homes. There are two houses along the eastern boundary of the site which are two stories in height. A masonry block wall, approximately eight to nine feet in height, separates the houses to the east from the project site. "I" Street divides the project site from the single-family residences to the south.

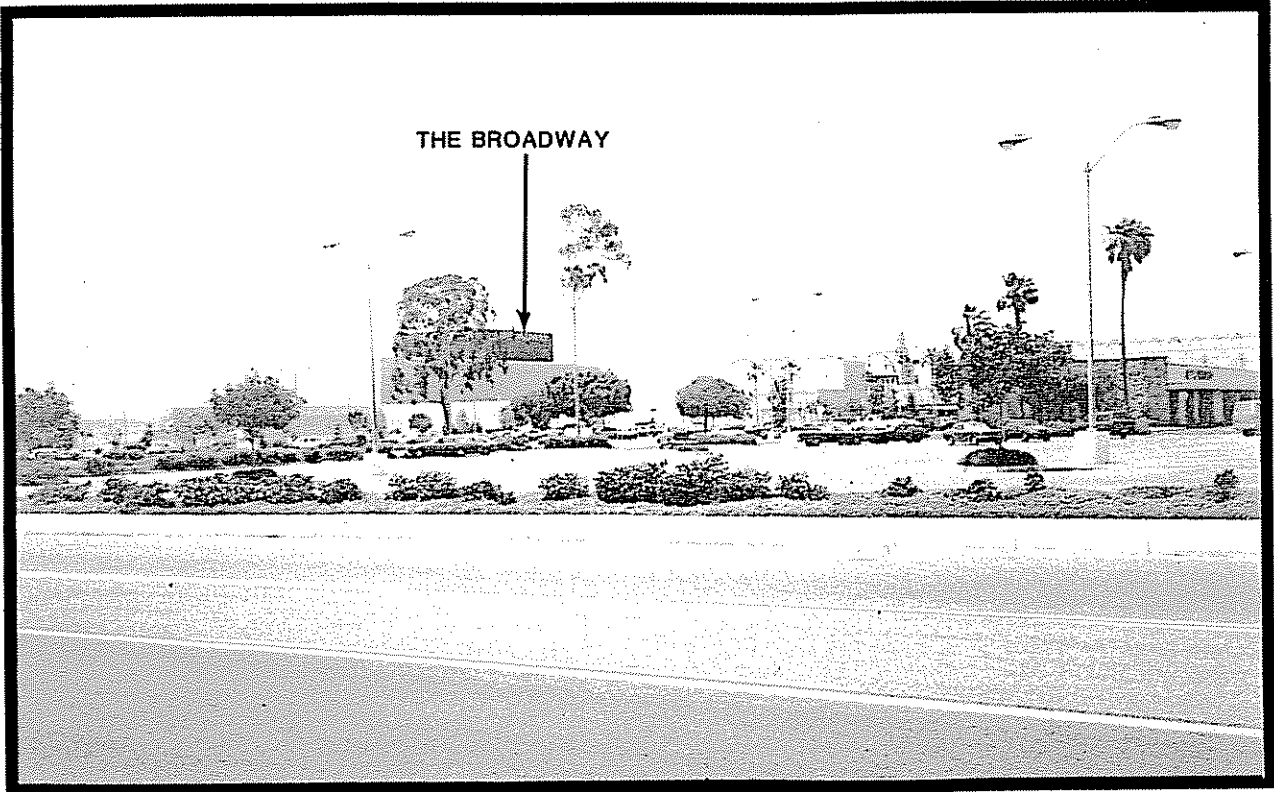
The commercial areas to the north and west are visitor commercial in nature, consisting primarily of restaurants, banks, and hotels/motels. "H" Street, which runs along the northern border of the project site, is a major thoroughfare connecting I-5 and I-805 through the city. Broadway, which runs along the western boundary, connects the shopping center with the center of the Chula Vista urban core to the north.

Visual Features on the Site. Figure 5 is a photograph location map indicating where the photographs referred to in the following paragraphs were taken.

The existing layout of the site is presented in Figure 3. The shopping mall is located in the center of the project site and is surrounded by parking areas. Four unattached buildings are located along the southern periphery. All buildings are two stories or less in height, except for the Broadway department store, which is three stories tall. The dark brown upper portion of the building is visible from the surrounding roadways and from most areas on the site. Photograph 1 shows a view from "I" Street of the southern side of the mall, including the Broadway building.

Phase 1 of the redevelopment of the shopping center added new buildings and demolished or renovated most of the original buildings to achieve a unified architectural style and design for the mall. Photograph 2 shows the recently redeveloped area on the north side of the mall. The style of architecture is contemporary. The buildings are of smooth concrete, with interest being achieved by the use of different beige and pink colors in geometric patterns. The original Broadway department store was incorporated into the new remodeled mall.

The Olive Garden restaurant (formerly the Pacific Bell building), near the southwest corner of the site, was also remodeled in a contemporary design compatible with the mall architecture. Photograph 3 is a view from "I" Street of the restaurant.



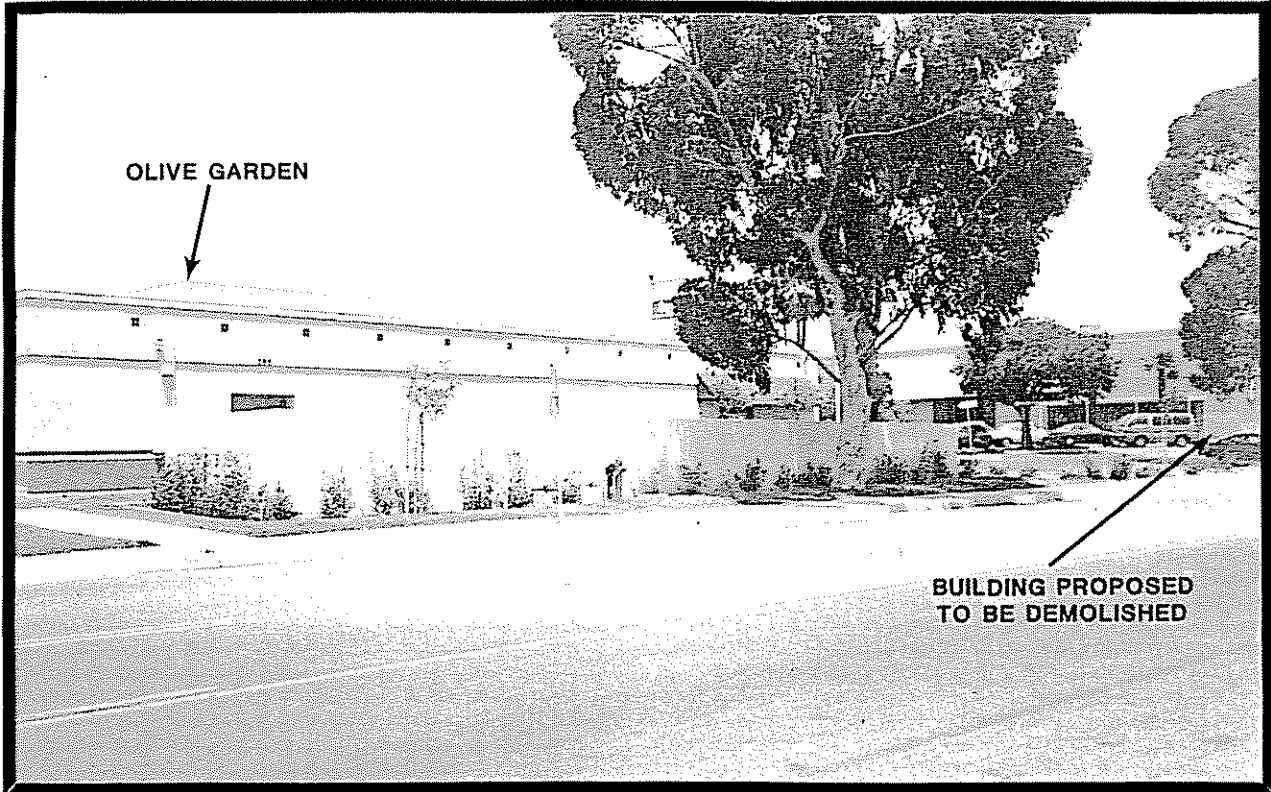
PHOTOGRAPH 1. VIEW OF SITE FROM "I" STREET, INCLUDING BROADWAY BUILDING



PHOTOGRAPH 2. REDEVELOPED AREA ON NORTH SIDE OF MALL

REC'D





PHOTOGRAPH 3 . VIEW FROM "I" STREET OF REAR OF OLIVE GARDEN RESTAURANT



PHOTOGRAPH 4 . REAR WALL OF BUILDING PROPOSED TO BE DEMOLISHED

RECØN

The Penney Automotive Center and the building which houses the vacant supermarket and other uses are constructed of beige, textured brick. Photograph 4 shows the square, blank, rear wall of the larger building which faces "I" Street. This building is directly adjacent to the roadway. The vacant automotive center is pictured in Photograph 5.

The existing landscaping is characterized by trees, bushes, and flowers planted in defined areas around the mall, surrounding parking lots, and peripheral buildings. The landscaping around the southern periphery of the project site consists primarily of small, low bushes and ground plants. Photograph 1 shows an example of the existing landscaping along "I" Street.

The primary driveways, located along Fifth Avenue, have center medians containing grass, flower beds, and small concrete entrance markers. Photograph 6 shows the primary southern entryway. The entrance markers are consistent with the requirements of the Design Manual, which state that signs should manifest artistic order and taste, be compatible with the surrounding land uses, and avoid being obtrusive.

Views of the Project Site. Views of the project site from "H" Street along the northern boundary consist of the north side of the existing shopping center surrounded by parking lots. The north facade of the mall, shown in Photograph 2, was altered and renovated during the first phase of redevelopment, which was completed in 1988.

A large, white, block wall, shown in Photograph 7, runs along the eastern boundary of the project site. East of the wall are single- and two-story residences. Residents of the single-story homes do not have views over the existing wall onto the site. The northernmost and southernmost houses are two stories in height. Viewers on the second floor of the northernmost house can see the east and north sides of the Sears department store. Viewers on the second floor of the southernmost residence look out over the wall across parking lots in the southern half of the project site.

The primary views of the project site are from "I" Street. Travelers on "I" Street and the residents living along "I" Street have direct views of the southern half of the site, which includes the mall, the two restaurants in the southwest corner, the building which houses the drugstore and vacant supermarket, and the vacant automotive center. Views from "I" Street are shown in Photographs 1, 4, and 8. Photograph 1 is a view looking northwest across the site at the proposed location for the new drugstore and cinema next to the mall. Photograph 4, described previously, is the view of the rear of the building proposed to be demolished. The large, square, blank wall of the rear of the larger building pictured in Photograph 4 is not an aesthetically pleasing view for residents and travelers on "I" Street. Photograph 8 is a view of the J.C. Penney department store with the Olive Garden restaurant on the left side of the photo.

The shopping center is a terminal feature of views looking north from Fifth Avenue south of "I" Street. Terminal visual features are natural or man-made objects upon which views terminate. Travelers northbound on Fifth Avenue south of "I" Street have views of a primary, landscaped entrance to the shopping site with the central mall buildings that contain small retail shops as a terminal feature.



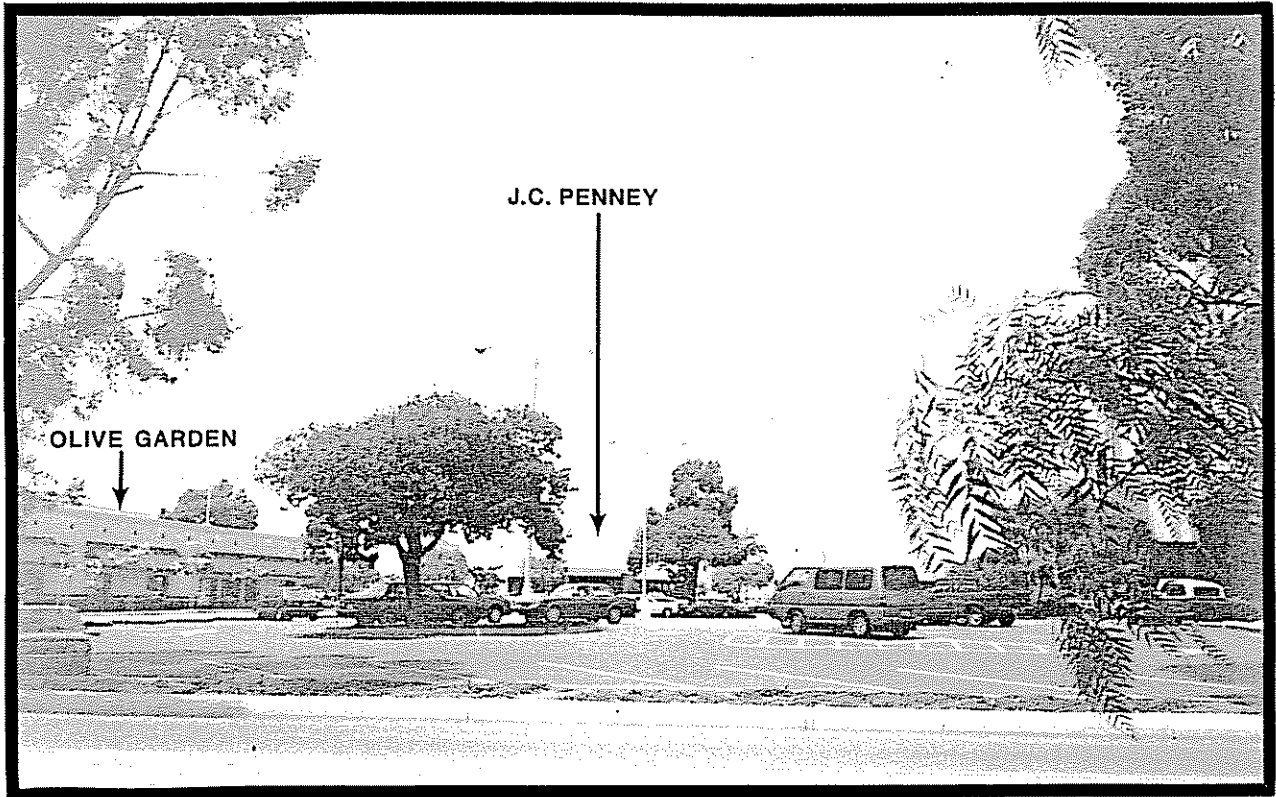
PHOTOGRAPH 5. VACANT J.C. PENNEY AUTOMOTIVE CENTER  
FROM "I" STREET



PHOTOGRAPH 6. PRIMARY SOUTHERN ENTRANCE TO MALL



PHOTOGRAPH 7. WALL ALONG EASTERN BOUNDARY OF SHOPPING CENTER



PHOTOGRAPH 8 . J.C. PENNEY STORE AND THE OLIVE GARDEN RESTAURANT



PHOTOGRAPH 9. VIEW LOOKING EAST ACROSS SOUTH SIDE OF MALL

Viewers looking toward the site from Broadway are able to see the west, north, and south sides of the mall, depending upon where on Broadway they are located. Photograph 9 is a view looking east across the south side of the mall. The two restaurants and the building which houses the drugstore and vacant supermarket space are visible. The vacant Penney Automotive Center is not visible from Broadway.

