

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
FOR THE
EASTLAKE III SENIOR HOUSING PROJECT

CEQA FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS

June 7, 2006

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BEFORE THE CHULA VISTA CITY COUNCIL

RE: EastLake III Senior Housing Subsequent Environmental Impact Report (SEIR); SCH #2005091047; EIR 05-02

FINDINGS OF FACT

I.

INTRODUCTION AND BACKGROUND

The Final Subsequent Environmental Impact Report (Final SEIR) prepared for the *EastLake III Senior Housing* project addresses the potential environmental effects associated with implementation of the project. In addition, the Final SEIR evaluates three alternatives (1) the no development alternative, (2) existing land use designation alternative (commercial tourist), and (3) reduced density alternative (single family residential similar to surrounding development).

The Final SEIR represents a second tier EIR, in accordance with CEQA Section 21094, and tiers off the Program EIR prepared for the EastLake Planned Community Master EIR (EIR #81-03).

These findings have been prepared to comply with requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 *et seq.*) and the CEQA Guidelines (Cal. Code Regs., Title 14, § 15000 *et seq.*).

II.

ACRONYMS

“AAQS” means Ambient Air Quality Standards.

“AB” means Assembly Bill

“ADT” means average daily traffic

“AQIP” means Air Quality Improvement Plan

“ASTM” American Society of Testing of Materials

“APCD” means San Diego Air Pollution Control District.

“BMPs” means best management practices

“CalEPA” means California Environmental Protection Agency

“Caltrans” means California Department of Transportation

“CARB” means California Air Resources Board.

“CEQA” means California Environmental Quality Act

“cfs” means cubic feet per second

“City” means City of Chula Vista

“CMP” means Congestion Management Program

“CNEL” means community noise equivalent level

“CNPS” means California Native Plant Society

“CO” means carbon monoxide

“CO₂” means Carbon Dioxide

“CPF” means Community Purpose Facilities

“CPTED” means Crime Prevention Through Environmental Design

“CT” means Commercial -Tourist

“CWA” means Clean Water Act

“dB” means decibels

“dB(A)” means A-weighted decibels

“du/ac” means dwelling units per acre.

“EIR” means environmental impact report

“EPA” means Environmental Protection Agency

“EUC” means Eastern Urban Center

“FEMA” means Federal Emergency Management Agency

“FIRM” means Flood Insurance Rate Maps

“FSEIR” means Final Subsequent Environmental Impact Report

“GDP” means General Development Plan

“GDPA” means General Development Plan Amendment

“GMOC” means Growth Management Oversight Committee

“HCM” means Highway Capacity Manual

“HLIT” means Habitat Loss and Incidental Take

“HOA” means Homeowners Association

“LOS” means level of service

“MRZ” means Mineral Resource Zone

“MSCP” means Multiple Species Conservation Program.

“NOI” Notice of Intent

“NOP” means Notice of Preparation

“NOx” means nitrogen oxides

“NPDES” means National Pollutant Discharge Elimination System

“O₃” means ozone

“OTC” means Olympic Training Center

“PAD Fee” means Park Acquisition and Development Fee

“PC” means Planned Community

“PFDIF” means Public Facilities Development Impact Fee

“PFFP” means Public Facilities Financing Plan

“PM₁₀” means Particulate matter less than 10-microns in size

“ppm” means parts per million

“RAQS” means Regional Air Quality Standards

“RMP” means Resource Management Plan

“ROC” means Reactive Organic Compounds

“ROWs” means right-of-ways

“RTP” means Regional Transportation Plan

“RWQCB” means Regional Water Quality Control Boards

“SANDAG” means San Diego Association of Governments

“SCAQMD” means South Coast Air Quality Management District

“SDAB” means San Diego Air Basin

“SDAPCD” means San Diego Air Pollution Control District

“SDCWA” means San Diego County Water Authority

“SEIR” means Subsequent Environmental Impact Report

“SIP” means State Implementation Plan

“SOx” means sulfur oxides

“SPA” means Sectional Planning Area

“SR” means State Route

“SUSMP” means Standard Urban Stormwater Mitigation Plan

“SWPPP” means storm water pollution prevention plan

“SWRCB” means State Water Resources Control Board

“SZA” Select Zone Alignment

“TDM” means Transportation Demand Management

“TM” means Tentative Map

“TMDL” means Total Maximum Daily Load

“UBC” means Uniform Building Code

“USDA” means United States Department of Agriculture

“USGS” means United States Geological Survey

“USFWS” means U.S. Fish and Wildlife Service

“UST” means Underground Storage Tank

“VOCs” means volatile organic compounds.

“WCP” means Water Conservation Plan

“WDR” means Waste Discharge Requirements

“WTP” means Water Treatment Plant

III.

PROJECT DESCRIPTION

The *EastLake III Senior Housing* project presents a plan of development for the EastLake Company within the Vistas area of the EastLake III GDP area. The *EastLake III Senior Housing* project allows for a total of 494-unit senior housing project. The project will provide 25 -low and 25-moderate priced units offsite or pay in-lieu fee as established by the City Council in accordance with the EastLake III Supplemental Phase IV Affordable Housing Program. Other land uses designated by the *EastLake III Senior Housing* project include a 14,000 square foot, single-story recreational facility, which includes fitness and activity spaces, meeting rooms, spa and indoor pool. Outside recreational elements include an outdoor pool and spa, BBQ facility, multifunctional passive green spaces and a pedestrian paseo around the outer perimeter. The *EastLake III Senior Housing* project would require an EastLake III General Development Plan (GDP) Amendment to change 18.4 acre of “CT-Commercial Tourist” use to “Residential High (18-27+ du/ac)”.

The proposed amendments to the General Plan, and EastLake III GDP and SPA would allow for the development of an active seniors community. Additionally, the project will require a General Plan Amendment, EastLake III General Development Plan (GDP) Amendment, and EastLake III Sectional Planning Area (SPA) Amendment. The 494-unit senior housing project would consist of 13 buildings, each four stories tall over a subterranean parking structure. The project would also include a 14,000 square foot, single-story recreational facility, which includes fitness and activity spaces, meeting rooms, spa and indoor pool. Outside recreational elements include an outdoor pool and spa, BBQ facility, multifunctional passive green spaces and a pedestrian paseo around the outer perimeter. This senior housing community would be restricted to 55 and over, would be gated, and housing units would be “for sale.” The densities and unit numbers proposed would result in approximately 1,235 new residents (based on 2.5 people/dwelling unit).

DISCRETIONARY ACTIONS

The discretionary actions to be taken by the City Council of the City of Chula Vista (City) include the following:

- General Plan Amendment to change 18.4 acres of “Visitor Commercial” use to “Residential High”;
- EastLake III General Development Plan (GDP) Amendment to change 18.4 acre of “CT-Commercial Tourist” use to “Residential High (18-27+ du/ac)”;
- EastLake III Sectional Planning Area (SPA) Amendment to change 18.4 acres of “Commercial-Tourist” use to “VR-13, Multi-Family Seniors” and establish a new land

use district, “RMS, Multi-family Seniors > 15 du/acre”. Amendments to the SPA would also include amendments to the SPA’s AQIP and WCP to ensure consistency with the City’s AQIP and WCP Guidelines. Additionally, an EastLake III SPA’s Affordable Housing Program would be amended to meet the City’s affordable housing requirements;

- Tentative Map for the EastLake III Senior Housing Project.

In addition, this SEIR will be used by other responsible agencies to implement the proposed project. Actions required by other agencies are discussed in Section 3.6.2 of the SEIR.

The City of Chula Vista is the lead agency and has discretionary power of approval for all the actions pertaining to this project. The Final SEIR is intended to satisfy CEQA requirements for environmental review of those actions.

PROJECT GOALS AND OBJECTIVES

As specified in the Final SEIR, the objectives of this project include:

- Assure a high quality of development, consistent with City and Community goals and objectives, the Chula Vista General Plan and EastLake III General Development Plan.
- Create an economically viable plan that can be realistically implemented within current and projected economic conditions.
- Provide for orderly planning and long-range development of the project to ensure community compatibility.
- Establish the necessary framework for and identify financing mechanisms to facilitate adequate community facilities, such as transportation, water, flood control, sewage disposal, schools and parks and provide adequate assurance that approved development will provide the necessary infrastructure, when needed, to serve the future residents of EastLake III.
- Preserve open space and natural amenities.
- Establish a planning and development framework which will allow diverse land uses to exist in harmony within the community.

IV.

BACKGROUND

Development of the EastLake Planned Community has occurred in phases beginning with EastLake I, followed by EastLake II and then finally EastLake III (EastLake I and EastLake II were later combined so in effect there are currently two planning areas – EastLake II and EastLake III). The planning of each portion of the EastLake Planned Community began in 1982 and has occurred through several planning phases – starting with general parameters and culminating with specific guidelines. A GDP was prepared for each development phase within the EastLake community. A GDP provides a policy bridge between the Chula Vista General Plan and detailed project development planning provided in a SPA Plan. SPA Plans were then developed for each of the specific neighborhoods/development areas. SPA plans refine and implement the development concepts outlined in the GDPs. In general, the EastLake SPA plans define the land use mix, design criteria, primary circulation patterns, open space and recreation concepts and infrastructure requirements.

Environmental documentation pursuant to the California Environmental Quality Act (CEQA) has mirrored the tiered planning approach described above. Because of the size, complexity of issues and extended build-out time frame of the EastLake development, both the planning and environmental documentation associated with EastLake were tiered from the general to the specific. The first tier of planning and approvals included the EastLake Planned Community Master EIR (EIR #81-03) in February 1982. Subsequent EIRs have been prepared for GDP Amendments and SPA Plans within EastLake I, II and III, including the Final EIR for EastLake Greens SPA and EastLake Trails Pre-zone and Annexation (EIR #86-04) in 1989 and the Final EIR for the EastLake Greens and EastLake Trails Replanning Program (EIR #97-04) in 1998. The Final EIR for EastLake III, Olympic Training Center (OTC) (EIR #89-09) was prepared in October 1989 and included the SPA plan for the OTC. It also included the GDP for all of EastLake III as well as a proposal to annex EastLake II and the Trails (EastLake II) from the unincorporated area of San Diego County into the City of Chula Vista. The most recent environmental document prepared for the site is the Final Subsequent Environmental Impact Report for the EastLake III Woods and Vistas Replanning Program (FSEIR #01-01) dated June 2001 and addendum dated May 2001. This Subsequent EIR addressed the EastLake III GDP and SPA.

The proposed project is located in the Vistas community of the EastLake III SPA plan area. This analysis tiers from the June 2001 FSEIR #01-01 which in turn tiers off the original October 1989 Final EIR for EastLake III, Olympic Training Center, EastLake Trails Prezone and Annexation (hereinafter referred to as EIR #89-09). Therefore, this EIR is a Subsequent EIR to the June 2001 FSEIR (FSEIR #01-01). Under such tiering principals, the proposed GDP Amendment analysis is presented and should be reviewed at a subsequent, first-tier level of review. The SPA

Amendment analysis is presented and should be reviewed at a second-tier EIR level of review (project-level).