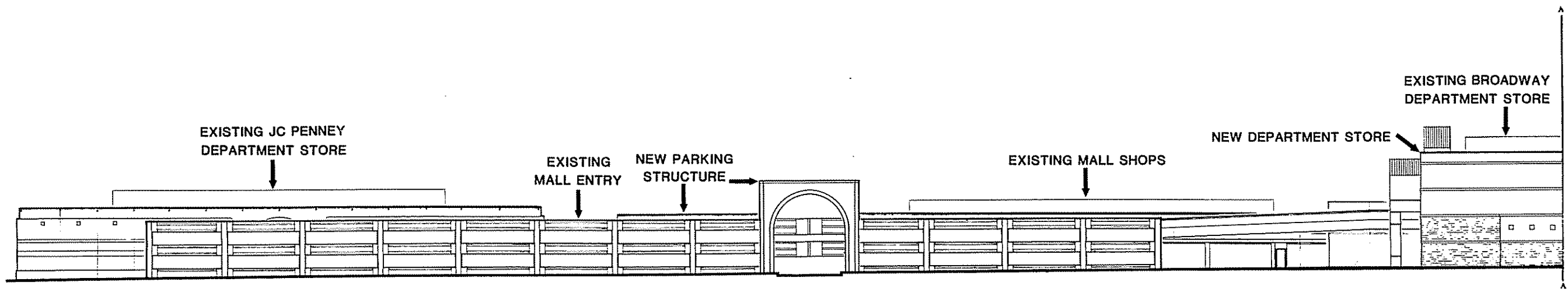
Applicable Design Guidelines. The expansion of the Chula Vista Center is part of the Town Centre II project area and is subject to the guidelines of the Town Centre Design Manual and the Town Centre II Addendum. This manual provides general design guidelines which promote the quality and type of development desired by the Chula Vista Redevelopment Agency. The guidelines in the addendum include the following: (1) a minimum of 20 percent of the Town Centre II net area, which includes the other 10 sites in the plan, should be devoted to landscaped open space; (2) landscape plans should stress energy and water conservation; and (3) architectural themes, landscapes, and street and mall furniture should be of a contemporary or international modern style. The guidelines in the main body of the manual which pertain to Town Centre II include the following: (1) trees should be used to soften the impact of hard surfaces; (2) a large percentage of the trees in the Town Centre project area should be deciduous; and (3) all plant materials should be selected, arranged, and installed in accordance with sound horticultural and landscape architectural practices.

### 3.2.2 Impact

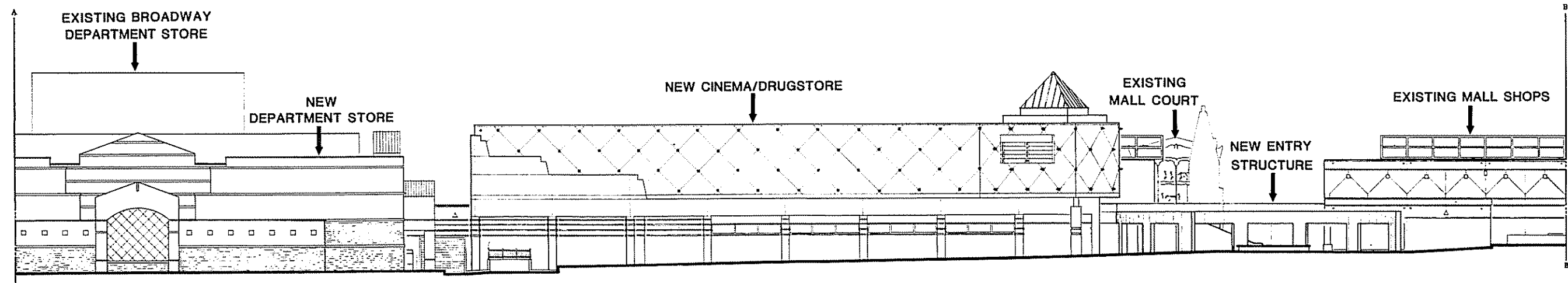
Views. Figure 4 presents the proposed site plan. Figure 6 shows the southern elevation as it would look upon completion of the project. The proposed new buildings would not exceed two stories in height. As shown on the proposed site plan, the new buildings and parking garage would be located close to the south side of the existing mall and would be perceived as extensions of the mall. The new department store (Mervyn's) would be approximately 45 feet tall; the cinema/Sav-On drugstore building would average about 52 feet in height. Based on preliminary elevations, the architectural features (e.g., parapets) incorporated into the parking structure would result in a maximum height of approximately 40-45 feet. As shown in Figure 6, the parking deck is anticipated to consist of two parking decks which would be approximately 22 feet in height. The architectural features would make the structure compatible with the surrounding mall. The dark brown top of the Broadway department store (about 77 feet high) would remain the highest, most visible point on the site.

The views from "I" Street and the residences to the south would be the most affected by the proposed project. The demolition of the large, partially vacant building adjacent to "I" Street would eliminate the unattractive view from "I" Street of the rear of the building (see Photograph 4) and would create a more open view of the site along the length of "I" Street.

The new buildings would not create an adverse impact to views from "I" Street or the residences to the south. The proposed new buildings and parking garage would be set back away from "I" Street, maintaining the more open views created by demolition of the partially vacant building. The parking structure, Mervyn's department store, and new cinema/Sav-On drugstore building would be 260, 180, and 400 feet away from "I" Street, respectively. The buildings would be incorporated as extensions of the mall in the same architectural



SOUTH ELEVATION-PART 1



SOUTH ELEVATION-PART 2

FIGURE 6. SOUTHERN ELEVATION

style (see Figure 6). They would be separated from "I" Street by landscaped parking lots and the tallest building on the site would still be the Broadway department store. The new proposed landscaping plan and additional trees would improve the appearance of the property. If included as part of the project, removing the vacant Penney (Firestone) Automotive Center would also improve the visual quality of the site. There are health and safety issues associated with potential hazardous wastes at the Penney Automotive Center which need to be resolved before this building is demolished. These health and safety issues are fully discussed in Section 3.7 - Hazardous Materials.

Northerly views from Fifth Avenue south of "I" Street would not be adversely affected by the proposed expansion. The expansion on the site would occur to the west of Fifth Avenue. The views of a primary entranceway, with the main mall building acting as a terminal feature, would not be significantly altered. Near the roadway's intersection with "I" Street, however, the views of the site to the west would be altered in the same way as views from "I" Street.

Along the eastern boundary, only the southernmost residence would have views of the proposed expansion area. Views from this residence would not be adversely impacted because essentially the same view of a shopping center across a large expanse of parking lot would continue to exist.

The project proposes expansion and alteration primarily on the south side of the existing mall. However, a small portion of the new Mervyn's department store would be visible behind the Broadway building and the second floor of the cinema/Sav-On drugstore building would be visible behind the single-story mall shops. The northern elevation is shown in Figure 7. A new entrance sign would be added to the northern mall facade as shown on Figure 7. The Fifth Avenue access driveway would be reconfigured, along with the parking areas adjacent to it. The character of the site would not be changed when viewed from "H" Street. The new buildings would be in the background and would be architecturally consistent with the existing buildings in the foreground.

The western elevation is shown in Figure 8. Views from Broadway and the commercial areas west of the mall could be adversely impacted because the large parking garage would be visible from these areas. However, the parking structure would be set back away from the roadway and would be appropriately landscaped with trees around its boundary. The structure is planned to be architecturally compatible with the existing mall.

Design Compatibility. The two new buildings and the parking structure proposed for the expansion project are planned to have the same contemporary styling as the newer areas of the existing mall. The design of the expansion also conforms to the Town Centre Design Manual requirement that the architectural theme of the buildings in the Town Centre II project area be contemporary or international modern.

No new additional street or mall furniture is proposed to be added to the site. However, new lighting, an elevator, and decorative awnings are proposed to be installed within the mall area. These fixtures would have designs consistent with the contemporary styling of the new mall and, additionally, are intended to create a warmer, less stark atmosphere.



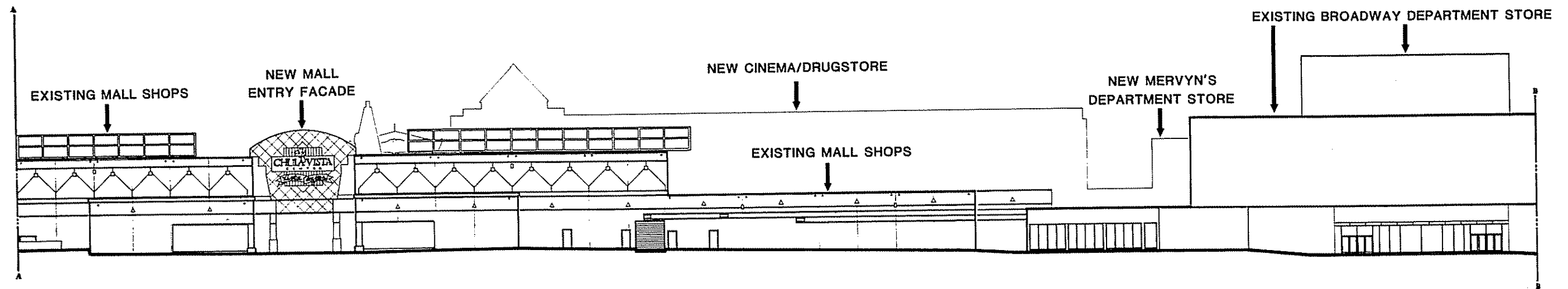


FIGURE 7. NORTHERN ELEVATION

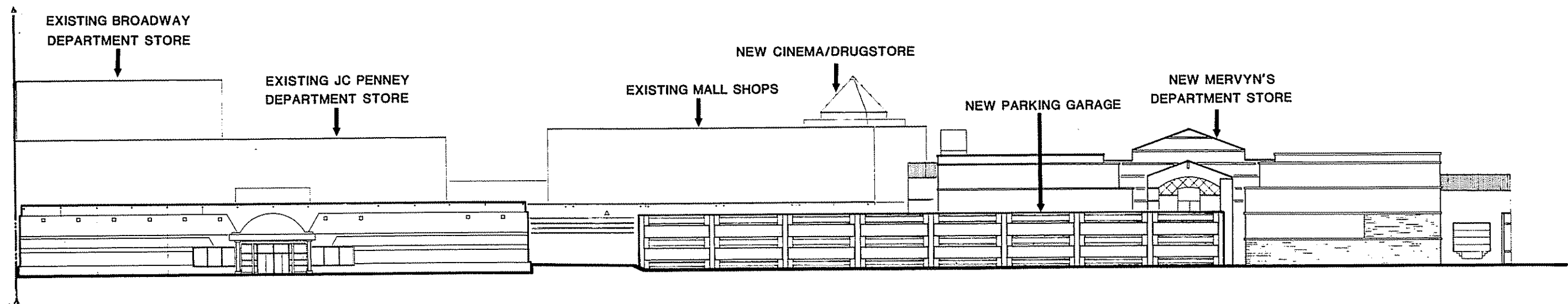


FIGURE 8. WESTERN ELEVATION

The proposed demolition of the older large building along the southern periphery of the site would remove a structure which is incompatible with the new design and unity of the renovated mall. This is a positive impact. The possible demolition of the vacant Penney Automotive Center would have the same effect.

Landscaping. Adverse aesthetic impacts would occur if new landscaping is not incorporated into the project. Landscaping planted along the mall perimeter ("I" Street, "H" Street, and Broadway) and internally in the parking areas would be necessary to avoid visual impacts. The landscaping would need to conform to the Town Centre Design Manual requirements of energy and water conservation and providing trees to soften views of hard surfaces to the satisfaction of the Planning Director. The choice of vegetation would consist of a mix of deciduous, evergreen, and drought-tolerant species. Additional trees planted around the southern periphery of the site, would enhance the views of the site from "I" Street. Trees planted around the parking structure would help screen the building from sight and improve the views from Broadway. The additional landscaping would beneficially impact the visual quality of the site.

### 3.2.3 Mitigation

The proposed project would improve views from "I" Street by eliminating buildings directly adjacent to "I" Street which are architecturally incompatible with the main area of the mall and by creating more open views. A detailed landscape plan which complies with the Town Centre Design Manual to the satisfaction of the Planning Director would be required as a condition of project approval. Additional trees included in the landscape plan would also improve the aesthetics of the site. The applicant should work closely with the City on the design of the parking structure to ensure its compatibility with the adjacent existing mall buildings. No additional mitigation measures are considered necessary.

### 3.2.4 Significance of Impacts

Implementation of the above-mentioned mitigation measures would avoid adverse visual impacts. New landscaping and demolition of the large, partially vacant building on the south periphery would improve views from "I" Street. The possible removal of the vacant Penney (Firestone) Automotive Center would also improve the visual quality of the site.

### 3.3 Community Tax Structure/Fiscal Impacts

The following section is based on a study prepared in August, 1991, by John McTighe & Associates on the fiscal and socioeconomic impacts of the proposed project. This study considered the effects of the proposed project on City operating costs and revenues, changes to revenues received by the Chula Vista Redevelopment Agency, and the socioeconomic impacts of the project on other area businesses. The complete study is included as Appendix B of this EIR.

#### 3.3.1 Project Setting

The Chula Vista Center has a current net positive fiscal impact on the City of approximately \$778,953.00 annually. This value is exclusive of the impact the center has on the Redevelopment Agency.

The City's operating costs are categorized into 11 main direct service activities performed by the City. Table 1 lists the 1990-91 General Fund direct service costs for the entire city. As shown in the table, two main categories, Engineering and Public Works Operations, are further divided into subcategories. On-going costs to the City include street maintenance, traffic operations, police and fire services, and animal regulation.

The City receives its revenues from one-time assessments, on-going taxes, and investment earnings. The revenues from one-time assessments are associated with the processing of land development projects. These one-time assessments, such as fees for building, plumbing, electrical, housing, and sewer connection permits as well as fees for environmental review, plan checks, and zoning and engineering tasks, have been established at values designed to recover the City's costs for these activities. Excess funds are not generated by one-time assessments.

On-going revenues are generated by the City through various taxes. These include taxes on sales and use, property, franchises, utility users, business licenses, and cigarettes. These revenues are used to provide for the 11 direct service activities discussed above. These include services such as police, fire protection, street maintenance, and libraries. The City also earns revenues by placing its idle funds in interest-bearing investments.

The Chula Vista Center is part of the Town Centre II Project Area of the Chula Vista Redevelopment Agency. This agency is a separate legal entity, and it is separate from the City's General Fund, which provides for the usual services of police, fire, and libraries. Because the shopping center is in a redevelopment project area, property taxes are distributed not only to the jurisdictions which normally receive such taxes, but also to the Redevelopment Agency. The Redevelopment Agency must utilize this revenue to make expenditures to relieve blighted conditions in the redevelopment project area, with 20 percent specifically set aside for assisting low and moderate-income housing. The blighted conditions can be physical or economic.

Since the first phase of redevelopment of this site occurred in 1988, the base assessed value of the property is the 1987 value of the property (\$24,090,018.00). One percent of this value is the base property tax the owner must pay. This base value is allowed to increase by two percent per year. This

**TABLE 1**  
**1990-91 GENERAL FUND**  
**DIRECT CITY-WIDE COSTS**

Activity/Department	1990-91 Full Cost
General Government & Non-Departmental	\$1,546,838
Planning	1,702,306
Otay Ranch Project	238,716
Community Development	1,180,984
Police/Animal Regulation	16,731,443
Fire Protection	6,554,916
Building and Housing	1,155,834
Public Works/Engineering	
Engineering	
Design Engineering	602,410
Eng. Advance Planning/Sewer	475,809
Land Development	845,507
Construction Inspection	887,060
Geographic Info. System	155,205
Traffic Engineering	633,485
Public Works Operations	
Street Maintenance	1,532,045
Street Sweeping	372,950
Street Tree Maintenance	632,692
Traffic Operations	493,925
Traffic Signal & Street Light Maintenance	1,140,280
Sanitary Sewer Maintenance	1,179,693
Wastewater Lift Station Maintenance	210,123
Parks and Recreation	4,503,808
Libraries	3,067,371

amount of property tax is allocated to the city departments and other jurisdictions which normally receive such tax. After the first phase of redevelopment was completed in 1989, the property was assessed at a higher value. The owner had to pay property taxes in 1989 consisting of one percent of the higher assessed value. However, the jurisdictions which normally receive such taxes continued to receive the same amount that they received in 1987, prior to the redevelopment. The incremental increase in property tax was allocated to the Redevelopment Agency for use as described above.

The City has entered into a lease with the Redevelopment Agency for the parking lot at the mall as part of the 1988 expansion. The Redevelopment Agency in turn issued certificates of participation to fund a portion of the 1988 upgrade of the mall. The City funds its payments for the lease from its General Fund, principally from proceeds of the sales tax revenue increment from the expanded mall. The lease payments are used by the Redevelopment Agency to service the debt on the certificates of participation.

### 3.3.2 Impacts

#### 3.3.2.1 Operating Expenditures

To determine the costs of providing City services to the expanded project, the eleven direct service activities and the subcategories of services were reviewed to determine which ones would be impacted as a result of the proposed development. An activity can remain unaffected, experience a one-time impact, or experience an on-going impact. One-time impacts are expected to occur to planning, building and housing, engineering, fire protection, and community development. On-going impacts are expected to occur to street maintenance, traffic operations, police services and animal regulation, and fire protection.

One-time costs incurred by the City for services related to planning, building and housing, engineering and community development are completely recovered through the fees the City charges for these services. There would be no net cost to the City for these one-time services. One-time costs would be incurred under the category Fire Protection for review of building plans for all structures proposed for the project. The costs for these services cannot be estimated at this time due to the lack of specific building plans for the property.

Table 2 is a summary of the on-going annual City costs associated with the Chula Vista Center for 1992 through 1999. In the year 1994, there will be a substantial increase in costs. This is the year in which the proposed project is scheduled to be completed. Costs for fire service were based on the number of equivalent dwelling units (EDUs) calculated for the shopping mall. A factor of 10 EDUs per net acre of shopping center was used in the analysis. Street maintenance and traffic operations costs were based on a cost per average daily trip (ADT). Police and animal regulation costs were estimated based on an analysis of the amount of calls for service from the existing shopping center for the first half of 1991. The expanded shopping center was projected to increase the demand on the Police Department's services in proportion to the increase in the number of square feet at the center.

**TABLE 2  
ON-GOING ANNUAL CITY COSTS**

Fiscal Year	Department/Activity				Total Cost
	Street Maintenance	Traffic Operations	Police & Animal Regulation	Fire Protection	
1992	\$20,284	\$6,540	\$167,314	\$15,930	\$210,068
1993	20,284	6,540	167,314	15,729	209,867
1994	24,331	7,844	183,477	19,299	234,952
1995	24,331	7,844	183,477	19,053	234,706
1996	24,331	7,844	183,477	18,812	234,464
1997	24,331	7,844	183,477	18,574	234,226
1998	24,331	7,844	183,477	18,574	234,226
1999	24,331	7,844	183,477	18,574	234,226

### 3.3.2.2 Operating Revenues

Like operating costs, revenues can be generated on a one-time basis or an on-going basis. One-time fees are associated with processing land development projects. These revenues are established to offset the City's expenditures for these services and do not generate additional revenue for the City.

Revenues used to provide general City services are generated through taxes and investment earnings. Table 3 lists the on-going revenues expected to be generated annually by the shopping center from 1992 through 1999. These are just the amounts to be received by the City and do not include revenues which would be allocated to San Diego County, the local school districts, the Redevelopment Agency, or other agencies which normally receive portions of collected taxes. The year 1994 shows a substantial increase in revenues received by the City and is the first year in which the proposed expansion becomes operational. The types of taxes generating revenue at the mall are property, sales and use, franchise, utility user, business license, and cigarette. The Redevelopment Agency receives revenues only from property and sales and use taxes. Each type of tax and the investment earnings are described below.

Property Tax. Property taxes for general government purposes are limited to a total of one percent of the base assessed market value of the property. The taxes are apportioned among several different local government agencies such as the City of Chula Vista, County of San Diego, and the Sweetwater Union High School District. Also, because the shopping center is in a redevelopment project area, the Redevelopment Agency also receives a portion of the taxes. The City receives 18.446 percent of the one percent property tax assessed on the base (1987) value of the property. The resulting amount of property tax, which the City will receive on the property's base value of \$24,090,018.00, is \$44,436.00. Since the base value is frozen at the 1987 level, the City will continue to receive \$44,436.00 and the Redevelopment Agency would receive any incremental increase in the property tax.

Through 1994, the Redevelopment Agency will continue to receive the incremental increases in property taxes attributable to the 1987-88 redevelopment of the site. Upon completion of the proposed expansion, the market value of the property would increase and the Redevelopment Agency would also receive all of this incremental increase. Additional funds projected to be received by the Redevelopment Agency due to the proposed project are \$692,047.00 in 1994, increasing to \$729,738.00 in 1996 (John McTighe and Associates 1991). Eighty percent of these revenues must be expended on projects in the redevelopment project area and 20 percent of the revenues must be spent on low and moderate income housing.

Sales and Use Tax. Sales tax revenue projections for the shopping center were calculated using a model based on the amount of sales per square foot of gross leasable area. To arrive at an estimate of the future sales tax revenue, the number of square feet for each existing store in the center was multiplied by the average taxable sales for each type of store as reported by the Urban Land Institute for 1990 sales. This amount was then adjusted for inflation and a factor applied to arrive at the actual amount of



**TABLE 3  
ON-GOING ANNUAL REVENUES RECEIVED**

Fiscal Year	Revenue Source								Total Revenue
	Property Tax	Sales/Use Tax	Franchise Tax	Utility Users Tax	Business Licenses	Cigarette Tax	Investment Earning		
1992	\$44,436	\$831,883	\$4,985	\$34,157	\$2,739	\$7,903	\$50,370		\$976,473
1993	44,436	831,883	4,985	34,157	2,739	7,903	50,385		976,488
1994	44,436	1,159,507	5,752	37,457	3,160	11,015	73,645		1,334,973
1995	44,436	1,159,507	5,752	37,457	3,160	11,015	73,664		1,334,991
1996	44,436	1,159,507	5,752	37,457	3,160	11,015	73,682		1,335,009
1997	44,436	1,159,507	5,752	37,457	3,160	11,015	73,700		1,335,027
1998	44,436	1,159,507	5,752	37,457	3,160	11,015	73,700		1,335,027
1999	44,436	1,159,507	5,752	37,457	3,160	11,015	73,700		1,335,027

sales tax revenue generated in fiscal year 1989-90 for this particular shopping center.

As part of the 1988 shopping center expansion, the Redevelopment Agency issued certificates of participation to fund some of the improvement. The City makes annual payments to the Redevelopment Agency for the parking lots at the shopping center. The City's lease payments are used to assist in the payment of the debt service on the certificates of participation. These lease payments are made from the City's General Fund. The proceeds of the incremental amount of sales tax revenue to the City from the expanded shopping center, as General Fund revenues, are theoretically used to fund these lease payments. There exists an agreement with the shopping center developer that assures that the developer will make up any shortfall in revenue from the sales tax increment needed to fund the lease payments. This assurance runs through 1996. Any new sales tax generated by a new expansion of the center would be in addition to the new sales tax contemplated in the agreements surrounding the 1988 expansion and would thus be new revenue to the City's General Fund available for discretionary funding of the City's budget. The analysis has projected that there will be \$327,624 in additional annual sales tax generated by the proposed project starting in fiscal year 1994.

Franchise Tax. Franchise taxes are taxes placed on cable television and sanitary and gas and electric services provided within the City. Projections for this revenue source were based on \$294.97 per commercial acre.

Utility Users Tax. The City levies tax on consumption of natural gas and electricity and on the gross revenue for telephone billings. The current rates of these taxes are \$0.0025 per kilowatt-hour (KWH) of electricity, \$0.00919 per therm of gas, and 5 percent of the gross telephone revenues (John McTighe and Associates 1991). Based on a City of Los Angeles study, retail space was assumed to consume 15 KWH per year of electricity per square foot and 0.75 therm per year of gas per square foot.

Business Licenses. Revenues from this source were projected based on a factor calculated by dividing the total existing revenue received by this source by the number of commercial and industrial acres in the city. This factor of \$162.07 per acre of commercial and industrial land was used to estimate the increases in revenues attributable to expansion of the mall.

Cigarette. The revenue from cigarette taxes was estimated using the formula of 0.95 percent of sales tax revenues (John McTighe and Associates 1991).

Investment Earnings. Interest earnings attributable to the Chula Vista Center represent 7.5 percent of the difference between the amount of total revenue and the amount of total costs for any one year.

### 3.3.2.3 Net Fiscal Impact to the City

The net economic impact to the City is determined by subtracting all of the City's operating costs required for the project from the operating revenues the project is expected to generate. Table 4 lists the

TABLE 4  
NET ANNUAL FISCAL IMPACT TO CITY

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Fiscal Year	Revenue	Cost	Annual Net Impact
1992	\$976,473	\$210,068	\$766,405
1993	976,488	209,867	766,621
1994	1,334,973	234,952	1,100,021
1995	1,334,991	234,706	1,100,285
1996	1,335,009	234,464	1,100,545
1997	1,335,027	234,226	1,100,801
1998	1,335,027	234,226	1,100,801
1999	1,335,027	234,226	1,100,801

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operating costs and revenues and the net impact to the City for the years 1992 through 1999. As shown in the table, the net impact to the City is positive. The City is projected to receive net revenues of approximately \$1.1 million each year between 1994 and 1999. After the redevelopment project area is determined to be fully redeveloped, the incremental increases in property tax will no longer be diverted to the Redevelopment Agency, providing an additional benefit sometime in the future.

The Redevelopment Agency would not be impacted by the proposed project. The Redevelopment Agency would continue to receive incremental revenue attributable to the 1987-88 redevelopment project which will enable the agency to service the debt it incurred (John McTighe and Associates 1991). If the Redevelopment Agency finances a portion of this project, then the incremental increases in sales and property taxes which would occur upon completion of the expansion could be diverted to the Redevelopment Agency and enable it to service the new debt.

#### 3.3.2.4 Socioeconomic Impacts

The expansion of the shopping center as proposed will lead to increases in quality of life for Chula Vista residents and employees. The availability of additional shopping opportunities combined with the additional recreational opportunities of the cinema will have a positive effect on the City.

Based on the City of Chula Vista's five- to seven-year development forecast updated in April, 1991, over 30,000 new residents will move into the city between now and 1997. The addition of these residents will require that additional shopping opportunities be provided within the city in order to maintain the City's current ratio of shopping to residents and to increase the availability and variety of shopping opportunities for the residents.

The shopping center expansion as proposed would not likely have an impact on the existing businesses in the downtown area of Chula Vista. The expansion of the Sav-On drugstore could have a slight impact on some variety businesses in the downtown area, but any such impact is expected to be minor because the drugstore is not a new use on the site and would not actually be drawing new customers away from other stores.

The addition of a ten-screen cinema could have an impact on the existing United Artists Theater in Chula Vista. The effect of the new cinemas would depend on outside factors. It is not possible to predict whether this impact would be positive or negative. The cinema could draw business away from the existing United Artists Theater based on the assumption that there is a fixed market for first-run films in the downtown area.

Another scenario which would have a positive effect would be that the increased number of screens in the downtown area would in fact increase the business of the United Artists Theater. This would occur because film distribution companies could consider downtown Chula Vista as one distribution area and could show the same films that would be showing at the Plaza Bonita or Sweetwater theaters, providing a greater variety of choices close by in the downtown area. Currently, downtown Chula Vista is included with the

Plaza Bonita and Sweetwater theaters and, in this situation, the United Artists Theater cannot show a film that is showing at the other theaters in its distribution area. Film distributors contacted by John McTighe and Associates would not commit at this time to saying that the downtown Chula Vista area would definitely become a new distribution area with the addition of a new cinema. However, some distributors indicated that the situation would be reviewed and could lead to a change in the film distribution districts in Chula Vista.

### 3.3.3 Mitigation

The project is not expected to have an adverse fiscal or socioeconomic impact on the City of Chula Vista; therefore, mitigation is not considered necessary.

### 3.3.4 Significance of Impacts

Implementation of the proposed project would have a positive fiscal impact and a beneficial socioeconomic impact on the City of Chula Vista.

### 3.4 Transportation/Access

The following discussion is based on the traffic impact analysis conducted for this project by Linscott, Law, & Greenspan, Engineers, in June, 1991. The complete report is included in this EIR as Appendix C. The study includes an analysis of the impact of project-generated traffic on area intersections and an assessment of site access and on-site circulation.

#### 3.4.1 Project Setting

##### 3.4.1.1 Existing Street System

Traffic from the project currently uses "H" Street, "I" Street, and Broadway to reach regional transportation facilities. Figure 2 shows the project site in relation to the area street system. Other streets in the vicinity of the project which would carry project-generated traffic include "J" Street, Fifth Avenue, Fourth Avenue, and future State Route 54 (SR 54). Eleven intersections were identified as potentially being affected by project traffic.

Figure 9 shows the existing ADT in the vicinity of the project site. The ADT values were obtained from the City of Chula Vista (1991), which recorded the counts in 1990 and 1991.