While a second-tier analysis can rely on a first-tier analysis, it has the obligation to discuss any changed circumstances or new information that might alter the first-tier analysis. Under principals of tiering, if a first-tier document found significant impacts, then the second-tier EIR must require the mitigation measures unless the analysis explains that the measures are not applicable or that other mitigation measures can replace the previous measures and similarly reduce the impacts to a level of insignificance. As such, each environmental analysis section in this SEIR identifies the avoidable and unavoidable significant environmental impacts previously identified in FSEIR #01-01 and EIR #89-09 and the required mitigation measures. This SEIR also evaluates whether the previously required mitigation measures pertaining to this portion of the SPA plan are still applicable, or whether there are other feasible mitigation measures that were not previously considered that might similarly reduce the stated impacts to less than significant. The Executive Summary and Mitigation, Monitoring and Reporting Program list all mitigation measures that apply to the proposed project from previous tiers of environmental review as well as new measures required by this analysis.

V.

RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth below, the administrative record of the City Council decision on the environmental analysis of this project shall consist of the following:

- The Notice of Preparation and all other public notices issued by the City in conjunction with the project;
- The Draft and Final SEIR for the project (EIR #05-02) including appendices and technical reports;
- All comments submitted by agencies or members of the public during the public comment period on the Draft SEIR;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the proposed project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's actions on the proposed project;

- All documents, comments, and correspondence submitted by members of the public and public agencies in connection with this project, in addition to comments on the SEIR for the project;
- All documents submitted to the City by other public agencies or members of the public in connection with the SEIR, up through the close of the public hearing;
- Minutes and verbatim transcripts of all workshops, the scoping meeting, other public meetings, and public hearings held by the City, or videotapes where transcripts are not available or adequate;
- Any documentary or other evidence submitted at workshops, public meetings, and public hearings for this project;
- All findings and resolutions adopted by City decision makers in connection with this project, and all documents cited or referred to therein; and
- Matters of common knowledge to the City, which the members of the City Council considered regarding this project, including federal, state, and local laws and regulations, and including but not limited to the following:
 - Chula Vista General Plan;
 - Relevant portions of the Zoning Code of the City;
 - EastLake General Development Plan (GDP);
 - EastLake III SPA Plan;
 - City of Chula Vista Multiple Species Conservation Act Subarea Plan;
 - EastLake III Woods and Vistas Replanning Program (FSEIR #01-01) Any other materials required to be in the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The custodian of the documents comprising the record of proceedings is Susan Bigelow, Clerk to the City Council, whose office is located at 276 Fourth Avenue, Chula Vista, California 91910.

The City Council has relied on all of the documents listed above in reaching its decision on the *EastLake III Senior Housing* project, even if every document was not formally presented to the City Council or City Staff as part of the City files generated in connection with the *EastLake III Senior Housing* project. Without exception, any documents set forth above but not found in the

project files fall into two categories. Many of them reflect prior planning or legislative decisions with which the City Council was aware in approving the *EastLake III SPA Plan* (see *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392 [142 Cal.Rptr. 873]; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6 [252 Cal. Rptr. 620]). Other documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City Council. For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to the adoption of the *EastLake III SPA Plan* (see Pub. Resources Code, section 21167.6, subd. (e)(10); *Browing-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal. App.3d 852, 866 [226 Cal.Rptr. 575]; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155 [39 Cal.Rptr.2d 54]).

VI.

FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects.” (Emphasis added.) The same statute states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects” (emphasis added). Section 21002 goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects.”

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required (see Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a)). For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR” (CEQA Guidelines, § 15091, subd. (a)(1)). The second permissible finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency” (CEQA Guidelines, § 15091, subd. (a)(2)). The third potential finding is that “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or

project alternatives identified in the final EIR” (CEQA Guidelines, § 15091, subd. (a)(3)). Public Resources Code section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” CEQA Guidelines section 15364 adds another factor: “legal” considerations (see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565 [276 Cal.Rptr. 410]).

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (see *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 [83 Cal.Rptr. 898]). “ ‘[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors” (*Ibid.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 [29 Cal.Rptr.2d 182]).

The CEQA Guidelines do not define the difference between “avoiding” a significant environmental effect and merely “substantially lessening” such an effect. The City must therefore glean the meaning of these terms from the other contexts in which the terms are used. Public Resources Code section 21081, on which CEQA Guidelines section 15091 is based, uses the term “mitigate” rather than “substantially lessen.” The CEQA Guidelines therefore equate “mitigating” with “substantially lessening.” Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects” (Pub. Resources Code, § 21002).

For purposes of these findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level. These interpretations appear to be mandated by the holding in *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 519-527 [147 Cal.Rptr. 842], in which the Court of Appeal held that an agency had satisfied its obligation to substantially lessen or avoid significant effects by adopting numerous mitigation measures, not all of which rendered the significant impacts in question less than significant.

Although CEQA Guidelines section 15091 requires only that approving agencies specify that a particular significant effect is “avoid[ed] or substantially lessen[ed],” these findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a less than significant level or has simply been substantially lessened but remains significant.

Moreover, although section 15091, read literally, does not require findings to address environmental effects that an EIR identifies as merely “potentially significant,” these findings will nevertheless fully account for all such effects identified in the Final SEIR (FSEIR).

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency (CEQA Guidelines, § 15091, subd. (a), (b)).

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or a feasible environmentally superior alternative, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s “benefits” rendered “acceptable” its “unavoidable adverse environmental effects” (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b)). The California Supreme Court has stated that, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced” (*Goleta, supra*, 52 Cal.3d 553, 576).

VII.

LEGAL EFFECTS OF FINDINGS

To the extent that these findings conclude that proposed mitigation measures outlined in the SEIR are feasible and have not been modified, superseded or withdrawn, the City (or “decision makers”) hereby binds itself and any other responsible parties, including the applicant and its successors in interest (hereinafter referred to as “Applicant”), to implement those measures. These findings, in other words, are not merely informational or hortatory, but constitute a binding set of obligations that will come into effect when the City adopts the resolution(s) approving the project.

The adopted mitigation measures are express conditions of approval. Other requirements are referenced in the mitigation monitoring reporting program adopted concurrently with these findings and will be effectuated through the process of implementing the project.

The mitigation measures are referenced in the mitigation monitoring and reporting program adopted concurrently with these findings, and will be effectuated both through the process of

implementing the EastLake GDP and through the process of constructing and implementing the *EastLake III Senior Housing Project*.

VIII.

MITIGATION MONITORING PROGRAM

As required by Public Resources Code section 21081.6, subd. (a)(1), the City, in adopting these findings, also concurrently adopts a mitigation monitoring and reporting program (MMRP) as prepared by the environmental consultant under the direction of the City. The program is designed to ensure that during project implementation, the applicant and any other responsible parties comply with the feasible mitigation measures identified below. The program is described in the document entitled *EastLake III Senior Housing Project Mitigation Monitoring Reporting Program*. The City will use the MMRP to track compliance with project mitigation measures. The MMRP will be available for public review during the compliance period.

The monitoring program is dynamic in that it will undergo changes as additional mitigation measures are identified and additional conditions of approval are placed on the project throughout the project approval process. The monitoring program will serve as a dual purpose of verifying completion of the mitigation measures for the proposed project and generating information on the effectiveness of the mitigation measures to guide future decisions. The program includes monitoring team qualifications, specific monitoring activities, a reporting system, and criteria for evaluating the success of the mitigation measures.

IX.

SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The Final SEIR identified a number of direct and indirect significant environmental effects (or “impacts”) that the project will cause. Some of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Others cannot be fully mitigated or avoided by the adoption of feasible mitigation measures or feasible environmentally superior alternatives. However, these effects are outweighed by overriding considerations set forth in Section XII below. This Section (IX) presents in greater detail the City Council’s findings with respect to the environmental effects of the project.

The project will result in significant environmental changes with regard to the following issues: land use; landform alteration/aesthetics; geology/soils; water quality/hydrology; traffic/circulation; air quality; noise; public services and utilities; biological resources and paleontological resources. These significant environmental changes or impacts are discussed in Final EIR 05-02 in Table 1-1 on pages 1-10 through 1-30 and in Chapter 5, Environmental

Impact Analysis, pages 5.1-1 through 5.10-4. No significant effects were identified for mineral resources, biological resources (for main project site), cultural resources, hazards/risk of upset, mineral resources, population/housing. The proposed project will result in unmitigable changes to landform alteration/aesthetics (cumulative), traffic/circulation (cumulative) and air quality (cumulative).

Land Use/Planning

Impacts related to land use and planning issues including incompatibility with the surrounding community and inconsistencies with plans and policies adopted for purposes of avoiding an environmental impact would not occur.

Landform Alteration/Aesthetics

The proposed project would not have a significant impact on visual resources or aesthetics. However, in FSEIR #01-01, significant unmitigable impacts to visual quality were identified as a result of landform alteration. Because this document is tiered from FSEIR #01-01, this impact must therefore be carried forward. This project would have an incremental contribution to the cumulative impact identified in FSEIR #01-01. In addition, the proposed project will result in significant direct impacts associated with the increase in light and glare from the new development area.

Geology/Soils

Impacts associated with slope instability would potentially be significant. Erosion during construction, although short-term in nature, could be significant without erosion control measures. Structures will be located over underground parking. Potentially significant impacts to foundations and structures could occur if expansive soils are encountered. Potential impacts resulting from other geological hazards such as seismic activity may also occur.

Water Quality/Hydrology

Project implementation will introduce landscaping, impermeable surfaces and urban activities to an area that is currently unoccupied by urban uses. Further, new pollutant sources, such as automobiles and household products would also be introduced into the area. Drainage of runoff would be a concern particularly due to the project's location adjacent to Lower Otay Reservoir.

Traffic/Circulation

The level of service at the project driveway and Olympic Parkway will degrade to F as a result of the project from vehicles entering and exiting the project, which would be a significant direct

impact of the proposed project. The potential conflict between construction-related traffic and vehicular, pedestrian and bicycle traffic on Wueste Road and the adjacent trail would be a significant direct impact of the optional construction access road. In FSEIR #01-01, significant unmitigable impacts to traffic and circulation patterns were determined for 2005, 2010, 2015, 2020 and build-out conditions. Impacts to freeway operations were also identified as significant. This impact from FSEIR #01-01 must therefore be carried forward. Because the proposed project is part of the buildout of the overall EastLake III community, a significant cumulative unmitigable traffic impact was identified for buildout of the community, and the proposed project would result in an incremental contribution to the traffic from buildout of the community, therefore a significant cumulative unmitigated traffic impact would occur.

Air Quality

During construction, ROC emissions would exceed the daily standard. This impact is considered significant. Although construction-related emissions would not surpass PM10 thresholds, the project will generate nuisance dust and fine particulate matter. In FSEIR #01-01, significant unmitigable impacts to air quality were documented as a result of nonconformance with regional air quality plans and overall project (entire EastLake III development) impacts on regional air quality. This impact identified in FSEIR #01-01 must therefore be carried forward. While the proposed project would generate less than half of the projected traffic for the site under the existing land use designation, it would still contribute incrementally to overall cumulative vehicular emissions generated by buildout of the area.

Noise

The project will result in potential exposure to interior noise levels greater than the City's allowable limit of 45 dB CNEL would be considered significant. Further, the project will result in potential exposure of future residents to exterior noise levels (from patio and balcony areas) greater than the City's allowable limit of 65 dB CNEL which would be considered significant.

Public Services/Utilities

The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental contribution of solid waste, and demand on water and sewer service, parks, fire, police, emergency services, libraries and schools would be significant. Safety issues for recreational trail users directly exposed to crossing construction traffic due to the optional temporary construction access road are considered significant. Potential indirect impacts to lands intended for conservation adjacent to the project site (associated with Otay Valley Regional Park) are considered significant.