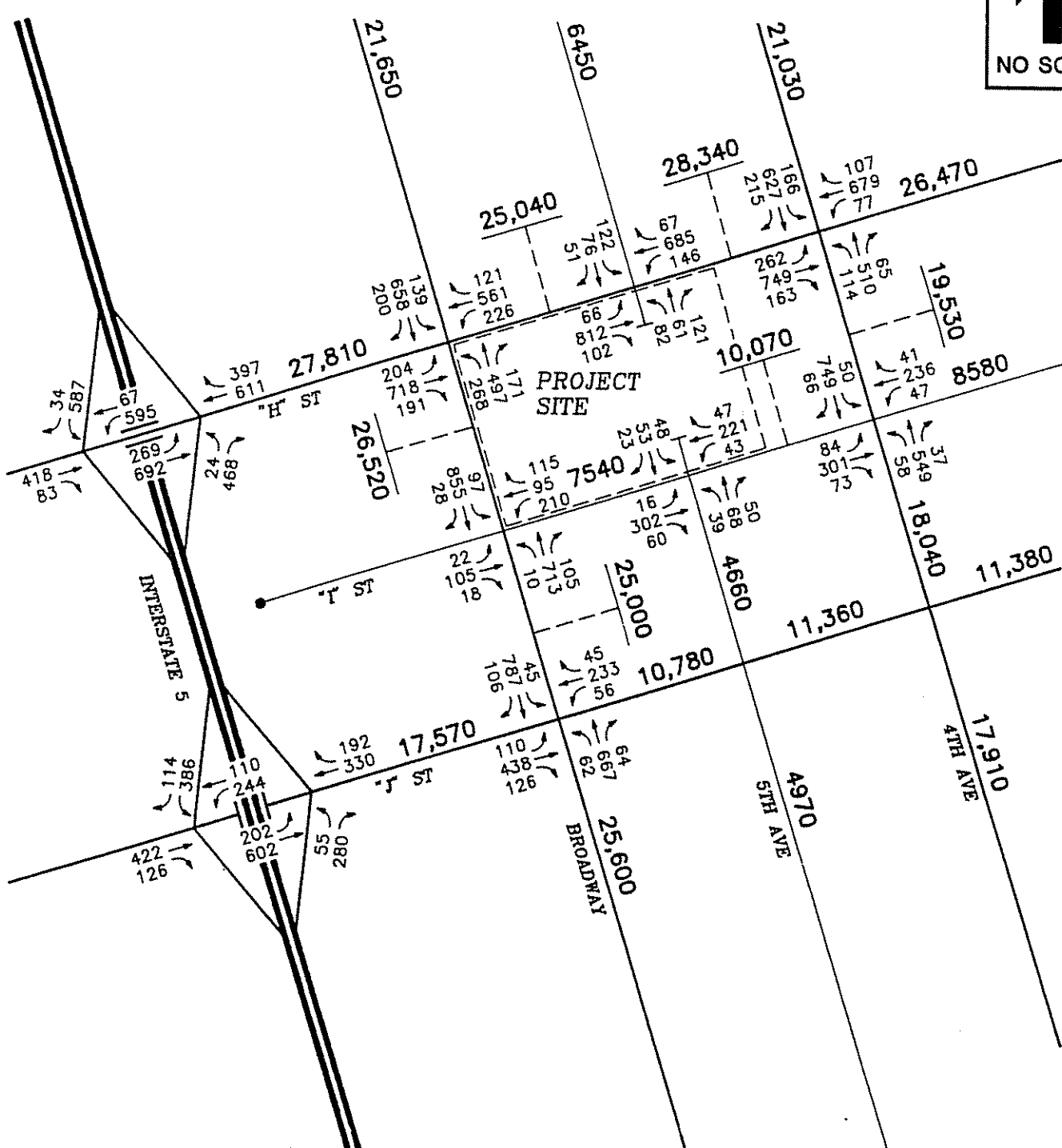
"H" Street is located along the northern boundary of the shopping center. "H" Street is four lanes wide with a median and parking lane from I-5, past the project site to Third Avenue, and from Hilltop Drive to I-805. Between Third Avenue and Hilltop Drive, the road has four lanes. "H" Street is signalized at the I-5 ramps, Broadway, Fifth Avenue, and Fourth Avenue. The speed limit is 35 miles per hour (mph) and the existing ADT is 25,040 adjacent to the site.

"I" Street, a two-lane roadway, is located along the southern boundary of the shopping center. "I" Street is signalized in the vicinity of the project at its intersections with Broadway, Fifth Avenue, and Fourth Avenue. The speed limit is 30 mph and the roadway currently carries 7,540 ADT adjacent to the shopping center.

Broadway comprises the western boundary of the project site. Broadway has four lanes and is signalized at "H" Street, "I" Street, and J Street in the project area. The speed limit is 35 mph and the ADT is 26,520 adjacent to the shopping center.

Fifth Avenue has two lanes and ends as an entranceway into the mall on both the north and the south ends of the shopping center. Fifth Avenue is signalized at these entranceways. The speed limit is 25 mph north of "H" Street and the road carries 6,450 ADT. The speed limit is 30 mph south of "I" Street and the road carries 4,660 ADT.

"J" Street and Fourth Avenue, both four-lane roadways, are also located near the project. The speed limits on these roadways are both 35 mph. "J" Street carries around 11,000 ADT east of Broadway, and Fourth Avenue carries around 19,000 ADT.



NOTE: - ADT's are shown midblock  
 - PM peak hour volumes are shown at the intersections

FIGURE 9. EXISTING TRAFFIC VOLUMES PM PEAK HOUR - ADT'S

SR 54 is currently under construction and will provide a major link between I-5 and I-805 and areas east of I-805. SR 54 is located along the northern boundary of the city, six major blocks from "H" Street. The completion of SR 54 is expected to reduce the amount of through traffic on "H" Street and other east-west roadways in the project area.

Figure 9 shows the P.M. peak hour counts which were observed and recorded by Linscott, Law & Greenspan on May 7 and 8, 1991, at the 11 intersections identified as key areas to be analyzed.

The 11 key intersections analyzed are:

- "H" Street/I-5 southbound ramps
- "H" Street/I-5 northbound ramps
- "H" Street/Broadway
- "H" Street/Fifth Avenue
- "H" Street/Fourth Avenue
- "I" Street/Broadway
- "I" Street/Fifth Avenue
- "I" Street/Fourth Avenue
- "J" Street/I-5 southbound ramps
- "J" Street/I-5 northbound ramps
- "J" Street/Broadway

These key intersections were calculated to be currently operating at Level of Service (LOS) B or better, except for the "H" Street/Fourth Avenue intersection. This intersection is operating at the LOS B/C threshold. Table 5 lists the existing LOS ratings for each intersection. The LOS is a rating of the efficiency of an intersection to accommodate traffic flow which ranks intersections from A, the most efficient, to F, the least efficient.

#### 3.4.1.2 Access and On-Site Circulation

Access to the shopping center site is currently provided by twelve driveways, four each on "H" Street, "I" Street, and Broadway. The driveways are well-spaced and the main access driveways are adequately throated. Throating of a driveway is defined as prohibiting left- and right-turn movements for a certain distance from the driveway entrance. Throated entranceways provide access only to the main circulation routes in the parking lot. This configuration facilitates traffic flow by preventing congestion at the roadway/driveway intersection and in the aisles containing parking stalls.

Parking stalls are angled at 60 degrees and the distance between rows of parking stalls is 55 feet. This provides good vehicle maneuverability. The main circulation aisles are 30 feet wide and provide for good traffic flow.

#### 3.4.1.3 Other Projects in the Area

There are two other projects in the vicinity of the Chula Vista Center that are scheduled to be completed by 1994 which will contribute to future traffic volumes in the area, Scripps Memorial Hospital and Rohr Industries. The Scripps Memorial Hospital, located at the corner of "H"



**TABLE 5  
SIGNALIZED INTERSECTION OPERATIONS  
PM PEAK HOUR**

Intersection	Existing LOS	Existing + Growth + Project LOS	Existing + Growth + Project + Related Project LOS
"H" Street/ I-5 SB ramps	A/B	B	B
"H" Street/ I-5 NB ramps	A	A	A
"H" Street/ Broadway	B	C	C
"H" Street/ 5th Avenue	A	A/B	B
"H" Street/ 4th Avenue	B/C	C	C
"I" Street/ Broadway	B	C	C
"I" Street/ 5th Avenue	A	A	A
"I" Street/ 4th Avenue	B	B	B
"J" Street/ "I" -5 SB ramps	A/B	B	B
"J" Street/ "I" -5 NB ramps	A	A	A
"J" Street/ Broadway	A/B	B	B

SB = southbound  
NB = northbound

Street and Fifth Avenue, is proposing an expansion of the hospital and construction of medical office space and a parking garage. Existing uses at the project site generate 7,814 ADT (Willdan and Associates 1990). As a worst case, the first phase of the hospital expansion would generate an additional 394 ADT at the hospital site in 1994. Evening peak hour traffic volumes generated by the hospital expansion would generate 297 inbound trips and 511 outbound trips in the evening peak hour. This is a decrease in inbound trips of 56 and an increase in outbound trips of 203 over existing volumes.

Rohr Industries is planning a three-story office building between "F" and "G" Streets, west of Bay Boulevard and the railroad tracks. The project is estimated to generate about 2,450 ADT (JHK Associates 1991). During the P.M. peak hour, the project would generate 35 inbound and 330 outbound trips.

### 3.4.2 Impact

#### 3.4.2.1 Project Traffic Generation

The number of trips estimated to be generated by the expansion of the mall is based on traffic generation rates published in January, 1990, by the San Diego Association of Governments (SANDAG) for Super Regional Shopping Centers (40 daily trips/1,000 square feet). This value is close to the existing trip generation rate of 37.1 trips/1,000 square feet calculated according to driveway counts taken in April, 1991. The proposed expansion is estimated to generate 3,000 daily trips (1,500 in and 1,500 out).

#### 3.4.2.2 Project Traffic Distribution

The project-generated traffic was distributed on the roadway system according to a Select Zone Assignment prepared by Willdan Associates (1990) and modified to reflect that the mall expansion would occur entirely on the southern portion of the site. The project traffic distribution during the P.M. peak hour at the key intersections from the traffic analysis is shown in Figure 10. The project trips were assigned to provide a "worst case" analysis in terms of intersection and residential impacts. An average daily traffic volume of 1,490 ADT, out of the total traffic volume of 3,000 ADT, was distributed along "I" Street. "H" Street is the primary east-west route between I-805 and I-5. Therefore, "I" Street would not carry as many vehicles to the mall as "H" Street.

#### 3.4.2.3 Key Intersections

Analysis of the traffic impacts assumed that the project would be complete in 1994. The P.M. peak hour was used to determine impacts at the 11 key intersections. The P.M. peak hour traffic was considered to be nine percent of the total daily traffic. A growth factor of three percent per year was added to the existing traffic volumes to obtain the 1994 future traffic volumes which would be present without this project or the other two projects in the area. The project traffic and related project traffic were then added to obtain the total 1994 volume.

Intersections were analyzed using the intersection capacity utilization (ICU) method. The ICU method computes the LOS for an

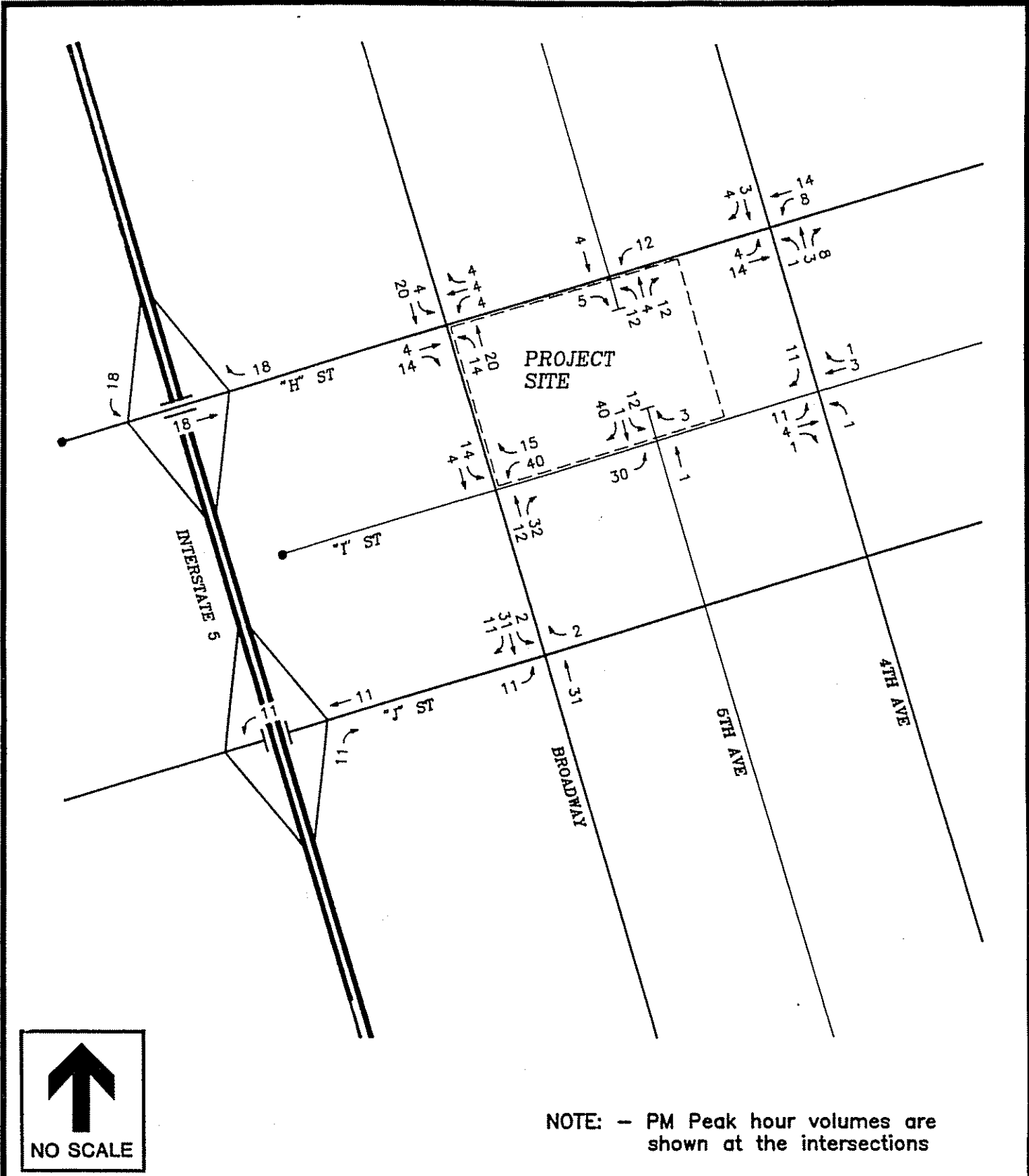


FIGURE 10. PROJECT PM PEAK HOUR TRAFFIC DISTRIBUTION

intersection based upon a summation of volume to capacity ratios for key traffic movements. The City of Chula Vista indicates in the Thresholds/Standards Guidelines (City of Chula Vista 1987) that, with some exceptions, an LOS C or better should be maintained at all intersections.

Table 5 lists the LOS ratings for each intersection for the existing plus 3 percent growth plus project case and for the existing plus 3 percent growth plus project plus other area projects case. In both 1994 situations, all intersections are expected to operate at LOS C or better.

#### 3.4.2.4 Roadway Segments at Buildout

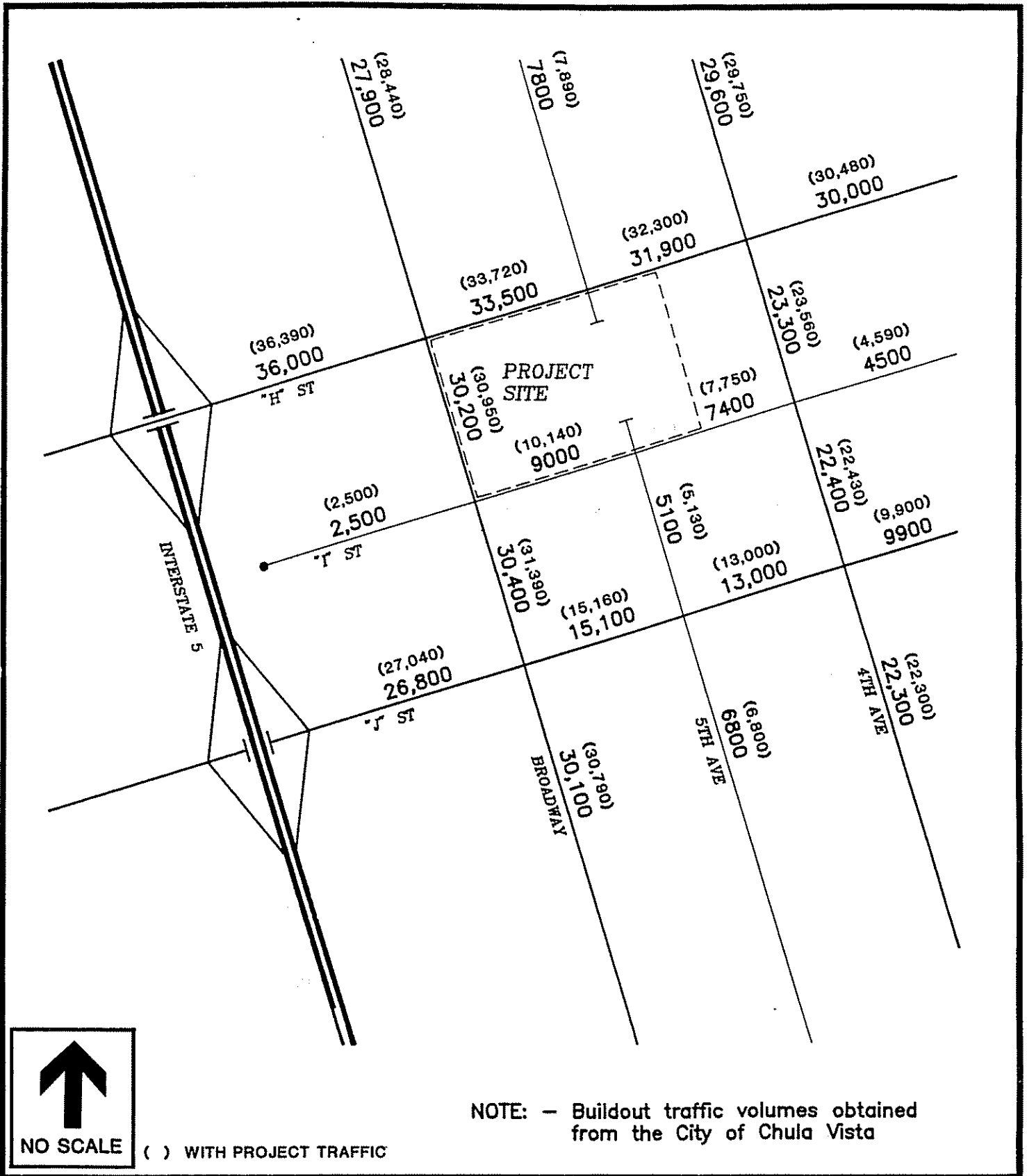
Buildout traffic volumes for the project area were obtained from the City of Chula Vista and did not include this proposed expansion of the shopping center. However, buildout conditions for each roadway were analyzed with and without the project traffic by Linscott, Law & Greenspan. Figure 11 shows the buildout ADTs with and without the project.

Table 6 shows the volume to capacity ratios, for buildout with and without the project, for segments of each roadway. A volume to capacity ratio less than or equal to one indicates that the roadway is operating at LOS C or better. Based on the traffic analysis, "H" Street (between I-5 and Third Avenue), "I" Street, "J" Street, and Fifth Avenue are calculated to operate at better than LOS C at buildout conditions, with or without the project. Broadway and most of Fourth Avenue are calculated to operate at about LOS C. Fourth Avenue north of "H" Street and "H" Street between Third Avenue and Hilltop Drive are calculated to operate at worse than LOS C upon buildout. However, Table 6 shows that the expansion of the shopping center would add only a minimal amount of daily traffic to the local street system and would not change the volume to capacity ratios significantly, except for one area. The volume to capacity ratio on "I" Street east of Broadway would change from 0.75 to 0.85. This change is significant, but would not cause the roadway to operate below LOS C.

It should also be noted that "H" Street is classified in the General Plan Circulation Element as a six-lane major roadway. Currently, "H" Street is constructed to four lanes along the project frontage. The shopping center as a whole generates a considerable amount of traffic on "H" Street. Project traffic entering/exiting driveways along "H" Street could cause impacts by impeding through-traffic due to the absence of shoulders or turning lanes.

#### 3.4.2.5 Impacts to Residential Areas

Using the Select Zone Assignment described previously, it was estimated that only about one percent of the traffic due to expansion of the mall would utilize Fifth Avenue from the south, where residences are located, to access the mall. Traffic from the south would primarily use Broadway to access the shopping center. The additional traffic generated by the mall expansion is expected to be minimal in the residential areas located immediately south of the mall. Adding project-generated traffic to the future 1994 traffic would result in increases of 13 percent (1,140 ADT) between Broadway and Fifth Avenue and 3 percent (350 ADT) between Fifth Avenue and Fourth Avenue.



NOTE: - Buildout traffic volumes obtained from the City of Chula Vista



( ) WITH PROJECT TRAFFIC

FIGURE 11. BUILDOUT TRAFFIC ADT'S WITH AND WITHOUT THE PROJECT

**TABLE 6  
ROADWAY SEGMENT  
VOLUME TO CAPACITY RATIOS AT BUILDOUT  
WITH AND WITHOUT PROJECT**

Street Segment	Volume/Capacity Ratios	
	Buildout	Buildout + Project
"H" Street east of I-5	0.90	0.91
"H" Street east of Broadway	0.84	0.84
"H" Street east of Fifth Avenue	0.80	0.81
"H" Street east of Fourth Avenue	0.75	0.76
"H" Street east of Third Avenue	1.18	1.20
"H" Street east of Second Avenue	1.24	1.25
"H" Street east of First Avenue	1.29	1.30
"I" Street east of Broadway	0.75	0.85
"I" Street east of Fifth Avenue	0.62	0.65
"I" Street east of Fourth Avenue	0.38	0.38
"J" Street east of I-5	0.89	0.90
"J" Street east of Broadway	0.69	0.69
"J" Street east of Fifth Avenue	0.55	0.55
"J" Street east of Fourth Avenue	0.45	0.45

**TABLE 6  
ROADWAY SEGMENT  
VOLUME TO CAPACITY RATIOS AT BUILDOUT  
WITH AND WITHOUT PROJECT  
(continued)**

Street Segment	Volume/Capacity Ratios	
	Buildout	Buildout + Project
Broadway north of "H" Street	0.93	0.95
Broadway north of "I" Street	1.01	1.03
Broadway north of "J" Street	1.01	1.05
Broadway south of "J" Street	1.01	1.03
Fifth Avenue north of "H" Street	0.65	0.66
Fifth Avenue north of "J" Street	0.43	0.43
Fifth Avenue south of "J" Street	0.57	0.57
Fourth Avenue north of "H" Street	1.35	1.35
Fourth Avenue north of "I" Street	1.06	1.07
Fourth Avenue north of "J" Street	1.02	1.02
Fourth Avenue south of "J" Street	1.01	1.01

NOTE: If the volume/capacity ratio is less than 1.00, then the LOS is better than LOS C. If the volume/capacity ratio is greater than 1.00, then the LOS is worse than LOS C.

#### 3.4.2.6 Parking Supply

Chula Vista requires one parking space for every 200 square feet of retail space and one parking space for every 3.5 theater seats (Chula Vista Municipal Code Section 18.62.050) (City of Chula Vista 1989b). The project proposes a multi-theater complex which could seat a maximum of 1,991 persons (Nolte and Associates 1991) and a net increase in other retail space of 38,316 square feet. Based on the parking requirements stated above, 760 new parking spaces would be required. The proposed parking structure would provide approximately 900 spaces. Therefore, there would no adverse impacts to parking supplies. The City's Redevelopment Agency will determine the precise parking requirements during its review of the final site plan for the project.

It is also anticipated that the existing parking supply would be enough to offset spaces that are displaced during construction of the project and the widening of "H" Street. A parking study is currently being conducted by the applicant to determine the precise parking requirements.

#### 3.4.2.7 Site Access/On-Site Circulation

The proposed configuration of the unthroated driveway accessing "I" Street on the west side of Mervyn's (see Figure 4) would cause traffic conflicts at the driveway entrance. This driveway would be utilized frequently due to its position near the Mervyn's department store.

The proposed internal circulation maintains a loop road around the perimeter of the shopping center buildings which facilitates traffic flow. This loop road goes around the proposed Mervyn's, which would cause decreases in speeds on the loop road. This causes both a positive and a negative effect. Decreased speeds would create safer traffic conditions but could also negatively affect emergency response. It is not evident on current plans whether a sidewalk is proposed along the south side of Mervyn's. Pedestrian/vehicle conflicts could occur if a sidewalk is not provided for along the south side of the department store.

The alternating one-way traffic flow proposed for the parking aisles provides good circulation. However, some one-way aisles would have 90-degree parking stalls. This parking angle would make wrong-way movements down the aisles more easy than 60-degree angled parking.

The proposed design of the parking structure ramps locates the ramps on two end bays (see Figure 4). This design would result in vehicle conflicts at the ramp termini and an overlap in circulation. Also, this design would create sharp U-turns at the ends of the ramps. Reducing the proposed ramp grade from 4.5 percent to 3 percent would also be desirable to achieve greater comfort in parking and easier access for pedestrians.

#### 3.4.3 Mitigation

All intersections are calculated to operate at LOS C or better in 1994, the year in which the project is planned to be completed. Payment of traffic signal fees associated with development would be required. Addition-



ally, traffic signal modification at Broadway, Fifth Avenue, and Fourth Avenue may be required (Daoust 1991a).

Conflicts at the proposed "I" Street entranceway just west of Mervyn's can be mitigated by throating the driveway for 120 feet.

To avoid anticipated vehicle conflicts at the ramp termini of the proposed parking structure, the access ramps should be relocated to the middle bays of the garage. Breaks in parking rows at the end of the ramps create sharp U-turns and should be eliminated from the parking structure.

Although analysis of buildout traffic volumes indicate that some roadways in the project vicinity would operate at less than LOS C, this condition is not attributable to project-generated traffic. However, the traffic generated by the mall would have a measurable impact on "H" Street along the shopping center frontage. "H" Street is also not consistent with the Circulation Element designation of the roadway as a six-lane major. Although the proposed project would not cause significant off-site circulation impacts, it is recommended that the applicant dedicate the right-of-way along the shopping center's "H" Street frontage to provide consistency with the Circulation Element of the General Plan and so that a right-turn lane may be constructed in the future to reduce friction between through-traffic and traffic turning into the mall.

Additionally, to avoid other adverse but not significant effects, the project should incorporate the following measures:

All proposed 90-degree parking stalls located along one-way aisles should be reconfigured to 60-degree parking stalls to discourage wrong-way traffic flows.

A sidewalk should be provided along the south side of Mervyn's to mitigate for potential pedestrian/vehicle conflicts along the loop road.

Reducing the proposed ramp grade from 4.5 percent to 3 percent would also be desirable to achieve greater comfort in parking and easier access for pedestrians. The ramps will be designed to the satisfaction of the City Engineer.

#### **3.4.4 Significance of Impacts**

The project would not cause significant impacts if the above mitigation measures are implemented.

### 3.5 Noise

This section is a summary of the noise technical study prepared for the project by RECON using traffic information from the original traffic impact analysis prepared by Linscott, Law & Greenspan, Engineers. Subsequent to the completion of the traffic study, the City of Chula Vista estimated that the project-generated traffic volumes would be greater than described in the original traffic report and that the traffic distribution assumptions would also be different (see Section 3.4). The effect of these different assumptions on the acoustical analysis is described in the following sections where applicable.

The complete acoustical study based on the original traffic analysis is included in this EIR as Appendix D.

#### 3.5.1 Project Setting

The existing noise environment at the residences along "I" Street is comprised mainly of vehicular traffic along "I" Street. The existing average daily traffic volumes on this street are approximately 10,070 ADT between Fourth and Fifth Avenues and 7,540 ADT between Fifth Avenue and Broadway (Linscott, Law & Greenspan 1991:Exhibit 5). A traffic mix of 98 percent autos, 1.7 percent medium trucks, and 0.3 percent heavy trucks was observed on May 20, 1991, by RECON.

The noise levels produced by existing traffic traveling along "I" Street are approximately 61  $L_{dn}$  fifty feet from the roadway. The  $L_{dn}$  is a 24-hour, cumulative weighted measure of noise exposure based on A-weighted noise levels in units of decibels (dBA). The existing noise levels were estimated using an approved Federal Highway Administration (FHWA) computerized highway noise model (FHWA 1979) with California Vehicle Noise Emission Levels (California Department of Transportation [Caltrans] 1983).

There are no specified criteria for traffic noise in the Noise Element of the City of Chula Vista General Plan. However, Chapter 19.68 of the Chula Vista Municipal Code does cite the list of National Goals for Noise Reduction (Environmental Protection Agency [EPA] 1977). This list states that noise exposure levels should be reduced to at least 65  $L_{dn}$ . As no other value was indicated, a 65  $L_{dn}$  noise level limit was assumed as the City standard.

Nuisance noises are also regulated by the City of Chula Vista in Chapter 19.68 of the Municipal Code. Nuisance noises, as defined by the City, include but are not limited to radios, shouting, screaming, or other loud vocalizations, auto theft alarms, and public assemblies.

In general, the traffic along "I" Street dominates the existing noise environment at the residences adjacent to the roadway. Occasionally, aircraft and sounds from the parking lot, such as car doors closing or conversation, may be audible across "I" Street at the residences. Field studies have shown that commercial parking lots generate noise levels of approximately 52 dBA  $L_{eq}$  (average sound level) at 50 feet from the boundary of a lot (RECON 1986).