Biological Resources

Potential indirect impacts to lands intended for conservation adjacent to the project site (associated with Otay Valley Regional Park) are considered significant. Potential direct impacts to narrow endemic plant species that may occur within the optional off-site trail and optional construction access road are considered significant. The project could potentially be inconsistent with the HLIT Ordinance which would constitute a significant impact.

Paleontological Resources

Impacts to previously undisturbed soils as a result of column borings would result in a significant impact.

DETAILED ISSUES DISCUSSION

Land Use/Planning

Thresholds of Significance:

Threshold 1: Would the project physically divide an established community?

Threshold 2: Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Threshold 3: Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Impact: None Identified. Impacts related to traffic and biological resources are discussed in those relevant EIR sections and not in land use and planning.

Explanation:

N/A

Mitigation Measures:

Mitigation for the potential temporary conflict between the construction access road, Wueste Road and the pedestrian trail is provided in under Traffic and Circulation. Mitigation for potential trail and construction road incompatibilities with the City's MSCP Subarea Plan are included under biological resources.

Finding:

Implementation of mitigation measures in Section 5.5, Traffic Circulation and Section 5.9 Biological Resources would reduce significant impacts to a level below significance.

Landform Alteration/Aesthetics

Thresholds of Significance:

Threshold 1: Would the project have a substantial adverse effect on a scenic vista?

Threshold 2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Threshold 3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Threshold 4: Creates a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The project would introduce a new source of light and glare which would be potentially significant.

Explanation:

The proposed project would introduce a new source of light and glare into the local community. However, this site has previously been planned for development. The difference in night lighting as compared to the Commercial-Tourist use would not be a substantial change. Therefore, there would be no direct impact with regard to substantial light and glare. In order to assure that indirect lighting affects on neighboring uses is minimized, a lighting plan will be required as part of design review to mitigate this potential impact.

Mitigation Measures:

5.2-a Prior to approval of the Tentative Parcel map, the applicant shall submit a lighting plan as a part of the Design Review application for the project. The lighting plan shall demonstrate that project lighting is shielded from surrounding properties and that only the minimum amount of lighting required for safety purposes is provided to avoid adverse

effects on surrounding areas. In general, lighting fixtures shall be shielded downward and away from adjacent residential land uses, MSCP Preserve areas and Lower Otay Reservoir.

Finding:

As identified in Section 5.0, Subchapter 5.2 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Impact: Initial site grading (as analyzed by FSEIR #01-01) would result in significant visual and landform alteration impacts.

Initial site grading caused significant visual changes to the EastLake area.

Explanation:

In FSEIR #01-01, significant unmitigable impacts to visual quality were identified as a result of landform alteration. This impact must therefore be carried forward. This project would have an incremental contribution to the cumulative impact identified in FSEIR #01-01.

Mitigation Measures:

None

Finding:

Pursuant to Sections 15043 and 15093 of the State CEQA Guidelines, specific economic, social or other considerations were made at the time initial site grading occurred and a Statement of Overriding Considerations was adopted.

Geology/Soils

Thresholds of Significance:

Threshold 1: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

- a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or

based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- b) Strong seismic ground shaking?
- c) Seismic-related ground failure, including liquefaction?
- d) Landslides?

Threshold 2: Would the project result in substantial soil erosion or the loss of topsoil?

Threshold 3: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Threshold 4: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Threshold 5: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Impact: Exposure of people or structures to substantial hazards as a result of landslides.

Impacts associated with slope instability would potentially be significant for the proposed project and optional construction road. The optional pedestrian trail would not result in potential landside hazards due to minimal surface disturbance.

Explanation:

Slope instability could occur as a result of steep fill slopes generated during recompaction of the existing pad and/or optional construction road. Soil saturation from over watering landscaping, natural precipitation, and run-on from adjacent sites would also contribute to slope instability. Slope instability could lead to localized landslides. Impacts related to slope instability would be considered potentially significant.

Mitigation Measures:

5.3-a Prior to approval of grading plans, the following conditions are required to be on the plans. The proposed project's grading plans shall demonstrate compliance with remediation recommendations in the June 10, 2005 Geotechnical Investigation for the project prepared by Geotechnics Incorporated, including but not limited to:

- a) Upper soil layers shall be removed to a depth of two to three feet during initial construction periods and replaced with competent compacted fill.
- b) Replacement of native soils with compacted fill shall be required to eliminate the potential for liquefaction.
- c) Any areas subjected to new fill or structural loads shall be prepared with compacted fill.

Finding:

As identified in Section 5.0, Subchapter 5.3 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Impact: Project would result in substantial soil erosion or loss of topsoil.

Erosion during construction, although short-term in nature, could be significant without erosion control measures.

Explanation:

The potential for erosion would increase during construction as a result of vehicles and heavy equipment accelerating the erosion process. Additionally, wind erosion could occur on bare soils or where vehicles and equipment cause dust. While these impacts would be considered short-term in nature, they would be significant due to the potential to result in substantial soil erosion or loss of topsoil.

Mitigation Measures:

- 5.3-b Prior to approval of grading plans, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the project that identifies specific Best Management Practices (BMPs) to minimize erosion and control sedimentation. A copy of the SWPPP will be kept onsite and issued to all supervisory staff working on the project. Project activities resulting in excess erosion shall be halted and BMPs adjusted to ensure off-site sedimentation is avoided.
- 5.4-f Prior to the approval of a grading permit, the Applicant shall verify that runoff diversion facilities (e.g., inlet pipes and brow ditches) have been used to preclude runoff flow down graded slopes. Drainage terraces for slopes in excess of 40 feet in vertical height

shall only be required for stabilization purposes. Slopes in excess of 40 feet in height may not require terraces provided that slope-specific analysis demonstrates that such measures are not needed in order to achieve the intent of the City's grading ordinance. Energy-dissipating structures (e.g., detention ponds, riprap, or drop structures) shall be used at storm drain outlets, drainage crossings, and/or downstream of all culverts, pipe outlets, and brow ditches to reduce velocity and prevent erosion. The applicant shall demonstrate compliance in grading plans prior to issuance of a grading permit.

Prior to issuance of the grading permit for any site in the drainage area, the Applicant shall demonstrate that the proposed detention facilities would reduce 50-year post-development peak flows to equal to or less than pre-development conditions. The proposed onsite detention facilities shall be designed to ensure that there is no increase in downstream (i.e., south of Olympic Parkway) velocities in Salt Creek. For areas with the greatest potential for groundwater seepage, impacts could be reduced to a less than significant level through installation of subsurface drains as determined by the Soils Engineer and approved by the City Engineer. Implementation of these measures is the responsibility of the applicant.

Prior to the start of grading activities, the brow ditch located at the base of the slope between the Lower Otay Reservoir and the project site shall be inspected and sediment that could cause runoff to breach the ditch shall be removed. The brow ditch shall be inspected after each 0.5 inch.

Finding:

As identified in Section 5.0, Subchapter 5.3 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Impact: Project may be located on expansive soils, as defined in Table 18-1-B of the Uniform Building code (1994).

Structures will be located over underground parking. Potentially significant impacts to foundations and structures could occur if expansive soils are encountered.

Explanation:

Soil samples taken at various depths indicated that soils onsite have very low to low expansion potential. During initial site preparation and compaction, alluvial material from nearby canyon formations was utilized at the interior/base of the site. Alluvial material is generally expansive,

therefore during subterranean parking structure excavation, expansive soils could be exposed. Potential exposure to expansive soils would result in a potentially significant impact.

Mitigation Measures:

- 5.3-a Prior to approval of grading plans, the following conditions are required to be on the plans. The proposed project's grading plans shall demonstrate compliance with remediation recommendations in the June 10, 2005 Geotechnical Investigation for the project prepared by Geotechnics Incorporated, including but not limited to:
- a) Upper soil layers shall be removed to a depth of two to three feet during initial construction periods and replaced with competent compacted fill.
 - b) Replacement of native soils with compacted fill shall be required to eliminate the potential for liquefaction.
 - c) Any areas subjected to new fill or structural loads shall be prepared with compacted fill.

Finding:

As identified in Section 5.0, Subchapter 5.3 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Impact: Potential impacts resulting from other geological hazards such as seismic activity would occur.

Potential impacts resulting from other geological hazards such as seismic activity would be significant.

Explanation:

Ground shaking could occur as a result of a seismic activity on a nearby active fault. Risk associated with seismic ground shaking could potentially be significant. However, conformance to standard practices of the Association of Structural Engineers of California and compliance the Title 24 of the California code of Regulations and the Uniform Building Code, would reduce impacts from ground motion.

Mitigation Measures:

- 5.3-a Prior to approval of grading plans, the following conditions are required to be on the plans. The proposed project's grading plans shall demonstrate compliance with remediation recommendations in the June 10, 2005 Geotechnical Investigation for the project prepared by Geotechnics Incorporated, including but not limited to:
- a) Upper soil layers shall be removed to a depth of two to three feet during initial construction periods and replaced with competent compacted fill.
 - b) Replacement of native soils with compacted fill shall be required to eliminate the potential for liquefaction.
 - c) Any areas subjected to new fill or structural loads shall be prepared with compacted fill.

Finding:

As identified in Section 5.0, Subchapter 5.3 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Hydrology/Water Quality

Thresholds of Significance:

- Threshold 1: Would the project violate any water quality standards or waste discharge requirements?
- Threshold 2: Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- Threshold 3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- Threshold 4: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- Threshold 5: Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff?
- Threshold 6: Would the project otherwise substantially degrade water quality?
- Threshold 7: Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- Threshold 8: Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- Threshold 9: Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- Threshold 10: Would the project be exposed to inundation by seiche, tsunami or mudflow?

Impact: The project would result in significant water quality impacts resulting from construction and operational activities.

Explanation:

Construction of the proposed project has the potential to impact surface water quality due to increased runoff and sediment transport from the site. Short-term water quality impacts may occur to nearby water resources, including storm drains, from sediment-laden runoff from project areas. Runoff from the parking lot, sidewalks, and landscaping could carry pollutants such as bacteria, oil and grease, sediment, nutrients and heavy metals to the City’s storm drain system.

Mitigation Measures:

- 5.4-a Prior to approval of a grading permit the Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) NPDES General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. In accordance with said Permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be developed and implemented concurrent with the commencement of grading activities. The SWPPP shall specify both construction and post-construction structural and non-

structural pollution prevention measures. The SWPPP shall also address operation and maintenance of post-construction pollution prevention measures, including short-term and long-term funding sources and the party or parties that will be responsible for the implementation of said measures.

A complete and accurate Notice-of-Intent (NOI) shall be filed with the SWRCB. A copy of the acknowledgement from the SWRCB that a NOI has been received for this project shall be filed with the City of Chula Vista when received. Further, a copy of the completed NOI from the SWRCB showing the Permit Number for this project shall be filed with the City of Chula Vista when received.