### 3.5.2 Impact

The projected future ADT for "I" Street with and without the project was obtained from the traffic technical report prepared for this project (Linscott, Law & Greenspan 1991:4). The future year used was 1994, the year in which the proposed project is anticipated to be completed. Increases in traffic due to regional growth were assumed to be 3 percent per year. The year 1994 was used because the relative difference between project-generated traffic and projected traffic due to regional growth would be greatest at this time. The percentage increase in traffic volumes due to the project would be much smaller in a horizon year such as 2010 because 2010 traffic would be greater than 1994 traffic. Therefore, any increases in noise levels due to project-generated traffic on I Street would be more noticeable during 1994 than in later years, and would represent the worst-case scenario.

Future (1994) noise levels without project-generated traffic are estimated to be approximately 61  $L_{dn}$  fifty feet from "I" Street. The increase in traffic along "I" Street between Broadway and Fifth Avenue due to regional growth (not including the project) would raise the day/night average noise level by 1 dBA over existing levels. A one decibel increase in noise levels is not perceptible. The increase in traffic volumes was not enough to raise noise levels along "I" Street east of Fifth Avenue.

Implementation of the project would increase the future (1994) traffic volumes along "I" Street approximately 13 percent (from 8,490 ADT to 9,630 ADT) between Broadway and Fifth Avenue and 3 percent (from 11,000 ADT to 11,350 ADT) between Fifth Avenue and Fourth Avenue. These traffic increases would not significantly raise the noise levels projected for 1994. Thus, the estimated future (1994) noise levels, with project-generated traffic, would remain at 61  $L_{dn}$  at fifty feet from "I" Street. This noise level is less than the 65  $L_{dn}$  standard assumed for the City of Chula Vista.

Subsequent to the completion of the traffic technical report, the City of Chula Vista estimated that the mall would generate approximately twice as much traffic (6,000 ADT instead of 3,000 ADT) as was assumed in the original traffic analysis (see Appendix C). However, the City also anticipates that a greater percentage of this traffic would utilize "H" Street to reach the mall than was assumed in the original analysis. Therefore, even under this increased ADT scenario, the noise levels along "I" Street would not significantly increase over the noise levels projected for 1994 without the project and would not exceed City standards.

The parking lot noise is estimated to be an hourly average of 52 dBA  $L_{eq}$  fifty feet from the boundary of the lot. In general, traffic on I Street would dominate exterior noise levels at the residences along the south side of the roadway. However, occasionally a car door closing or conversation may be audible at the residences. These single noise events may occur more frequently during the evening or night in the future due to the presence of the cinema. Some of these noises, such as loud voices or car radios, may be categorized as nuisance noises. These types of noise are regulated through the Chula Vista Municipal Code. The Code is enforced by the police and enforcement generally consists of verbal or written orders to desist from making the noise.

Noise impacts to the residences along "I" Street from the proposed parking structure are not anticipated to occur. The parking structure would be set back away from the residences' property lines by approximately 310 feet. Any noise produced in the parking structure such as running vehicles, car doors shutting, or conversations would be further attenuated by the solid walls which would extend upward approximately 45 percent of the height between floor and ceiling and would surround the perimeter of each floor.

### **3.5.3 Mitigation**

Mitigation is not considered necessary.

### **3.5.4 Significance of Impacts**

Because the project would not significantly increase noise levels generated on "I" Street or in the mall parking areas, there would not be an adverse noise impact to the residences located along "I" Street due to project-generated traffic. Nuisance noises, such as loud voices or car radios, may occur more frequently in the evening and at night due to the cinema operating hours. These types of noise are regulated by the Municipal Code and would not constitute a significant impact.

### **3.5.5 Mitigation Monitoring**

Mitigation measures are not considered necessary.

## 3.6 Utilities

### 3.6.1 Project Setting

Water, gas, sewer, and electric lines and gas and electric vaults are located underground throughout the project site. Ten- and twenty-inch gas mains, which are of regional significance to the South Bay area, are located underneath Fifth Avenue, which runs north-south through the project. Water and sewer lines also run along Fifth Avenue through the site. Electric boxes are also located above ground throughout the site.

This section discusses the potential impacts of construction above the water, gas, and electric utility lines. The ability of the sewer system to accommodate the proposed new development is discussed in Section 4.4.

### 3.6.2 Impacts

The project proposes reconfiguration of the pavement above and adjacent to Fifth Avenue. These types of alterations would not adversely impact the underground water and sewer lines in Fifth Avenue (Martinez, Sweetwater Authority, 6/91; Nuhaily, City of Chula Vista Engineering Department, 6/91). However, depending upon the types of equipment used to reconfigure the pavement and the depth of the existing gas lines, these gas lines could be impacted by construction of the project (Nebel, SDG&E, 6/91). If the reconfiguration consists solely of restriping of the pavement, then no impacts would occur to any of the utility lines due to this activity.

In addition, a utility line such as a water, electric, or gas line cannot have a permanent structure such as a building constructed over it. The Sweetwater Authority has determined that a section of the existing water system is in conflict with the proposed project (Sweetwater Authority 1991). A 12-inch water pipe is located directly beneath the proposed building footprint for the new Mervyn's department store. Additionally, a water easement and 12-inch pipe are located along the northern edge of the parking structure building pad. Depending on the exact location of the parking garage, there could be a possible conflict with this water pipeline.

Gas vaults are located underneath the two proposed buildings and the parking garage. There is also an electric box located under the northern portion of the parking structure. These gas lines and electric boxes would be impacted by the proposed project.

### 3.6.3 Mitigation

The following mitigation measures would completely mitigate any potential impacts which could occur due to construction activities above utility lines.

1. To mitigate any potential impacts resulting from reconfiguration of the pavement along and adjacent to Fifth Avenue, detailed construction plans shall be submitted to SDG&E for their comment and approval prior to any construction activity.

2. The gas mains and electric vaults underneath the proposed new Mervyn's department store, the parking garage, and the cinema/drugstore must be moved before the new buildings and parking structure are erected so that a permanent structure is not located above the utilities. Relocation of the lines and vaults shall be coordinated with SDG&E.
3. The water mains underneath the proposed new Mervyn's department store must be relocated prior to construction of the new building. Relocation of the lines shall be coordinated with the Sweetwater Authority.
4. Detailed plans for the parking garage, when available, shall be submitted to the Sweetwater Authority to determine whether there is an actual conflict between the parking garage and the water line located along the north boundary of the proposed structure. If a conflict is determined to exist, then the line shall be relocated in cooperation with the Sweetwater Authority prior to construction of the parking garage.

#### **3.6.4 Significance of Impacts**

Impacts to the major gas lines located in Fifth Avenue due to reconfiguration of the pavement are potentially significant. These impacts can be completely mitigated by submitting detailed plans for reconfiguring the pavement to SDG&E for their comment and approval.

Impacts to the gas lines and vaults, electric boxes, and water lines located underneath the proposed building footprints are significant. However, if these lines are relocated in cooperation with the appropriate utility agency, then these impacts can be completely mitigated.

### 3.7 Hazardous Materials

The following section is based on a study conducted by RECON for the proposed project. The potential existence of hazardous waste associated with the buildings proposed to be demolished was addressed in relation to public safety issues. Research was conducted through records review, interviews, and visual observations. The complete study is included in this EIR as Appendix E.

#### 3.7.1 Project Setting

##### 3.7.1.1 Site Survey

RECON conducted an on-ground visual survey of the site on June 6, 1991. The property was surveyed to identify the location of evident or visible on-site storage or disposal facilities, treatment facilities, or any processes which have the potential for discharge of harmful waste materials. The locations of electric transformers were also recorded.

A directory of the shops on the site was obtained and two businesses were identified as typically using or storing hazardous materials: a dry cleaners and an auto service center. The operational dry cleaners is located on the east side of the building proposed to be demolished. No unusual stains or leaks were observed in the area outside the front and south side of the store. The north and west sides of the shop are interior walls of the building.

The exterior of the Sears Tire, Auto, and Battery Center appeared to be well maintained. A storage shed is located across from the main service center, which was observed to contain 55-gallon drums. From a view outside of the shed, the drums appeared to be in good condition.

On other areas of the site, oil stains typical of parking lot areas were observed on the ground and a small amount of an unidentified milky-white liquid, possibly spent radiator fluid, was found in a planter near the Sears Auto Center.

Eight large electrical boxes which were observed on the site were in good condition, with no evidence of corrosion or leakage. Mr. Jerry Brull of the Environmental Division of San Diego Gas & Electric was contacted June 7, 1991, regarding the status of these electrical boxes. Mr. Brull indicated that two extensive surveys of all of SDG&E's field equipment were conducted in the 1980s to identify and replace all PCB-containing equipment. It is very unlikely, therefore, that the boxes located on, and even near, the project site contain any polychlorinated biphenyls (PCBs).

##### 3.7.1.2 Review of Aerial Photographs

A review of historic aerial photographs belonging to Aerial Fotobank of San Diego was conducted on June 5, 1991. The earliest photograph available was dated 1953 and showed that two apartment complexes were located on the site. The Chula Vista Center manager stated that these buildings were Navy housing (Richardson, Chula Vista Center, 6/11/91). The housing was erected in 1942 (Soudani, Homart Development Co., 6/20/91). Also located on the northeastern portion of the site was a larger building with a parking lot. This

structure may have been an office building or commercial center. A drainage ditch runs east/west through the site a little to the north of the center of the site.

The next available photograph, dated 1964, shows the site greatly altered. West of Fifth Avenue, the residential development had been replaced by Penney's, the Broadway, and other commercial shops, which were constructed in 1962. Between the Broadway and Fifth Avenue is a small building which was identified by the mall manager as the Broadway Auto Center (Richardson, Chula Vista Center, 6/11/91). East of Fifth Avenue, the commercial or office building in the northern section of the site is still shown in the photo, but the apartment complex is missing. A Boys Club building and a residence are now shown in the southern section of the site and the remainder of the site east of Fifth is cleared and graded, with no evidence of dumping or stockpiling. The drainage had apparently been filled in west of Fifth Avenue to construct the commercial center, but was still recognizable east of Fifth Avenue.

By November of 1965, the Sears buildings look complete, with most of the parking lot paved. Next to the Sears Auto Center there is a small gas station, possibly part of Sears. The rest of the site is unchanged from the June, 1965, photograph. By June of 1967, a new building (now the renovated Olive Garden restaurant) had been erected on the site. The next large alteration of the site occurred in 1987 with Phase 1 of mall redevelopment.

#### 3.7.1.3 Asbestos Survey

Asbestos is a general term which refers to a class of natural mineral silicates that are separable into fibers. Asbestos-containing materials are classified as friable or non-friable. Friable materials are materials which are easily crumbled or pulverized. The most common asbestos mineral is chrysotile asbestos which comes from serpentine rock. Because the fibers are very small, they can remain airborne for long periods of time and can be inhaled easily. Exposure to asbestos fibers has been shown to cause asbestosis and malignancies of the lung and other organs (EPA 1979).

A building survey for asbestos was conducted by Letco and Associates, Inc. in April of 1987 in 10 buildings on the site. The survey included a visual inspection, sampling and laboratory analysis of suspect asbestos-containing materials, and a limited visual assessment of potentially hazardous materials. This survey has been included in Appendix E as Attachment I.

Survey Methods. The survey for friable buildings materials suspected to contain asbestos included a visual inspection of retail spaces, storage areas, electrical vaults, mechanical rooms, ventilation systems, areas overhead and above suspended ceilings, and roofing components.

Bulk samples of friable and non-friable materials were taken from acoustical ceiling tiles, pipe wrap insulations, fireproofing, and other building materials throughout the structures. These samples were analyzed using Polarized Light Microscopy (PLM) coupled with dispersion staining as



described in the EPA's document titled "Interim Method for the Determination of Asbestos in Bulk Insulation Samples" (EPA-600/M4-82-020, December 1982).

In conjunction with material sampling, a limited visual survey was performed to assess potential hazards within the various buildings. The only area observed as a potential hazard was the boiler room of Perma Clean, where cleaning supplies and other items were stored.

Results of Survey. The larger building containing the drugstore and vacant supermarket space were found to contain materials having both friable and non-friable forms of asbestos. These materials included floor and ceiling tile, spray-applied ceiling texture, and pipe insulation. The J.C. Penney Automotive Center was found to contain floor tiles having up to one percent chrysotile asbestos in a non-friable form.

A complete list of the rooms and materials tested in each area of the building and whether asbestos was contained in the sample is contained in tables in the asbestos survey included in Attachment 1 of Appendix E.

#### 3.7.1.4 Regulatory Review

According to San Diego County records, there are three facilities which currently exist on the site which have or have had permits to use or store hazardous materials on the site. These establishments are the now-vacant J.C. Penney Automotive Center, the Sears Automotive Center (presently operating), and the Half-Hour Perma Clean dry cleaners located in the building to be demolished as part of the proposed redevelopment project.

J.C. Penney Automotive Center. The Soils Testing Closure Report (San Diego County Hazardous Materials Management Division [HMMD] 1991a) prepared for the J.C. Penney Automotive Center located on the project site was reviewed by RECON on June 10, 1991. The report states that the status of the J.C. Penney Automotive Center was open and unresolved as of February 19, 1991. A further check of the department's computer files showed that the site status was still open as of June 10, 1991. The site, and other sections of land at the mall, were purchased by the applicant in 1987. The J.C. Penney site is leased by J.C. Penney and subleased by Firestone.

The Soils Testing Closure Report file provided a brief history of the underground tank which was removed from the site in 1986. Soils at the removal site were tested and found to be contaminated with lead above the County's action limits. Approximately 12.49 tons of contaminated soils were removed from the site in 1986 and hauled to a Class I landfill.

RECON contacted the San Diego County HMMD to inquire about what is required to attain final closure of the Penney Automotive Center site. The HMMD states that they have not received, to date, sufficient documentation and information regarding the removal of the storage tank and contaminated soil to determine whether the site can be finally closed (Lipear, HMMD, 6/11/91). Future actions needed to complete the closing of the site are dependent upon what type of additional information is received by the San Diego County HMMD.

Sears Automotive Center. The Sears Automotive Center used to include a gas station immediately west of the existing center. According to a letter in the closure report for the J.C. Penney Automotive Center, ten underground storage tanks were removed from the Sears Automotive Center: three on February 15, 1985 and seven on November 10, 1986. Regarding these tanks, the requirements of the HMMD were fulfilled to the satisfaction of that department and the files were closed (County of San Diego 1991b).

The Sears Automotive Center is presently in operation, and holds permits with the HMMD for hazardous waste and inventory (County of San Diego County 1991b). The site was inspected on December 12, 1989, and two violations regarding personnel training and one violation regarding manifest records was recorded (County of San Diego 1991b). Manifest records are records which track the transport and delivery of hazardous waste. Compliance was required by January of 1990. No unauthorized spills or releases have been recorded at the Sears Automotive Center (County of San Diego 1991c).

Dry Cleaners. The Half-Hour Perma Clean dry cleaners on-site holds a permit for hazardous waste (County of San Diego 1991d) and an air emissions permit (Tice, Air Pollution Control District [APCD], 6/11/91). The dry cleaners is not a major generator or storer of hazardous materials nor a major source of air emissions.