- 5.4-b Prior to approval of grading and construction plans, the Applicant shall demonstrate to the satisfaction of the City Engineer compliance with all of the applicable provisions of the Municipal Code and the City of Chula Vista SUSMP. The Applicant shall incorporate into the project planning and design an effective combination of site design, source control, and treatment control post-construction BMPs and provide all necessary studies and reports demonstrating compliance with the applicable regulations and standards. Post-construction BMPs shall be identified and implemented as to abate identified pollutants of concern to the maximum extent practicable standard described in the City of Chula Vista SUSMP.
- 5.4-c Prior to issuance of a grading permit for any area of the project (including offsite areas) draining towards the Lower Otay Reservoir, the applicant shall:
- 1) Obtain the approval of the City of Chula Vista and all other applicable agencies for any proposed structural drainage runoff detention and/or diversion facilities within the Otay Lakes Watershed.
 - 2) Obtain the approval of the City of Chula Vista and all other applicable agencies of all operational and maintenance agreements associated with any proposed structural drainage runoff detention and/or diversion facilities within the Otay Lakes Watershed.
- 5.4-d Prior to approval of the grading plan, the Applicant shall verify that surface drainage has been designed to collect and discharge runoff into natural stream channels or drainage structures. In order to avoid indirect impacts to the Lower Otay Reservoir, fertilizers, herbicides, and pesticides shall not be applied to the manufactured slopes along the northern property of the property. Potable water shall be used for irrigation. All drainage systems shall be designed in accordance with the City's Engineering Standards and to the City of San Diego's Source Water Protection Guidelines for New Developments (2004).

5.4-e The applicant shall design surface and subsurface drainage to preclude ponding outside of designated areas, as well as flow down slopes or over disturbed areas.

5.4-f Prior to the approval of a grading permit, the Applicant shall verify that runoff diversion facilities (e.g., inlet pipes and brow ditches) have been used to preclude runoff flow down graded slopes. Drainage terraces for slopes in excess of 40 feet in vertical height shall only be required for stabilization purposes. Slopes in excess of 40 feet in height may not require terraces provided that slope-specific analysis demonstrates that such measures are not needed in order to achieve the intent of the City's grading ordinance. Energy-dissipating structures (e.g., detention ponds, riprap, or drop structures) shall be used at storm drain outlets, drainage crossings, and/or downstream of all culverts, pipe outlets, and brow ditches to reduce velocity and prevent erosion. The applicant shall demonstrate compliance in grading plans prior to issuance of a grading permit.

Prior to issuance of the grading permit for any site in the drainage area, the Applicant shall demonstrate that the proposed detention facilities would reduce 50-year post-development peak flows to equal to or less than pre-development conditions. The proposed onsite detention facilities shall be designed to ensure that there is no increase in downstream (i.e., south of Olympic Parkway) velocities in Salt Creek. For areas with the greatest potential for groundwater seepage, impacts could be reduced to a less than significant level through installation of subsurface drains as determined by the Soils Engineer and approved by the City Engineer. Implementation of these measures is the responsibility of the applicant.

Prior to the start of grading activities, the brow ditch located at the base of the slope between the Lower Otay Reservoir and the project site shall be inspected and sediment that could cause runoff to breach the ditch shall be removed. The brow ditch shall be inspected after each 0.5 inch.

5.4-g Prior to approval of the final map, and/or building permits (as determined by the City Engineer), the Applicant shall submit a maintenance program for the proposed post-construction BMPs and all private drainage facilities within common development areas to the satisfaction of the City Engineer. The maintenance program shall include, but not be limited to: **(1)** a manual describing the maintenance activities of said facilities, **(2)** an estimate of the cost of such maintenance activities, and **(3)** a funding mechanism for financing the maintenance program. In addition, the Developer shall enter into a Maintenance Agreement with the City to ensure the maintenance and operation of said facilities.

- 5.4-h Regular maintenance of the Greenbelt and Community trails shall be the responsibility of the Eastlake III HOA, depending on designation, to minimize the potential for erosion into Lower Otay Reservoir. Prior to the approval of the TM, the applicant shall submit a Landscape Responsibility map to identify funding for all areas within the project.
- 5.4-i The following urban runoff control measures shall be shown as notes on the Tentative Map. These measures shall be made a condition of the Tentative Map and shall be implemented on the final grading and improvement plans. Implementation of these measures is the responsibility of the applicant.
- 1) Per the Clean Water Act, BMPs to control pollutants and sediment from entering storm water runoff are required for the project area. Source control BMPs via landscaping of all slopes and street rights-of-way shall be provided to prevent erosion. Any other applicable source control or BMPs which may be implemented on a city-wide basis in conjunction with the City's Municipal NPDES permit shall be incorporated into the specific plan. The size, capacity, and location of any other pollution control devices which would be used to capture urban pollutants onsite will be determined as part of the project-specific drainage studies prior to the approval of future subdivision maps.
 - 2) The City's Department of Planning and Building shall verify that the mitigation measures are conditions for the approval of the tentative map and that they are implemented on the grading plans for the project.
- 5.4-j Prior to the issuance of any building permit, the applicant shall demonstrate to the satisfaction of the Director of Planning and Building that hazardous materials shall not be stored along the eastern edge of the site. All hazardous materials shall be stored within secondary containment capable of holding 150 percent of the largest container. Hazardous materials shall be stored in a secure area that can be locked during non-working hours. This will help prevent any unintended hazardous material spills which could impact quality of runoff water from the site.
- 5.4-k Silt fence or a similar approved sediment barrier shall be installed along the eastern perimeter of the project site, or as directed by a qualified erosion control specialist, to prevent sediment transport into the Lower Otay Reservoir. Spoil stockpiles shall be stored at least 20 feet from the perimeter of the site. A qualified monitor shall inspect all erosion and sediment control devices onsite prior to anticipated storm events, during extended storm events, and after each storm event to ensure that the structures are functioning properly. Inspection logs shall be kept onsite and submitted to the City upon request.

Finding:

As identified in Section 5.0, Subchapter 5.4 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Traffic/Circulation

Thresholds of Significance:

Traffic impacts are defined as either project specific impacts or cumulative impacts. Project specific impacts are those impacts for which the addition of project trips results in an identifiable degradation in level of service on freeway segments, roadway segments, or intersections, triggering the need for specific project-related improvement strategies. Cumulative impacts are those in which the project trips contribute to a poor level of service, at a nominal level.

Study horizon year describes a future period of time that corresponds to SANDAG’s traffic model years, and are meant to synchronize study impacts to be in line with typical study years of 2005, 2010, 2015 and 2030.

The measure of effectiveness for intersection operations is Level of Service (LOS). In the 2000 Highway Capacity Manual (HCM), LOS for signalized intersections is defined in terms of delay. The LOS analysis results in seconds of delay expressed in terms of letters A through F. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

For signalized intersections, LOS criteria are stated in terms of average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement. Table 5.5-4, Level of Service Thresholds for Signalized and Unsignalized Intersections, depicts the LOS criteria for both signalized and unsignalized intersections.

Level of Service Thresholds for Signalized and Unsignalized Intersections

LOS	Signalized Intersections	Unsignalized Intersections	
	Average Control Delay per Vehicle (Seconds/Vehicle)	Average Control Delay per Vehicle (Seconds/Vehicle)	Expected Delay to Minor Street Traffic
A	0.0 ≤ 10.0	0.0 ≤ 10.0	Little or no delay
B	10.1 to 20.0	10.1 to 15.0	Short traffic delays
C	20.1 to 35.0	15.1 to 25.0	Average traffic delays
D	35.1 to 55.0	25.1 to 35.0	Long traffic delays
E	55.1 to 80.0	35.1 to 50.0	Very long traffic delays
F	≥ 80.0	≥ 50.0	Severe congestion

Criteria for determining whether the project results in either project specific or cumulative impacts on freeway segments, roadway segments, or intersections are as follows:

Short-Term (Study Horizon Year 0 to 4)

For purposes of the short-term analysis roadway sections may be defined as either links or segments. A link is typically that section of roadway between two adjacent Circulation Element intersections, and a segment is defined as that combination of contiguous links used in the Growth Management Plan Traffic Monitoring Program. Analysis of roadway links under short-term conditions may require a more detailed analysis using the Growth Management Oversight Committee (GMOC) methodology if the typical planning analysis using volume to capacity ratios on an individual link indicates a potential impact to that link. The GMOC analysis uses the Highway Capacity Manual (HCM) methodology of average travel speed based on actual measurements on the segments as listed in the Growth Management Plan Traffic Monitoring Program.

Intersections

- a) Project specific impact if both the following criteria are met:
 - i. Level of service if LOS E or LOS F.
 - ii. Project trips comprise 5% or more of entering volume.
- b) Cumulative impact if only (i) is met.

Street Links/Segments

If the planning analysis using the volume to capacity ratio indicated LOS C or better, there is no impact. If the planning analysis indicates LOS D, E or F, the GMOC method should be utilized. The following criteria would then be utilized:

- a) Project specific impact if all the following criteria are met:
 - i. Level of service is LOS D for more than 2 hours or LOS E/F for 1 hour
 - ii. Project trips comprise 5% or more of segment volume.
 - iii. Project adds greater than 800 ADT to the segment.
- b) Cumulative impact if only (i) is met.

Freeways

- a) Project specific impact if all the following criteria are met:
 - i. Freeway segment LOS is LOS E or LOS F
 - ii. Project comprises 5% or more of the total forecasted ADT on that freeway segment.
- b) Cumulative impact if only (i) is met.

Long-term (Study Horizon Year 5 and Later)

Intersections

- a) Project specific impact if all the following criteria are met:
 - i. Level of service is LOS E or LOS F.
 - ii. Project trips comprise 5% or more of entering volume.
- b) Cumulative impact if only (i) is met.

Street Links/Segments

Use the planning analysis using the volume to capacity ratio methodology only. The GMOC analysis methodology is not applicable beyond a four-year horizon.

- a) Project specific impact if all the following criteria are met:
 - i. Level of service is LOS D, LOS E or LOS F.
 - ii. Project trips comprise 5% or more of total segment volume.
 - iii. Project adds greater than 800 ADT to the segment.
- b) Cumulative impact if only (i) is met. However, if the intersections along a LOS D or LOS E segment all operate at LOS D or better, the segment impact is considered not significant since intersection analysis is more indicative of actual roadway system operations than street segment analysis. If segment Level of Service is LOS F, impact is significant regardless of intersection LOS.

- c) Notwithstanding the foregoing, if the impact identified in paragraph a. above occurs at study horizon year 10 or later, and is offsite and not adjacent to the project, the impact is considered cumulative. Study year 10 may be that typical SANDAG model year which is between 8 and 13 years in the future. In this case of a traffic study being performed in the period of 2003 to 2004, because the typical model will only evaluate traffic at years divisible by 5 (i.e. 2005, 2010, 2015 and 2020). Year 2010 is only 5 years in the future. Since the model year is less than 7 years in the future, study horizon year 10 (Year 2015) is 11 years in the future.
- d) In the event a direct identified project specific impact in paragraph a. above occurs at study horizon year 5 or earlier and the impact is offsite and not adjacent to this project, but the property immediately adjacent to the identified project specific impact is also proposed to be developed in approximately the same time frame, an additional analysis may be required to determine whether or not the identified project specific impact would still occur if the development of the adjacent property does not take place. If the additional analysis concludes that the identified project specific impact is no longer a direct impact, then the impact shall be considered cumulative.

Freeway Analysis

- a) Project specific impact if all the following criteria are met:
 - i. Freeway segment LOS is LOS E or LOS F
 - ii. Project comprises 5% or more of the total forecasted ADT on that freeway segment.
- b) Cumulative impact if only (i) is met.

Impact: The project would result in unacceptable service levels at an intersection.

The level of service at the project driveway and Olympic Parkway will degrade to an unacceptable level of service.

Explanation:

The level of service at the project driveway and Olympic Parkway will degrade to F as a result of the project from vehicles entering and exiting the project, which would be a significant direct impact of the proposed project.

Mitigation Measures:

5.5-a Prior to approval of the grading plan, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal including interconnect wiring, mast arms, signal heads and associated equipment, underground improvements, standards and luminaires at the Olympic Parkway/Project Driveway intersection. The design of the signal shall be to the satisfaction of the City Engineer and conform to City standards. The applicant shall provide the following intersection geometry:

Westbound: One left-turn lane (with 100 feet of storage) and two through lanes

Southbound: None

Northbound: One left-turn lane and one right-turn lane (With a storage length of 75 feet in each)

Eastbound: One shared through/right lane and one through lane.

A signal shall be installed at the project driveway and two outbound (northbound) lanes, one left-turn and one right-turn lane, and two inbound (southbound) lanes be provided.

5.5-b Prior to approval of building permits, the median opening on Olympic Parkway further shall be relocated west from its current location to accommodate the proposed project driveway.

5.5-c Prior to approval of building permits, a “No U Turn” sign for eastbound traffic on Olympic Parkway at the Olympic Parkway/Wueste Road intersection shall be installed.

Finding:

As identified in Section 5.0, Subchapter 5.3 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Impact: Optional construction road would result in potential hazards to pedestrians and Wueste Road traffic.

The potential conflict between construction-related traffic and vehicular, pedestrian and bicycle traffic on Wueste Road and the adjacent trail would also be a significant direct impact of the optional construction access road.

Explanation:

It is estimated that approximately 25 percent of construction related traffic would access the project site through this access point once the first four buildings are constructed along Olympic Parkway. This optional construction access road would help alleviate construction-related traffic along Olympic Parkway and construction-related traffic interaction with onsite residents. Construction traffic would be minimal and sporadic in nature therefore LOS conditions on Wueste Road would not be significantly impacted. However, traffic safety issues may result as the temporary road outlets into a sharp curve in Wueste Road and would cross an existing bicycle and pedestrian trail.

Mitigation Measures:

5.5-d Prior to approval of the grading permit for the temporary construction access road, a Traffic Control Plan shall be prepared to the satisfaction of the City Engineer for the Wueste Road/access road intersection. The Traffic Control Plan shall be implemented for the duration of the use of the temporary access road. The Traffic Control Plan shall address methods to avoid conflicts between vehicles on Wueste Road/pedestrians and bicyclists on the trail adjacent to Wueste Road and construction vehicles entering and exiting the site.

Finding:

As identified in Section 5.0, Subchapter 5.3 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Impact: Initial site preparation and programmatic environmental analysis of the larger EastLake community resulted in significant traffic impacts.

Original programmatic traffic analysis determined that the larger EastLake area, of which this project is a component, would result in significant impacts.

Explanation:

In FSEIR #01-01, significant unmitigable impacts to traffic and circulation patterns were determined for 2005, 2010, 2015, 2020 and build-out conditions. Impacts to freeway operations were also identified as significant. Because this environmental document is tiered off FSEIR #01-01, this significant, unmitigable impact must be carried forward as the project would contribute an incremental amount to these traffic impacts. A traffic impact was identified for

buildout of the community, and the proposed project would result in an incremental contribution to the traffic from buildout of the community, therefore a significant cumulative unmitigated traffic impact would occur.

Mitigation Measures:

Specific mitigation measures were identified in FSEIR #01-01 to reduce potential significant impacts, however cumulative impacts would be unmitigable.

Finding:

Pursuant to Sections 15043 and 15093 of the State CEQA Guidelines, specific economic social and other considerations warranted adoption of the previous EIR. While mitigation measures 5.5-a – 5.5-c are feasible and will be completed to handle the local circulation issues, these improvements will not lessen the cumulative impact of the regional development of eastern Chula Vista to level below significant. Adoption of a Statement of Overriding Considerations will be required should the decision makers choose to approve the proposed project.

Air Quality

Significance Thresholds:

- Threshold 1: Would the project conflict with or obstruct the implementation of the applicable air quality plan?
- Threshold 2: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- Threshold 3: Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- Threshold 4: Would the project expose sensitive receptors to substantial pollutant concentrations?
- Threshold 5: Would the project create objectionable odors affecting a substantial number of people?

Impact: Expose people or sensitive receptors to significant pollutant concentrations.

During construction, Reactive Organic Compounds (ROC) emissions would exceed the daily standard.

Explanation:

Many interior and outdoor painting supplies contain high levels of volatile organic compounds (VOCs), which are a type of ROCs, to help them dry faster. VOCs emit smog-forming chemicals into the air that are a major contributor to ground-level ozone pollution. Maximum construction-generated ROC emissions of 360.27 pounds per day are anticipated to be associated with project construction in 2008 (time period when painting of buildings and interiors would occur) and would exceed the ROC threshold of 137 pounds per day. The exceedance of the daily ROC standard is considered significant as this would result in the release of a substantial concentration of pollutants.

Mitigation Measures:

5.6-a To the maximum extent feasible, the project developer shall use zero-Volatile Organic Compounds (VOC)-content architectural coatings during project construction/application of paints and other architectural coatings to reduce ozone precursors. If zero-VOC paint cannot be utilized, the developer shall avoid to the maximum extent feasible, application of architectural coatings during the peak smog season: July, August, and September.

Finding:

As identified in Section 5.0, Subchapter 5.3 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Impact: The project violates an air quality standard or contributes substantially to an existing or projected air quality violation

Although construction-related emissions would not surpass PM10 thresholds, the project will generate nuisance dust and fine particulate matter.

Explanation:

Although construction-related emissions would not surpass PM10 thresholds, the project will generate nuisance dust and fine particulate matter. Dust and particulate matter must remain

below an 100 pounds per day threshold. In the year 2006, the project would generate approximately 26.11 pounds per day which is well within the allowable limit. Further, in 2007, the project would result in 5.67 pounds per day and in 2008 it would be 7.33 pounds per day. While this would not constitute a significant impact, mitigation has been included.

Mitigation Measures:

- 5.6-b Prior to approval of any grading permit, the following measures shall be placed as notes on all grading plans and implemented during grading to reduce dust and exhaust emissions (PM10) and ozone precursors (ROC and NOx):
- a) Minimize simultaneous operation of multiple construction equipment units
 - b) Use low pollutant-emitting equipment
 - c) Use catalytic reduction for gasoline-powered equipment
 - d) Use injection timing retard for diesel-powered equipment
 - e) Water the grading areas a minimum of twice daily to minimize fugitive dust
 - f) Stabilize graded areas as quickly as possible to minimize fugitive dust
 - g) Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry
 - h) Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads
 - i) Remove any visible track-out into traveled public streets within 30 minutes of occurrence
 - j) Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred
 - k) Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads
 - l) Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling

- m) Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph
- n) Cover/ water onsite stockpiles of excavated material; and
- o) Enforce a 20 mile-per-hour speed limit on unpaved surfaces.

Finding:

As identified in Section 5.0, Subchapter 5.6 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Impact: The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment

The project would contribute to regional, cumulative air quality violations as a component of EastLake communities buildout.

Explanation:

In FSEIR #01-01, significant unmitigable impacts to air quality were documented as a result of nonconformance with regional air quality plans and overall project (entire EastLake III development) impacts on regional air quality. This impact identified in FSEIR #01-01 must therefore be carried forward. While the proposed project would generate less than half of the projected traffic for the site under the existing land use designation, it would still contribute incrementally to overall cumulative vehicular emissions generated by buildout of the area.

Mitigation Measures:

No feasible measure are available to mitigate this impact.

Finding:

Pursuant to Sections 15043 and 15093 of the State CEQA Guidelines, specific economic social and other considerations warranted adoption of the previous EIR. While mitigation measures 5.6-a – 5.6-b are feasible and will be completed to handle project specific impacts, these improvements will not lessen the cumulative impact to air quality due to the regional development of eastern Chula Vista. Adoption of a Statement of Overriding Considerations will be required should the decision makers choose to approve the proposed project.

Noise

Significance Thresholds:

- Threshold 1: Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Threshold 2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- Threshold 3: A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- Threshold 4: A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- Threshold 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- Threshold 6: For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Impact: The project will result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Potential exposure to interior noise levels greater than the City's allowable limit of 45 dB CNEL would be considered significant.

Explanation:

The project would generate approximately 1,976 ADT and would increase the traffic volume by up to approximately 1,720 ADT along Olympic Parkway. The future buildout traffic volume along Olympic Parkway adjacent to the project site is projected to be approximately 31,800 ADT. The additional project-generated traffic would increase the existing noise levels along Olympic Parkway by less than one dB CNEL (from 52 dB to approximately 53 dB). A one dB CNEL increase in the noise level would not be perceptible to the human ear. A noise level increase of up to three dB is generally not considered significant. Typically, a three dB change

in community noise is considered a just-noticeable difference. The noise level increase associated with the project, shown in Table 5.7-6, Summary of Project Related Off-Site Traffic Noise Impacts, would be less than significant. It should be noted that the SEIR reflects the worse-case scenario from a project traffic noise contribution standpoint. Once the community is built-out (i.e., ambient traffic levels increase due to more residents, traffic, etc.), the project's audible contribution to the overall noise environment would be less compared to the existing setting (due to less traffic, residents, etc.).

The future traffic noise levels would range up to approximately 69 dB CNEL at the patio and balcony areas. These noise levels would exceed the City's exterior noise criterion which would result in a significant impact.

The City and State require that interior noise levels not exceed a CNEL of 45 dB within multi-family homes. Typically, with the windows open, building shells provide approximately 15 dB of noise reduction. Therefore, rooms exposed to an exterior CNEL greater than 60 dB could result in an interior CNEL greater than 45 dB. The upper floors of Buildings 1, 2 and 13, which are adjacent to Olympic Parkway, would be exposed to traffic noise ranging up to 70 dB CNEL. Because rooms in Buildings 1, 2 and 13 would be exposed to exterior noise levels of greater than 60 dB CNEL, it is anticipated that interior noise levels would exceed City and State requirements of 45 dB CNEL which essentially exceeds allowable limits for operational activities. Therefore, significant interior noise impacts would occur.

Mitigation Measures:

- 5.7-a Prior to issuance of building permits, where exterior noise levels on internal roadways exceed 60 CNEL, additional measures shall be required to attenuate interior noise to the City's 45 CNEL standard, such as inoperable or double-paned windows. For those units that require the windows to be closed to achieve the interior noise standard, forced-air circulation or air conditioning shall be provided by the applicant. An acoustical analysis shall be conducted for Buildings 1, 2 and 13 that are adjacent to Olympic Parkway concurrent with the submittal of construction drawings and shall be approved by the Director of Planning and Building and the Environmental Review Coordinator prior to approval of building permits. The acoustical analysis shall demonstrate that interior noise levels due to exterior noise sources would be below the 45 CNEL standard.

- 5.7-b Five foot high noise barriers around the perimeter of the individual private patio and balconies at some of the dwelling units in Buildings 1, 2 and 13 (adjacent to Olympic Parkway) would be required to mitigate for traffic noise impacts. Sound walls may be constructed of any masonry material, or material such as tempered glass or Plexiglas with a surface density of at least three pounds per square foot. The sound wall should have no openings or cracks. The table below (Dwelling Units Requiring Sound Walls around

Patios or Balconies), provides a summary of required walls that would achieve 65 CNEL at the exterior patios/balconies.