Surrounding Permitted Establishments. The County's records were reviewed for the areas immediately adjacent to the site. Permit holders in the immediate vicinity of the site primarily consist of small auto-related shops (County of San Diego 1991d). There are no large generators of hazardous materials in the immediate vicinity. There are no establishments permitted by the APCD immediately adjacent to the site (Tice, APCD, 6/11/91).

### 3.7.2 Impacts

The building containing the drugstore and vacant supermarket space has been documented to contain both friable and non-friable asbestos. This fact impacts demolition of the buildings because special state and federal procedures must be followed to remove the asbestos prior to demolition of the building. Improper removal of asbestos could cause a public safety and health hazard.

According to the San Diego County HMMD, there are unresolved issues relating to the removal of an underground storage tank at the presently vacant J.C. Penney Automotive Center. Future actions which may be required to close this site are dependent upon what additional information is provided to the County HMMD regarding the tank removal. If the status of this site remains open, this could impact the project by delaying demolition of the auto center. However, the project does not necessarily include removal of the auto center. The demolition of this building is only an optional part of the project. Demolishing the auto center without first resolving this underground tank issue could cause public health and safety risks. Other parts of the project should not be affected by this situation.

The data gathered on the site did not provide information about the land uses on the site prior to the Navy housing shown in the 1953 aerial photograph. Based on the research conducted, however, it appears unlikely that

there are any significant hazardous wastes on the property other than the unresolved J.C. Penney Automotive Center site and the asbestos discovered in some of the buildings. There are no large generators of hazardous waste or air emissions currently on the site or in the immediately adjacent areas.

### 3.7.3 Mitigation

Closure of the J.C. Penney Automotive site shall be completed to the satisfaction of the HMMD before the Penney Automotive Center is demolished. The project as currently proposed includes the demolition of this building only as an option. If the site is determined to be closed by the HMMD and proper demolition procedures are followed, then removal of the J.C. Penney Auto Center would not pose a public safety hazard.

Removal of asbestos from the buildings proposed to be demolished must conform to the regulations specified by the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and by the California Occupational Safety and Health Agency (CAL-OSHA). If the applicable regulations are followed, removal of the asbestos from the two buildings prior to demolition would not represent a public safety or health hazard. The CAL-OSHA standards are promulgated in the California Health and Safety Code, Title 8, Chapter 4, Section 5209. These regulations generally follow the federal standards found in 40 CFR 1926.58. NESHAP recently promulgated new regulations in the latter part of 1990. These regulations can be found in the APCD Rule Book, Rules 361.140 throughout 361.156 (APCD General Information Desk, 6/7/91). These NESHAP rules apply only to the removal of friable asbestos.

Contractors removing both friable and non-friable asbestos from buildings must be licensed by the State Licensing Board and registered with the Carcinogen Control Unit of CAL-OSHA (CAL-OSHA Consulting Division, 6/7/91).

These CAL-OSHA and NESHAP regulations specify that the asbestos must be removed prior to demolition of the building. The regulations also describe the procedures and methods which must be followed during the removal operation and during the disposal of the asbestos. Procedures which are typically used for removal of friable asbestos are described below. However, the licensed and registered contractor actually removing the asbestos would determine the appropriate CAL-OSHA and NESHAP methods and procedures to be used.

1. Sealing all openings and fixtures to the exterior.
2. Spraying the friable asbestos with water containing a wetting agent to minimize airborne fibers.
3. After removal, cleaning the entire area to remove settled dust.
4. Providing a decontamination facility which will contain a changing room, shower area, and equipment area.
5. Providing workers with protective equipment such as clean, full-body coveralls, disposable head covers, and

respiratory equipment as required by CAL-OSHA. Eye protection and hard hats should also be available.

6. Monitoring air according to CAL-OSHA standards to determine if fibers are escaping the sealed building and what respiratory protection is appropriate for workers inside the building based on sampled concentrations.
7. Labeling and packaging the removed asbestos according to NESHAP and CAL-OSHA standards and disposing of it in an approved landfill. Non-friable asbestos is accepted at more types of landfills than friable asbestos.

Removal of non-friable asbestos has similar requirements, although wetting the material is not required (APCD General Information Desk, pers. comm., 6/7/91). Like friable asbestos, all applicable CAL-OSHA standards and regulations must be conformed with to ensure safe and proper removal of the non-friable asbestos. Prior to removal of any asbestos, NESHAP must be notified that the removal will be taking place.

#### 3.7.4 Significance of Impacts

The presence of asbestos in the buildings is significant because licensed contractors must be retained and special procedures followed to remove the asbestos prior to demolition of the buildings. Improper removal of asbestos would be a public health and safety hazard. However, if these regulations are followed, the impacts and risks associated with removing the asbestos would be mitigated.

If the demolition of the J.C. Penney Automotive Center is to be included as part of this project, the site must be closed by the San Diego County Hazardous Materials Management Division. Demolishing the auto center prior to official closure of the site by the HMMD could pose a public safety and health hazard.

#### 4.0 RELATIONSHIP TO THRESHOLDS/STANDARDS POLICY

The City of Chula Vista Thresholds/Standards Policy is a document which addresses goals, objectives, and standards for 11 different issues which affect the quality of life in the city. Seven of these issues (police, fire and emergency medical services, traffic, parks and recreation, drainage, sewer, and water) require project-level conformance to the goals and thresholds established by the City. The four remaining issues (libraries, air quality, economics, and schools) are addressed by the City in annual city-wide conformance reviews.

Of the seven project-level issues, six were addressed for this project. The issue of parks and recreation is not applicable to the redevelopment of a commercial center.

##### 4.1 Police Services

The City of Chula Vista has set goals in the City's Thresholds/Standards document for police response times. Priority 1 calls, calls for felonies in progress or life-threatening situations, should be responded to within 7.0 minutes in 84 percent of the cases, with the average response rate not to exceed 4.5 minutes or less. Priority 2 calls, which are urgent requests for assistance, should be responded to within 7.0 minutes in 62.1 percent of the cases, with the average response rate 7.0 minutes or less (Kelsey, Chula Vista Police Department, 6/19/91).

The project area is serviced by the Chula Vista Police Station located at 276 Fourth Avenue. The station is approximately six-tenths of a mile from the shopping center. The Chula Vista Shopping Center is located in an approximately one-quarter-mile square in the city of Chula Vista identified as Grid 23 in Police Department files. Last year, police responded to 5,237 calls for assistance in Grid 23.

Currently, the average response times to the shopping center are 2.9 minutes for Priority 1 calls, with 95.5 percent of the cases responded to within 7.0 minutes. Priority 2 calls to the site have an average response time of 4.4 minutes (Kelsey, Chula Vista Police Department, 6/19/91). These average response times are well within the limits of the Thresholds/Standards Policy stated above.

It is not anticipated that the proposed project would significantly affect police response times to the area (Kelsey, Chula Vista Police Department, 6/4/91). Therefore, the project would not cause the police response time threshold to be exceeded.

##### 4.2 Fire and Emergency Medical Services

The threshold standard for fire and emergency medical services established by the City is that "properly equipped and staffed fire and medical units shall respond to calls throughout the city within seven minutes in 85 percent of the cases" (City of Chula Vista 1987).

The nearest fire department station is at 447 F Street in Chula Vista, approximately six-tenths of a mile from the project site. The existing initial response time to this site is two to three minutes (Smith, Chula Vista Fire

Department, 5/23/91). It is not anticipated that the implementation of this project would affect the fire and emergency medical services response times (Smith, Chula Vista Fire Department, 5/23/91). The existing and expected future response time to the project site is well within the City's threshold standard.

Complete fire systems and adequate access shall be required for all proposed buildings. Precise requirements shall be determined when building plans are submitted. Scaled plans shall be submitted to the Fire Department indicating locations and sizes of water mains, hydrant locations, and all existing fire department connections to aid in determining required fire systems. The Fire Department shall approve the building plans prior to issuance of a building permit.

#### 4.3 Water

Each project shall demonstrate that an adequate water supply would be available to support the functions of the project.

Prior to issuance of a building permit, the applicant will be required to obtain a will-serve letter from the Sweetwater Authority stating that the authority can supply the proposed project with an adequate amount of water. An adequate water supply also includes fire-flow requirements. The applicant must submit a letter to the Sweetwater Authority from the appropriate fire agency stating fire-flow requirements (Sweetwater Authority 1991a). The Fire Department shall evaluate water supply to include flow requirements, main system layout, and hydrant locations (Smith, Chula Vista Fire Department, 5/9/91). Water service can be obtained at a pressure range from a maximum of 90 pounds per square inch (psi) to a minimum of 65 psi (Sweetwater Authority 1991a). Should the required fire flow for this project exceed the available fire flows designed for the present shopping center complex, substantial improvements to the on-site and off-site water system will need to be made (Sweetwater Authority 1991b).

The City is currently preparing a water policy which could require reductions in water usage within the city. The current level of project design is not sufficiently detailed at this time to make a determination of exact water usage projected for the site. At the time of building permit issuance, if the proposed project design is determined not to comply with applicable water usage policies, additional on-site conservation measures, or off-site mitigation (toilet retrofit projects, park irrigation replacement projects, etc.), and/or payment of mitigation fees may be required. The project will comply all policies which are in place at the time of building permit issuance. The actual method of policy compliance will be determined by the Planning Director.

#### 4.4 Sewer

The City thresholds policy states that sewage flows and volumes generated by a project shall not exceed City Engineering Standards (City of Chula Vista 1987). The maximum design capacity for sewers in the City of Chula Vista is 50 percent flow for pipes up to 12 inches in diameter and 75 percent flow in pipes greater than 12 inches in diameter (City of Chula Vista 1990).

Excluding the buildings along the borders of the site, the Chula Vista Shopping Center is serviced by a 10-inch sewer line. This line runs east along the north side of the mall. An 8-inch trunk sewer also services the project. It runs along the former alignment of Fifth Avenue north to connect to the 10-inch sewer line. The 10-inch sewer line connects with a 12-inch line in Broadway. Through the site, the 10-inch pipeline is operating at about 73 percent of capacity (City of Chula Vista 1991b). When the line reaches Broadway, an 8-inch line from the south joins with it. From here to the connection with the 12-inch line, it is estimated that the 10-inch pipeline operates at 97 percent capacity during peak flow conditions (City of Chula Vista 1991b).

The design standards state that a 10-inch pipeline should operate at 50 percent capacity. The existing conditions at the shopping center already exceed this standard. Therefore, any new development in the area could impact the sewer lines considerably (City of Chula Vista 1991b).

A study conducted by Nolte and Associates (1991) estimated the sewer discharge from the proposed expansion of the mall. This study took into account the sewage discharge from the existing uses proposed to be demolished and subtracted that volume from the sewage discharge estimated for the new uses to arrive at a net change in sewage discharge from the mall. The study concluded that there would be a small gain in discharge from the mall and that the impacts on the sewer lines of concern would be negligible (0.34 percent increase in flow. Further studies by the City have verified that credit for the former supermarket was not given on a previous building permit, and therefore, differences in flows attributable to the proposed project would be less than estimated. Based on this information, the City has concluded that if the supermarket credit is included, the sewer impacts from the proposed project would be negligible. Therefore, the applicant would not be required to provide any further studies or additional sewerage facilities (Daoust 1991b).

#### 4.5 Drainage

The City thresholds policy states that storm water flows and volumes generated on a project site shall not exceed City Engineering Standards (City of Chula Vista 1987).

A drainage study will be submitted to the City Engineering Department for their approval prior to issuance of building permits. Due to the existing developed condition, a significant impact to drainage is not anticipated (Nuhaily, City of Chula Vista, Engineering Department, 5/30/91). However, the drainage study must be completed to the satisfaction of the City Engineer to verify that all applicable city standards are met. Development of the project must comply with all applicable regulations established by the EPA as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for storm water discharge (Daoust, City of Chula Vista Engineering Department, 7/5/91).

#### 4.6 Traffic

The City thresholds standards state that "all intersections shall maintain an LOS C or better with the exception that LOS D may occur at signalized intersections for a period not to exceed two hours per day. At signalized

intersections west of I-805 which do not meet this standard, they may continue to operate at the levels which existed in 1987. No intersection shall operate at LOS F for the average weekday peak hour period" (City of Chula Vista 1987).

The traffic analysis conducted for this project (see Appendix C) by Linscott, Law & Greenspan analyzed 11 key intersections in the project area for 1994 P.M. peak hour traffic. All intersections analyzed were calculated to operate at levels of service C or better in 1994. The analysis considered a total traffic volume consisting of existing traffic, a three percent growth rate in existing levels, project-generated traffic, and traffic generated by other related projects in the area anticipated to be completed by 1994. Since no intersection is expected to operate at worse than LOS C, the traffic thresholds would not be exceeded.



## 5.0 GROWTH INDUCING IMPACT OF THE PROPOSED ACTION

Implementation of this project would promote economic growth in the city of Chula Vista by increasing the retail base of a regional shopping center. This is a goal of the Chula Vista Town Centre II Redevelopment Plan. The anticipated increase in sales which would occur after the project expansion would benefit the City of Chula Vista by providing increased tax revenues. This effect would be considered a positive impact on the city of Chula Vista.

Significant growth inducing impacts related to population growth in the surrounding environment would not occur as a result of the proposed expansion of the mall. Growth inducing impacts are generally dependent on the presence or lack of existing utilities and services in a given area. The provision of these necessities in an unserved or isolated area can theoretically induce growth between the newly serviced area and the community or development from which the facilities are obtained or linked. In addition, growth inducement can be defined as development which increases the pace or density of surrounding developments. The Chula Vista Shopping Center is a regional mall already serviced by utilities and surrounded by highly developed land. Expansion and improvement of the center would attract shoppers from the surrounding communities but would not necessarily promote or encourage significant population growth within other areas of Chula Vista.

6.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The project site is located within an urbanized area of the city of Chula Vista and currently contains the Chula Vista Shopping Center. The site is committed to commercial use for the foreseeable future. No physical resources such as archaeological sites or biologically sensitive areas are located on the site.

As part of the project, a partially vacant and underutilized building would be demolished, removing characteristics of urban blight from the site and improving visual quality. Expansion and renovation of the existing mall would not commit the site to a new use, but would enhance the ability of the existing center to remain economically viable and productive in the future.

## 7.0 ALTERNATIVES TO THE PROPOSED ACTION

CEQA Section 15126(d) states that an EIR shall "describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives." The specific alternative of "no project" shall also be evaluated (CEQA Section 15126(d)(2)). The basic objectives of the project are to provide expanded retail services to the residents of the region and to fulfill the goals of the Chula Vista Redevelopment Agency to "revitalize the original Town Centre No. II Project Area (Chula Vista Shopping Center) as the principal regional shopping center of the South Bay" (Chula Vista Redevelopment Agency 1988).

The alternatives to the project discussed in this EIR include the No Project alternative, a reduced intensity alternative (no cinema), an alternative project design (small retail shops in place of the department store), and three off-site alternatives.