Dwelling Units Requiring Sound Walls Around Patios or Balconies

Building	Unit Number	Floor
1	104	1
1	204	2
1	302-306	3
1	402-406	4
2	409	4

Finding:

As identified in Section 5.0, Subchapter 5.7 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Public Services and Utilities

Significance Thresholds:

- Threshold 1: Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- Threshold 2: Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Threshold 3: Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- Threshold 4: Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- Threshold 5: Would the project result in a determination by the wastewater treatment provider which serves or project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Threshold 6: Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- Threshold 7: Would the project comply with federal, state, and local statutes and regulations related to solid waste?
- Threshold 8: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

In addition, the City has adopted Growth Management Thresholds specific to the needs to the City. These thresholds are consistent with the intent of CEQA and in effect, provide more specific guidelines for significant findings. Therefore, the following significance thresholds are used:

Threshold A: Developer will request and deliver to the City a service availability letter from the Water District for each project.

Threshold B: Sewage flows and volumes shall not exceed City Engineering Standards.

Threshold C: The City shall construct 60,000 gross square feet (GSF) of additional library space, over the June 30, 2000 GSF total, in the area east of Interstate 805 by

buildout. The construction of said facilities shall be phased such that the City will not fall below the citywide ratio of 500 GSF per 1,000 population. Library facilities are to be adequately equipped and staffed.

Threshold D: Stormwater flows and volumes shall not exceed City Engineering standards.

Threshold E: Three acres of neighborhood and community parkland with appropriate facilities shall be provided per 1,000 residents east of I-805.

Threshold F: Police Emergency Response: Properly equipped and staffed police units shall respond to 81% of the Priority I emergency calls throughout the City within seven (7) minutes and shall maintain an average response time to all Priority I calls of five minutes and thirty seconds (5.5 minutes) or less (measured annually).

Threshold G: Police Urgent Response: Properly equipped and staffed police units shall respond to 57% of the Priority III, urgent calls throughout the City within seven (7) minutes and shall maintain an average response time to all Priority II calls of seven minutes and thirty seconds (7.5 minutes) or less (measured annually).

Threshold H: Emergency Response: Properly equipped and staffed fire and medical units shall respond to calls throughout the city within seven (7) minutes in 80% of the cases.

Impact: The proposed SPA Plan would result in an incremental impact on public facilities if they are not provided commensurate with demand. The incremental contribution of solid waste, and demand on water and sewer service, parks, fire, police, emergency services, libraries and schools would be significant.

Explanation:

The project would not result in the need for new water, wastewater, storm drain, school, fire station, police or library facilities beyond those that are already constructed or planned for construction due to the planned build-out of the EastLake area of which this project is a component. That said, the project's future residents would have an incremental effect on the City's ability to maintain adequate public services, therefore the project must pay a fair-share development impact fee to help off-set this cost.

Mitigation Measures:

5.8-a Prior to approval the Final Map, the applicant shall demonstrate compliance with recycling policies in the City's General Plan and Municipal Code. Demonstration of

compliance with these policies shall include construction of onsite recycling facilities, recycling program establishment, etc.

- 5.8-b Prior to approval of the Final Map, a minimum of 3.86 acres of parkland will be established within the project area in accordance with the City of Chula Vista Municipal Code Section 17.10.40. Any shortfall in parkland acreage dedication shall result in payment of the park acquisition component of the Park Acquisition and Development (PAD Fee). Given the lack of available acreage that could be acquired to serve the development, the acquisition component of the PAD Fee will be waived and a payment of \$4.1 million (including the development portion of the fee and land acquisition fee adjusted over dedication at Eastlake Vistas neighborhood park) will be made which can be utilized to fund construction of park and public facilities serving the EastLake Community. Any excess funds that remain once these facilities are complete can be utilized on other park or public facilities serving the Eastern Territories of Chula Vista. The Developer will pay the development component of the PAD Fee as required by the City (EastLake III SPA Plan, February 20, 2006 and personal communication with Jack Griffin, City of Chula Vista April 3, 2006).
- 5.8-c Prior to issuance of building permits, the applicant shall be required to pay the Public Facilities Development Impact Fees (PFDIF) at the rate in effect at the time building permits are issued as determined by the City Engineer, to offset impacts on City fire, police, emergency services and libraries.
- 5.8-d Prior to approval of the Tentative Map, the applicant shall submit plans showing fire flow and fire hydrant locations to the City of Chula Vista Fire Prevention Division for review and approval.
- 5.8-e Prior to approval of building permits, the applicant shall pay all required school mitigation fees at the rate in effect at the time building permits are issued or enter into an agreement to help finance the needed facilities and services for the Chula Vista Elementary School District and Sweetwater Union High School District.
- 5.8-f Water and sewer facility improvements shall be financed or installed on- and off-site in accordance with the fees and phasing in the approved Public Facilities Financing Plan for the SPA Plan.
- 5.8-g The City of Chula Vista shall continue to monitor Police and Fire Department responses to emergency calls and report the results to the Growth Management Oversight Committee on an annual basis.

Impact: The project would potentially impact recreational facilities.

Safety issues for recreational trail users directly exposed to crossing construction traffic as a result of the optional construction road will be significant.

Explanation:

The construction road will directly affect the existing trail along the west side of Wueste Road. Construction vehicles would cross directly over the trail and would pose a safety risk to pedestrians, bicyclists and other recreational trail users during construction activities. For this reason, mitigation, in the form of a Traffic Control Plan, will address safety issues related to recreational trail users throughout project construction.

Mitigation Measures:

5.8-h Prior to approval of the grading permit for the optional construction access road, a traffic control plan shall be prepared to the satisfaction of the City Engineer that addresses pedestrian, bicycle and vehicular safety during construction at the intersection of Wueste Road and the option construction access road.

Finding:

As identified in Section 5.0, Subchapter 5.8 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Biological Resources

Significance Thresholds:

Threshold 1: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan or other approved local, regional or state habitat conservation plan?

Threshold 2: Have a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

- Threshold 3: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- Threshold 4: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?
- Threshold 5: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?
- Threshold 6: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact: The project (including the optional pedestrian trail and construction access road) would result in potential indirect impacts to sensitive species and habitats within adjacent Preserve areas.

Potential direct impacts to narrow endemic plant species and potential indirect impacts to habitat and reserve features may occur within the optional pedestrian trail and optional construction access road should they be implemented.

Explanation:

The optional construction road and trail would impact areas that could support narrow endemic plants. Although none were identified during winter 2005-2006 surveys conducted for the project, surveys were not conducted within the optimal season for some of the annual narrow endemic plants. Potentially suitable habitat for these plants exist onsite, and therefore, there is a potential for impacts to narrow endemic plant species. This potential impact to narrow endemic plants within the optional pedestrian trail and temporary construction roadway alignments would result in a significant impact.

The proposed project and optional features would also be located adjacent to areas intended for conservation, therefore indirect impacts related to urban pollutant runoff, toxic substances, new light sources and invasive landscaping would occur and be considered significant.

Finally, without implementation of required mitigation, the project could potentially be inconsistent with the City's HLIT Ordinance which would constitute a significant impact.

Mitigation Measures:

- 5.9-a In accordance with the adjacency guidelines contained in the Subarea Plan, mitigation to minimize indirect impacts to sensitive wildlife species, sensitive plant communities and functions of the Preserve as envisioned in the City's Subarea Plan are as follows:

Drainage and Toxic Substances

- Pollution reduction measures, such as oil and water separators, shall be installed in all drainage systems at the property line to eliminate introduction of contaminants into the Preserve. Such measures shall be indicated on grading plans and approved by the City prior to issuance of any land development permit, including clearing and grubbing and grading permits. The installation of these pollution reduction measures shall be verified by the City during project construction.
- Additional best management practices for reduction to impacts to drainages include: slopes and channels will be protected from erosion; storm drain stenciling and signage will be employed, and control of post-development peak storm water runoff discharge rates and velocities will be enacted to maintain or reduce downstream erosion and to protect stream habitat. These measures shall be further outlined in the project SWPPP.

Lighting

- Light shielding to protect the Preserve from spill-over during construction activities shall be required. In addition, lighting proposed for the residential development shall be directed away and shielded from the Preserve. Low sodium lighting shall also be utilized. Prior to issuance of a building permit, a lighting plan shall be submitted to the City's Environmental Review Coordinator for review and approval. The lighting plan shall illustrate the location of the proposed lighting standards and type of shielding measures. Low-pressure sodium lighting shall be used if feasible and shall be subject to the approval of the City's Environmental Review Coordinator and City Engineer.

Noise

- Construction activities shall include noise reduction measures or be conducted outside the breeding season of sensitive bird species. In particular, grading restrictions shall be implemented during the breeding season (February 15 through August 15) of the California gnatcatcher, and if construction is proposed during the breeding season,

noise levels shall not exceed 60 dB(A) Leq within 500 feet of an active gnatcatcher nest.

- Noise impacts adjacent to the preserve shall be minimized through installation of berms or walls adjacent to the residential areas and any other use that may introduce noises that could impact or interfere with wildlife utilization of the Preserve.

Invasives

- Native vegetation shall be used for revegetating the temporary access road, and shall be incorporated into the landscape plan to the satisfaction of the Director of Planning and Building. Such measures shall be indicated on grading plans and approved by the City prior to issuance of any land development permit, including clearing and grubbing and grading permits. Prior to issuance of a grading permit, landscape plans shall be submitted to the City for review and approval.

- 5.9-b Prior to issuance of any land development permit, including clearing and grubbing and grading permits, for the optional trail and temporary construction access road, the applicant shall retain a City-approved biologist to conduct a Narrow Endemic species survey. Once surveys have been completed, an impact analysis shall be prepared to determine the impacts to any narrow endemic species found in those areas and include mitigation measures in accordance with Section 5.2.3 of the City's Subarea Plan. Finally, the impact analysis shall be submitted to the City's Environmental Review Coordinator for review and approval prior to initiating any construction activities. If a narrow endemic plant population is discovered, impacts shall be limited to 20% of the population within the project area, and appropriate mitigation shall be provided to meet the requirements of biological equivalency in Section 5.2.3.6 of the Subarea Plan. The City shall prepare findings of equivalency to authorize "Take" of the portion of the plant population.

If, after the comprehensive consideration of avoidance and minimization measures, impacts exceed 20% of the covered Narrow Endemic Species population within the project area, the City must make a determination of biologically superior preservation consistent with Section 5.2.3.7 of the Subarea Plan. This determination shall be based on appropriate mitigation sufficient to meet the requirements established for biologically superior preservation identified in Section 5.2.3.7 of the Subarea Plan. The City shall process the appropriate findings in accordance with Section 5.2.3.3 of the Subarea Plan. If such findings cannot be made for either or both of these optional project features, the feature(s) that are not consistent with the policies related to narrow endemic species shall not be implemented.

Finding:

As identified in Section 5.0, Subchapter 5.9 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

Paleontological Resources

Significance Thresholds:

Threshold 1: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact: The project could potentially impact a unique paleontological resource.

The project may impact paleontological resources during grading and building piling excavation.

Explanation:

A majority of the grading activity onsite would impact the existing building pad structure which is situated on already disturbed soils. However, during construction, boring of the building column holes may result in impacts to previously undisturbed soils underneath the existing building pad structure. This would result in a potentially significant impact.

Mitigation Measures:

5.10-a Prior to issuance of a grading permit, the applicant shall confirm in writing to the City of Chula Vista that a qualified paleontologist has been retained to carry out the mitigation described herein. A qualified paleontologist is defined as an individual with a M.S. or Ph. D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified paleontologist. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and who is working under the supervision of a qualified paleontologist.

5.10-b The qualified paleontologist or paleontological monitor shall attend preconstruction meeting to consult with the grading and excavation contractors. The paleontologist's duties shall include monitoring of grading, salvaging, preparation of collected materials for storage at a scientific institution that houses paleontological collections, and

preparation of a monitoring results report. For each step below, the paleontologist should present results to the City of Chula Vista for review. These duties are defined as follows:

- The paleontologist or paleontological monitor shall be on-site during the original cutting of previously undisturbed sediments of the Otay Formation to inspect cuts for fossils contained therein. The Sweetwater Formation should be monitored on an as-needed basis as determined by the paleontologist or paleontological monitor. The frequency of inspections would depend upon the rate of excavation, the materials excavated, and the abundance of fossils. The paleontologist would work with the contractor to determine the monitoring locations and amount of time necessary to ensure adequate monitoring of the project site.
- In the event that fossils are encountered, the paleontologist (or paleontological monitor) shall have the authority to divert or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains in a timely fashion. Because of the potential for recovery of small fossil remains, it may be necessary to set up a screen-washing operation on-site.
- Fossil remains shall be cleaned, sorted, repaired, cataloged, and then stored in a local scientific institution that houses paleontological collections, such as the San Diego Natural History Museum.
- A monitoring results report with appropriate graphics summarizing the results (even if negative), analyses, and conclusions of the above program shall be prepared and submitted to the City of Chula Vista within 90 days following the termination of the paleontological monitoring program.

Finding:

As identified in Section 5.0, Subchapter 5.10 of the SEIR, pursuant to Section 15091(a)(1) of the CEQA Guidelines changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant environmental effect as identified in the SEIR to a level of insignificance.

X.

CUMULATIVE SIGNIFICANT EFFECTS & MITIGATION MEASURES

Cumulative impacts are those which “are considered when viewed in connection with the effects of past projects, the effect of other current projects, and the effects of probable future projects” (Pub. Resources Code Section 21082.2 subd. (b)). Several development proposals have been

submitted for consideration or have been recently approved by the City of Chula in proximity of the project site for the *EastLake III Senior Housing* project. These “current or probable future” development proposals can affect many of the same natural resources and public infrastructure as development of the *EastLake III Senior Housing* project. Potentially significant cumulative impacts are associated with development of the project in conjunction with these surrounding development projects.

In formulating mitigation measures for the project, regional issues and cumulative impacts have been taken into consideration. Many of the mitigation measures adopted for the cumulative impacts are similar to the project level mitigation measures. This reflects the inability of the Lead Agency to impose mitigation measures on surrounding jurisdictions (i.e., City of San Diego, City of National City, and Caltrans) and the contribution of these jurisdictions to cumulative impacts. The project, along with other related projects, will result in the following irreversible cumulative environmental changes. All page numbers following the impacts refer to pages in the SEIR.

The Final Subsequent Environmental Impact Report for the EastLake III Woods and Vistas Replanning Program EIR (#01-01) provided a comprehensive examination of the cumulative impacts associated with buildout of the entire EastLake III project in conjunction with other related projects. The proposed *EastLake III Senior Housing* project would not substantially change the conclusions of the cumulative impact analysis from the FSEIR #01-01.

Impact: Land Use, Planning and Zoning

Explanation:

FSEIR #01-01 stated that development that is consistent with the approved plans would not result in any additional cumulative land use impacts. A significant land use impact would not occur as long as basic planning principles are achieved. FSEIR #01-01 concluded that the development of the EastLake III Woods and Vistas parcels would generally be consistent with and thus achieve the same basic planning principles as the City General Plan and General Development Plan for EastLake III proposed at that time. The loss of agricultural land associated with project development is a cumulative impact, however, it is not considered cumulatively significant or cumulatively considerable because the land proposed for development is neither prime agricultural land nor zoned for agricultural use.

Although the proposed EastLake III Senior Housing project would require a General Plan Amendment, and amendments to the EastLake III GDP and SPA, the change in land use from commercial tourist to high-density residential senior housing would not introduce a land use that would be incompatible with the surrounding mixture of commercial, quasi-public and residential uses. The change in land use would also not create a significant cumulative loss of commercial

tourist use. Several other locations in eastern Chula Vista are planned for resort/hotel uses, including the Otay Ranch Village 13 and Eastern Urban Center. Both sites are located within 2.5 miles of the site and could accommodate the visitors to eastern Chula Vista. Lastly, the proposed project in conjunction with the buildout of other areas of Chula Vista will contribute to the conversion of vacant land to urban uses in the eastern area of Chula Vista. However, the site is planned for development, and is one of the last planned development parcels in the EastLake III Vistas community. Further, the project site is surrounded by development, and services are provided to the site. As such, the proposed project would be considered an “infill” development, would not extend services or promote growth where none is currently planned, and would not result in a cumulative loss of vacant land. The conversion of vacant land to residential uses and change in land use from commercial tourist to high density senior housing is not considered cumulatively significant.

Mitigation Measures:

No mitigation measures are required.

Finding:

The project would not result in a significant cumulative land use impact.

Impact: Landform Alteration/Aesthetics

Explanation:

FSEIR #01-01 states that the City of Chula Vista General Plan, EastLake III General Development Plan and General Development Plan EIR anticipated the components of the EastLake III project. Open expanses of rolling hills used for agricultural purposes would be developed with clustered residential and commercial areas separated by open space. Consistent with other EIRs, a significant unmitigable cumulative impact associated with landform alteration and change in visual character was identified. The Chula Vista City Council adopted a Statement of Overriding Considerations for this impact.

Because the proposed project’s environmental analysis is tiered from FSEIR #01-01, this significant cumulative impact related to landform alteration and aesthetics must be carried forward in this document for the decision makers’ review.

The proposed project will contribute to the change in visual character of the Lower Otay Reservoir area. While the project site has been graded and is no longer natural open space, it is an undeveloped vacant site. The proposed project would incrementally contribute to the developed, suburban nature of the western rim of the Lower Otay Reservoir. These visual

changes will be most evident from the Lower Otay Reservoir, Olympic Parkway and Wueste Road. In conjunction with other existing, developing or planned developments, the project's contribution to the loss of open space would represent a cumulative impact. The mitigation for the project impacts would be applicable for cumulative impacts to landform alteration and visual quality associated with the proposed project. However, this impact would remain significant and unmitigable.

Mitigation Measures:

No feasible mitigation measures are available to reduce this project impact to a less than significant level. As a result, the project would contribute to the incremental effect of the significant, unmitigable landform alteration/aesthetic impact that resulted when the EastLake III area was developed.

Finding:

The only mitigation available to avoid this impact is the No Project Alternative. Adoption of the No Project Alternative does not meet the goals and objectives of the proposed project discussed in the SEIR. Therefore pursuant to section 15091 (a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations made this alternative infeasible. As described in the Statement of Overriding Considerations, however the City Council has determined that these impacts are acceptable because of specific overriding considerations.

Impact: Geology/Soils

Explanation:

FSEIR #01-01 did not identify cumulative impacts related to geology and soil conditions.

Geology and soil hazards associated with development on surrounding projects would be site-specific and can be mitigated on a project-by-project basis. The project would not involve the pumping or depletion of groundwater resources, which would have the potential to result in cumulative impacts to groundwater resources and soil stability. Therefore, no significant cumulative impacts related to geology and soil resources would occur.

Mitigation Measures:

No mitigation measures are required.

Finding:

The project would not result in a significant cumulative impact to geology and soil resources.

Impact: Water Quality/Hydrology

Explanation:

FSEIR #01-01 concluded that cumulative impacts to Otay Lakes Basin and the Salt Creek Drainage Basin would occur as a result of development of the EastLake III GDP and SPA Plan. These impacts would be related to the potential for more channel and soil erosion into the downstream areas. Increased erosion could negatively impact downstream water quality. To reduce hydrological impacts to the Otay Lakes Basin, the master drainage system was designed to divert surface flows from 243 acres to the Salt Creek Basin. Incorporation of this design feature along with several Best Management Practices were determined to reduce potential significant cumulative impacts to water quality and hydrology to a level below significant.

Runoff from project development areas, including surface parking lots and landscaped areas will contribute to the incremental increase in urban runoff to the Otay River system. However, the proposed project site currently drains to an existing storm drain system that funnels site drainage to the Salt Creek Drainage Basin to avoid discharge into the Otay Reservoirs. The proposed project would not alter this drainage pattern. Further, the project would implement Best Management Practices to maintain water quality in the Salt Creek Drainage Basin. All drainage that leaves the project site would be filtered through mechanisms designed to trap pollutants which would eliminate the project's regional contribution to cumulative water quality issues.. In compliance with City thresholds, onsite runoff will not exceed pre-development volumes. The project's compliance with applicable federal, state and city regulations for stormwater and construction discharges, including the application of Best Management Practices, would reduce the project's contribution to cumulative impacts to water quality to a level below significance.

Mitigation Measures:

No mitigation measures are required.

Finding:

The project would not result in a significant cumulative impact to water quality and hydrology resources.

Impact: Traffic and Circulation

FSEIR #01-01 concluded that significant cumulative traffic circulation impacts at project area intersections, street segments and freeway operations would occur through the years 2005, 2010, 2015, 2020 and at build-out. Impacts to freeway operations at I-805 would remain significant and unmitigable. The Chula Vista City Council adopted a Statement of Overriding Considerations for this impact.

Because the proposed project's environmental analysis is tiered from FSEIR 01-01, this significant cumulative impact related to transportation and circulation must be carried forward in this document.

As discussed in Section 5.0, the proposed project would contribute 1,684 average daily trips less than assumed for the site under the existing land use designation and as addressed in FSEIR #01-01. The traffic analysis for the proposed project concluded that, in and of itself, the proposed project would not result in a significant contribution to traffic on I-805 and would not result in a sufficient contribution to regional road network to warrant a cumulative impact. The only traffic impact identified was project specific. However, because the proposed project is part of the buildout of the overall EastLake III community, a significant cumulative unmitigable traffic impact was identified for buildout of the community, and the proposed project would result in an incremental contribution to the traffic from buildout of the community, a significant cumulative unmitigated traffic impact is identified.

Mitigation Measures:

No feasible mitigation measures are available to reduce this significant impact to a less than significant level.

Finding:

The only mitigation available to avoid this impact is the No Project Alternative. Adoption of the No Project Alternative does not meet the goals and objectives of the proposed project discussed in the SEIR. Therefore pursuant to section 15091 (a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations made this alternative infeasible. As describe din the Statement of Overriding Considerations, however the City Council has determined that these impacts are acceptable because of specific overriding considerations.

Impact: Air Quality

Explanation:

FSEIR #01-01 concluded that development of the EastLake III community will result in significant, unmitigable air quality impacts. Compliance with regional air pollution rules and regulations will reduce potential short-term impacts related to construction, however will not completely mitigate for them. Project operations-related impacts, including those related to stationary and mobile sources are projected to exceed South Coast Air Quality Management District thresholds and would therefore result in significant regional air quality impacts. Therefore, significant unmitigable cumulative air quality impacts would occur as a result of buildout of EastLake III. The Chula Vista City Council adopted a Statement of Overriding Considerations for this impact.