### 7.1 No Project Alternative

Under this alternative, the Chula Vista Mall would remain in its existing configuration. The existing positive fiscal impact of the center would continue to occur. However, the positive fiscal impacts associated with the expansion on the city of Chula Vista would not occur. The general aesthetic improvement of the mall appearance along "I" Street would not take place. In addition, retention of the existing mall condition would also include retaining the existing partially vacant building on the south side of the property, which would avoid potential hazardous material impacts on public health and safety. Likewise, the increase in ADT along "I" Street associated with the proposed project would be avoided. Also, the improvements to the mall, such as more decorative lighting, new entrance signs, and construction of "H" Street widening entrance improvements, would not occur with the No Project alternative.

The No Project alternative would not have an immediate socioeconomic impact on the City. However, over the long term, this alternative could lead to a gradual decline in quality of life as shopping opportunities within the City's downtown area lag behind the demand for such opportunities.

### 7.2 Reduced Project Intensity

This alternative would retain the major department store (Mervyn's) and the Sav-On Drugstore, but would eliminate the cinema from the expansion of the mall. The developed area on the project site would remain the same, but an upper level for the cinema above Sav-On (approximately 36,000 square feet) would not be constructed. This alternative has not been proposed by the project applicant.

This reduced project would also include many of the same improvements as the proposed project. The new "H" Street entrance and mall facade would be constructed, lighting and color changes would be completed in the mall interior, new landscaping would be installed, and the partially vacant building in the southern portion of the property would be removed.

This alternative would not substantially alter the environmental impacts associated with the proposed project. Traffic generation under this alternative would be reduced by approximately 1,440 ADT. However, the level of service at key intersections in the project vicinity would not be substantially affected since the relative contribution to peak-hour traffic from use of the cinema is limited. Deletion of the cinema would eliminate the evening and nighttime nuisance noise associated with the traffic and parking for the cinema. As noted in the noise section of the EIR, nuisance noise impacts are regulated by the Municipal Code and would not constitute a significant impact. The use of shared parking, which would occur under the proposed project with the cinema, would not occur under this alternative.

In addition, elimination of the second story on the Sav-On building would not substantially alter the aesthetic appearance of the project from "I" Street as the Mervyn's department store and the parking structure (approximately 45 feet in height) would continue to dominate views from "I" Street. The visual and aesthetic impacts of this alternative would be similar to those for the proposed project. New landscaping, demolition of the existing partially vacant building, and construction of upgraded, architecturally compatible new buildings would improve the visual quality of the site.

This alternative would have similar land uses as the proposed project and would be compatible with the existing zoning and General Plan designations for the site. Since the uses of the site would be similar, impacts based on the City's Thresholds/Standards Policy would be the same as for the proposed project. Impacts to electric, gas, and water utility pipelines would be the same as those for the proposed project because the proposed building footprints would not change.

From a socioeconomic standpoint, elimination of the recreation opportunities provided by the multi-theater cinema could have a positive or a negative effect. As discussed in Section 3.3 - Community Tax Structure/Fiscal Impacts, a new cinema in the downtown area could draw business away from the existing United Artists theater downtown. Conversely, a new cinema could trigger a redistricting of the film distribution area, providing the United Artists theater with greater flexibility in its ability to show a wider variety of films.

Compared to the proposed project, this alternative would contribute less revenue to the City than the proposed project. However, because the City's costs are projected to be lower under the reduced project design, the annual net positive impact to the City would be greater than the proposed project. A reduced intensity project would generate an annual net income of \$1,103,362, which is slightly greater than that of the proposed project at \$1,100,801.

### **7.3 Alternate Project Design**

An alternate design for the proposed expansion could consist of replacing the anchor Mervyn's department store (approximately 81,600) with additional small retail shops in a two-story complex. The Sav-On and the cinema would remain as currently proposed. This alternative has not been proposed by the applicant.

Impacts would generally be similar to the proposed project under this alternative since the square footage of the expansion would be approximately the same. This alternative would provide the same general improvements as the proposed project. Landscaping, entrance and facade improvements, lighting and color changes, and demolition of the partially vacant building in the southern area of the property would also be completed under this alternative. Therefore, the aesthetic impacts would be the same as for the proposed project and would generally be beneficial.

This alternative would have similar land uses as the proposed project and would be compatible with the existing zoning and General Plan designations for the site. Since the uses of the site would be similar, impacts based on the City's Thresholds/Standards Policy would be the same as for the proposed project. Impacts to electric, gas, and water utility pipelines would be the same as those for the proposed project because the proposed building footprints would not change.

Since traffic generation is based on square footage of retail space, the calculated number of average daily trips would be approximately the same as the proposed project. However, with the elimination of Mervyn's as a major anchor, it is likely that the actual number of ADT would be somewhat reduced under the alternative.

Because this alternative would generate a similar volume of traffic, the noise impacts along "I" Street would be the same as for the proposed project. These impacts would not be significant.

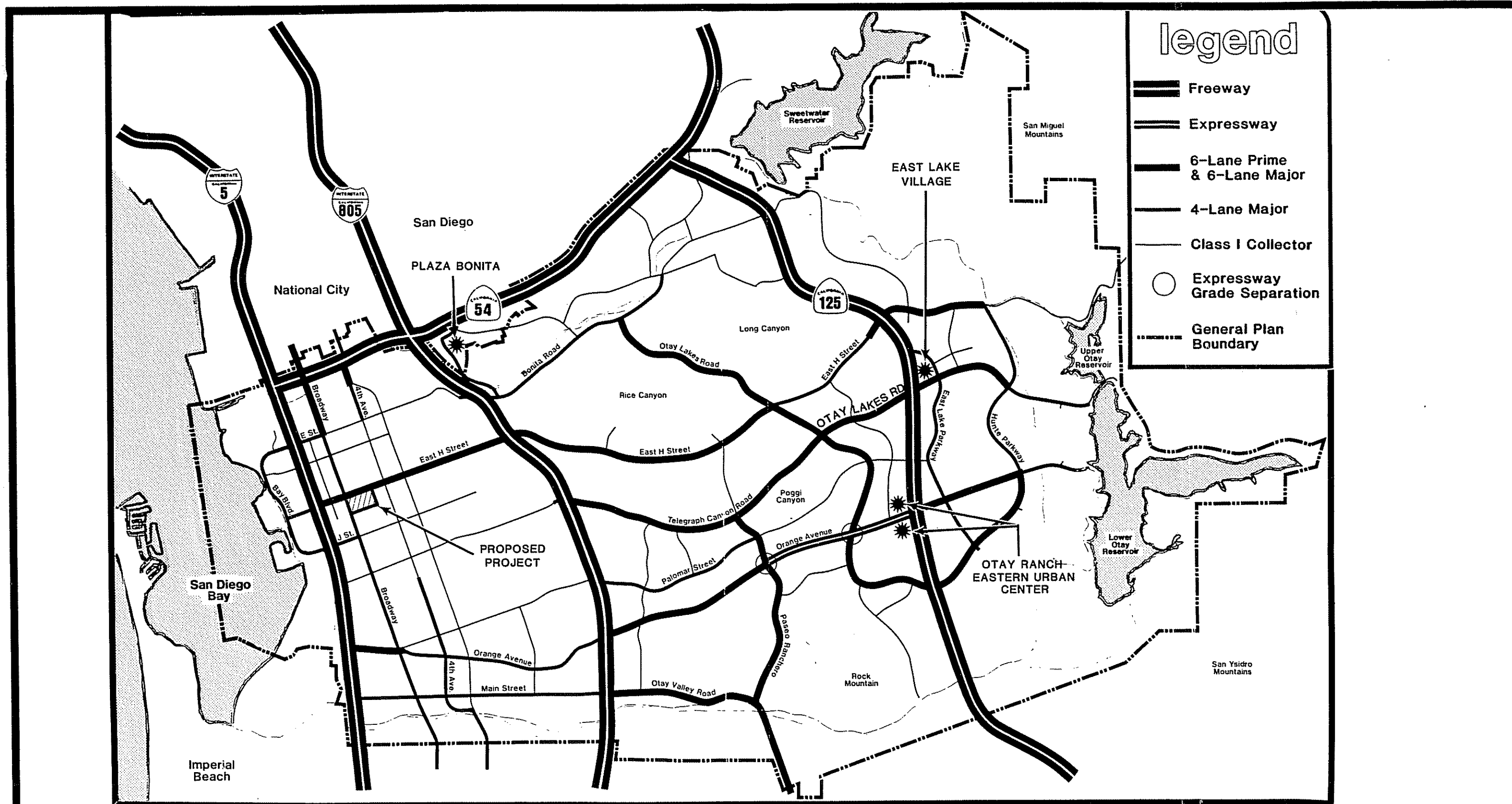
This alternative would still have a positive fiscal and socioeconomic effect by increasing the shopping opportunities, but could possibly have an impact on existing small business in downtown Chula Vista. This impact could derive from the possible location within the shopping center of small retail business that would be in direct competition with the small retail business downtown. The net annual fiscal impact of this alternative would be \$1,035,124, which is \$65,677 less than the net positive impact of the proposed project.

#### **7.4 Off-site Alternatives**

Three commercial areas off-site have been identified as alternate locations where the project could be built. The three alternate sites discussed below have been selected because of the proximity to the proposed project site, comparable size, and existing or planned commercial designation. Sites outside of the South Bay area were not considered since the objective of the proposed project is to generate revenue in Chula Vista and the South Bay. These areas include the existing Plaza Bonita Shopping Center in National City, the conceptually approved Eastlake Village Center in Chula Vista, and the conceptually proposed Eastern Urban Center of Otay Ranch, which is currently in the county of San Diego. Pursuant to recent court rulings, a discussion of alternative sites has been included in this EIR to address a full range of project alternatives. These alternate locations are shown in Figure 12.

##### **7.4.1 Plaza Bonita Regional Shopping Center**

Accommodation of the proposed project at the existing Plaza Bonita Shopping Center in National City would require an expansion of the center



SOURCE: CHULA VISTA GENERAL PLAN

FIGURE 12. ALTERNATIVE SITES

by approximately 75,000 square feet. There are no current approvals or plans for additional building space at Plaza Bonita (Peterson, National City Redevelopment Agency, 7/29/91). The center currently contains a Mervyn's, three other anchor department stores (May Company, Montgomery Ward, and J.C. Penney), and a six-theater cinema. All of the parking is surface parking. A mall expansion of this size would require the conversion of surface parking around the mall to building areas and construction of a parking structure.

Expansion of Plaza Bonita by 75,000 square feet would generate the same increase in traffic as the proposed project. The existing traffic volumes on Sweetwater Road and Plaza Bonita Road adjacent to Plaza Bonita in the city of Chula Vista are currently near or at the City's thresholds standards. The traffic level of service at this location would generally be greater than those on "H" Street and Broadway adjacent to the Chula Vista Shopping Center. In addition, there are less access opportunities at Plaza Bonita which would tend to concentrate traffic compared to the well-developed grid system around the Chula Vista Shopping Center. Therefore, traffic impacts at Plaza Bonita are expected to exceed those at the Chula Vista Mall.

Compared with the proposed project in the city of Chula Vista, implementation of this alternative would have a negative fiscal and socioeconomic impact on the city. An expansion of Plaza Bonita would likely result in a decline in the market share of shopping center business captured by the Chula Vista Center. The resulting long-term reduced retail sales within the city could lead to less general revenue available to support city services. Other potential impacts (i.e., land use, noise, and aesthetics) would likely be similar to the proposed project. This alternate site is not owned by the applicant and has not been proposed as a feasible alternative. This alternative would also not fulfill the goals of the project or of Chula Vista Redevelopment Agency to develop the Chula Vista Shopping Center as a major regional mall.

The National City Redevelopment Agency has indicated that the Plaza Bonita site could accommodate additional retail space, but that this expansion would require the construction of the parking garage. However, the National City Parking Authority has active bonds issued on the parking areas at Plaza Bonita, which are scheduled to mature seven years from now. Any expansion of the retail space at Plaza Bonita would require the approval of all the bondholders, which would be difficult to obtain (Peterson, National City Redevelopment Agency, 7/29/91).

#### 7.4.2 Eastlake Village Center

The proposed Eastlake Village commercial center is located at the intersection of Otay Lakes Road, Telegraph Canyon Road, and Eastlake Parkway in the city of Chula Vista. A specific project at this site has not been approved by the City, but the City has approved the site for commercial public uses in the Eastlake Master Plan. Implementation of the project at this location would require the addition of a Mervyn's department store (approximately 81,600 square feet) to the other types of commercial uses planned for the site. The proposed site plans for the village already include a theater and a drug-store, along with a variety of other commercial uses (e.g., market, hardware store, health club, hotel, civic center, and water-based park). There is also a current proposal to locate a major Kaiser Permanente Medical Center in the area planned for commercial use.

Since the area around the Eastlake Village Center is currently undeveloped, it would be possible to initially construct the local traffic network to accommodate any expected traffic demand. It is possible that this alternative could eventually lead to a positive fiscal impact on the City since the population center of the City is moving in an easterly direction. The convenience of a shopping center in the eastern portion of the city would be attractive to residents in that area. However, in the interim before Eastlake Village Center could be completed, shopping opportunities in the city might fall behind demand, creating a negative, or at best neutral, socioeconomic impact. The magnitude of the fiscal impacts cannot be analyzed at this time. The Redevelopment Agency would not be impacted by this alternative. Although this alternative is within city limits, it would not fulfill the project's objective and the Chula Vista Redevelopment Agency's goal of redeveloping the Chula Vista Shopping Center into a regional mall. This alternate site is not owned by the applicant and has not been proposed as a feasible alternative. Also, since locating a Kaiser Permanente Medical Center has been proposed for the site, it is unlikely that it will be developed as a commercial center.

#### **7.4.3 Eastern Urban Center in Otay Ranch**

As described in the Otay Ranch New Town Plan, the conceptually proposed Eastern Urban Center in Otay Ranch would consist of a 300-acre commercial site located at the proposed State Route 125/East Orange Avenue interchange in Otay Ranch. Otay Ranch is currently located in the county of San Diego, south of Eastlake in Chula Vista. Specific uses within the commercial center have not yet been defined, and the Otay Ranch Specific Plan only contains a conceptual land use plan showing several acreages of commercial uses at the interchange. Actual construction of commercial use at this location would not occur in the near future.

Accommodation of the proposed project at this site would involve the total square footage of the expansion (141,000 square feet) since there are no uses approved or proposed at this site. Since the area around the Eastern Urban Center in Otay Ranch is undeveloped, the local traffic network around this center could also be initially constructed to accommodate any expected traffic demand. Developing this alternative could have a positive fiscal impact on the City since the population center of the city is moving in an easterly direction. The convenience of a major shopping center in the eastern territories would be attractive to residents of that area. The magnitude of the impact cannot be analyzed at this time. There would be no direct impact of this alternative on the Redevelopment Agency. An expansion at Otay Ranch might have an overall long-term positive socioeconomic impact on the city if Otay Ranch is annexed to the city. In the short term, this alternative would likely have a negative to neutral impact since shopping opportunities in the city might fall behind demand until the time Otay Ranch develops. This alternative would not fulfill the project's goal of creating a regional shopping center at the Chula Vista Mall. This alternate site is not owned by the applicant and has not been proposed as a feasible alternative.



## 8.0 EIR PREPARATION

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