Implementation of the proposed project would result in short-term impacts to air quality associated with construction and long-term impacts associated with increased vehicle traffic. The cumulative effect of the proposed project and other projects in the vicinity would incrementally contribute to the San Diego Air Basin's levels of PM-10, ROG, NOx, CO, O3 and SO2. Dust control measures implemented during grading operations would be regulated in accordance with the rules and regulations of the County of San Diego Air Pollution Control District (APCD) and the California Air Resources Board, and, on a project level, not exceed thresholds. However, the San Diego Air Basin is currently in non-attainment status for both federal and state requirements for O3 and state requirements of PM-10; therefore, any emissions would contribute to a significant impact. While the proposed project would generate less than half of the projected traffic for the site under the existing land use designation, it would still contribute incrementally to overall cumulative vehicular emissions generated by buildout of the area. Therefore, the proposed project would contribute to the significant cumulative air quality impacts which are not be fully mitigable on a project level.

Mitigation Measures:

No feasible mitigation measures are available to reduce this significant impact to a less than significant level.

Finding:

The only mitigation available to avoid this impact is the No Project Alternative. Adoption of the No Project Alternative does not meet the goals and objectives of the proposed project discussed in the SEIR. Therefore pursuant to Section 15091 (a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations made this alternative infeasible.

As describe din the Statement of Overriding Considerations, however the City Council has determined that these impacts are acceptable because of specific overriding considerations.

Impact: Noise

Explanation:

FSEIR #01-01 states that ambient noise levels in the project area would increase as a result of new urban activities. Cumulative noise levels from EastLake III and other development in the Eastern Territories would not exceed land use compatibility standards if mitigation measures for impacts associated with development on a project-by-project basis are incorporated.

Cumulative noise impacts are discussed in terms of traffic-related noise and a general increase in urbanization in an area. A project's contribution to cumulative traffic noise would be evaluated on a project-by-project basis, and if significant impacts are identified (e.g., non-compliance with noise standards) then mitigation requirements would be imposed. As described in Section 5.7, Noise, anticipated interior noise levels warrant mitigation to reduce impacts to less than significant due to the proximity of Olympic Parkway and anticipated traffic levels along this roadway. Once built, the project will contribute to the overall increase in ambient noise, however similar to the conclusion described in FSEIR #01-01 for the entire EastLake III community, because the project and other projects' noise levels within the area would not exceed land use compatibility standards, cumulative noise impacts would not occur.

Mitigation Measures:

No mitigation measures are required.

Finding:

The project would not result in a significant cumulative impact to the surrounding noise environment.

Impact: Public Services/Utilities

Explanation:

FSEIR #01-01 analyzed cumulative impacts to water supply and sewer service. FSEIR #01-01 states that development of the EastLake III project would incrementally increase regional water consumption, however this increase represents a less than significant impact given current water availability. Further, this increase in water demand has been planned for within the City of Chula Vista.

FSEIR #01-01 indicates that development of the Woods and Vistas would incrementally reduce the capacity in the Point Loma Metro Sewer System. However, because the Metro system has the capacity to accommodate future planned growth, the increased flows would not be cumulatively significant. FSEIR #01-01 also noted the potential for increased sewer demand to overwhelm the City's sewer infrastructure. Mitigation was contemplated and has largely been completed to help convey flows within the City's system prior to its entrance into the Metro facilities.

The project would involve an incremental increase in demand for public facilities. However, this demand has been planned for by the City of Chula Vista. Sewer and water services are already provided to the site, and the associated infrastructure is adequately sized to accommodate the sewage generation and water demand. OWD has indicated that water supplies are available for the proposed development. Because other projects considered as part of this cumulative analysis would also be required to demonstrate sewer service and water availability, cumulative impacts to sewer and water services would not be significant.

The proposed project would similarly increase demand on police protection and fire and emergency services. The PFFP that has been prepared for the project addresses the need for additional police services and recommends methods to maintain acceptable service levels. The City will evaluate each project considered as part of this cumulative analysis on a similar level, and each project will be required to pay fees to offset incremental increases in demand created by the project. Therefore, cumulative impacts to law enforcement and fire protection are not considered significant.

While the project is an age restricted facility, it may contribute to the cumulative need for additional school facilities. The proposed project, as well as foreseeable future projects, will be required to pay school fees to pay for school services and improvements commensurate with need. Therefore, impacts to schools would not be considered significant.

The proposed project would create a demand for library services to serve its residents, and, when considered with past, present and future developments, the project would contribute an incremental demand on libraries. However, the project would pay development fees that would be used towards library facilities within the City, in accordance with the City's Growth Management Ordinance. Other projects considered as part of this cumulative impact analysis would also be required to contribute development fees, as necessary to offset incremental demand for library services. Therefore, cumulative impacts to libraries would not be significant.

Buildout of the proposed project in conjunction with the cumulative projects analyzed in this analysis would increase the amount of solid waste generated within the region. As indicated in Section 5.8, the Otay Landfill has sufficient capacity to accommodate the proposed project. Additionally, the project, as well as other foreseeable future projects, would implement programs

and policies related to solid waste management and a recycling program. As a result, no significant cumulative solid waste impacts would occur.

Mitigation Measures:

No mitigation measures are required.

Finding:

The project would not result in a significant cumulative impact to public facilities and services.

Impact: Biological Resources

FSEIR #01-01 concluded that given the predominance of agricultural land and lack of sensitive vegetation on the EastLake III project site, the project's contribution to cumulative biological impacts would not be considered significant. The cumulative loss of sensitive habitats from the project and other cumulative projects within the City is addressed in the MSCP and the City's Subarea Plan which was intended to provide the City with a comprehensive plan for preservation of key biological resources while allowing remaining areas to be developed.

Development of this project, combined with the others described above, would contribute to the increase in human presence within the eastern Chula Vista area. Continued development within the eastern areas of Chula Vista and the extension of SR-125 would extend urban land uses into vacant areas characterized by natural habitats and utilized by the region's sensitive plant and wildlife species. As indicated in FSEIR #01-01, approval of the MSCP and the City's Subarea Plan was intended to mitigate for the cumulative loss of sensitive biological resources in Chula Vista. The project is consistent with the MSCP and City's Subarea Plan. Therefore, the proposed project, combined with existing, developing or planned projects would not result in cumulative biological resource impacts.

Mitigation Measures:

No mitigation measures are required.

Finding:

The project would not result in a significant cumulative impact to biological resources.

Impact: Paleontological Resources

Explanation:

FSEIR #01-01 concluded that the EastLake III area contains significant paleontological resources. Fossils were recovered from the underlying Otay and Sweetwater Formations in previous EastLake construction and represent significant contributions to California paleontology. This SEIR indicates that the presence of monitors during construction will eliminate paleontological impacts on a project-by-project basis.

Monitoring for paleontological resources already occurred during grading of the site in 2002. However, the proposed project may excavate below previously disturbed formation for the subterranean parking. Therefore, this project may contribute to cumulative impacts to paleontological resources during construction of the underground parking. This cumulative impact will be mitigated through project-specific mitigation measures.

Mitigation Measures:

No mitigation measures are required.

Finding:

The project would not result in a significant cumulative impact to paleontological resources.

XI.

FEASIBILITY OF POTENTIAL PROJECT ALTERNATIVES

Because the project will cause significant environmental effects, as outlined above, the City must consider the feasibility of any environmentally superior alternative to the project as finally approved. The City must evaluate whether one or more of these alternatives could avoid or substantially lessen the significant environmental effects. Where no significant environmental effects remain after application of all feasible mitigation measures identified in the SEIR, the decision makers must still evaluate the project alternatives identified in the SEIR. Under these circumstances, CEQA requires findings on the feasibility of project alternatives.

In general, in preparing and adopting findings, a lead agency need not necessarily address feasibility when contemplating the approval of a project with significant impacts. Where the significant impacts can be mitigated to an acceptable (insignificant) level solely by the adoption of mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of environmentally superior alternatives, even if their impacts would be less severe

than those of the projects as mitigated (*Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376 [253 Cal.Rptr. 426]; *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515 [147 Cal.Rptr. 842]; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692 [270 Cal.Rptr. 650]). Accordingly, for this project, in adopting the findings concerning project alternatives, the City Council considers only those environmental impacts that, for the finally approved project, are significant and cannot be avoided or substantially lessened through mitigation.

If project alternatives are feasible, the decision makers must adopt a Statement of Overriding Considerations with regard to the project. If there is a feasible alternative to the project, the decision makers must decide whether it is environmentally superior to the project. Proposed project alternatives considered must be ones that “could feasibly attain the basic objectives of the project.” However, the CEQA Guidelines also require an EIR to examine alternatives “capable of eliminating” environmental effects even if these alternatives “would impede to some degree the attainment of the project objectives” (CEQA Guidelines, section 15126).

The City has properly considered and reasonably rejected project alternatives as “infeasible” pursuant to CEQA. CEQA provides the following definition of the term “feasible” as it applies to the findings requirement: “feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors” (Pub. Resources Code, section 21061.1). The CEQA Guidelines provide a broader definition of “feasibility” that also encompasses “legal” factors. CEQA Guidelines section 15364 states, “the lack of legal powers of an agency to use in imposing an alternative or mitigation measure may be as great a limitation as any economic, environmental, social, or technological factor” (see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565 [276 Cal.Rptr.410]).

Accordingly, “feasibility” is a term of art under CEQA and thus may be afforded a different meaning as may be provided by Webster’s dictionary or any other sources. Moreover, Public Resources Code section 21081 governs the “findings” requirement under CEQA with regard to the feasibility of alternatives. Specifically, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings:

“Changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR” (CEQA Guidelines, section 15091, subd. (a)(1)).

“Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other

agency or can and should be adopted by such other agency” (CEQA Guidelines, section 15091, subd. (a)(3)).

“Specific economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR” (CEQA Guidelines, section 15091, subd. (a)(3)).

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 [183 Cal. Rptr. 898]). “ ‘[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors” (Ibid.; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 [29 Cal.Rptr.2d 182]).

These findings contrast and compare the alternatives where appropriate in order to demonstrate that the selection of the finally approved project, while still resulting in significant environmental impacts, has substantial environmental, planning, fiscal, and other benefits. In rejecting certain alternatives, the decision makers have examined the finally approved project objectives and weighed the ability of the various alternative to meet objectives. The decision makers believe that the project best meets the finally approved project objectives with the least environmental impact.

The detailed discussion in Section IX and Section X demonstrates that all but five significant environmental effects of the project have been either substantially lessened or avoided through the imposition of existing policies or regulations or by the adoption of additional, formal mitigation measures recommended in the SEIR. The remaining unmitigated impacts are the following:

- Landform Alteration and Aesthetics (cumulative – overall build-out of the EastLake III area)
- Traffic (cumulative – cumulative traffic and circulation pattern impacts were determined for 2005, 2010, 2015, 2020 and build-out conditions. Impacts to freeway operations were also identified)
- Air Quality (cumulative - nonconformance with regional air quality plans and overall project [entire EastLake III development] impacts on regional air quality)

The FSEIR #01-01 also identified significant and not mitigated impacts for landform alteration and aesthetics, traffic, and air quality. The *EastLake III Senior Housing* project would contribute

to the significant, unmitigated impacts identified above and by the FSEIR #01-01. A Statement of Overriding Considerations was previously adopted by City Council for the FSEIR #01-01, from which the *EastLake III Senior Housing* SEIR tiers.

Thus, the City can fully satisfy its CEQA obligations by determining whether any alternatives identified in the EIR are both feasible and environmentally superior with respect to the impacts listed above (*Laurel Hills, supra*, 83 Cal.App.3d at 519-527 [147 Cal. Rptr842]; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731 [270 Cal. Rptr. 650]; and *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 400-403 [253 Cal. Rptr. 426]). Table 10-1 in the SEIR (SEIR, Chapter 10, page 10-16) provides a summary table comparing each of the alternatives. As the following discussion will show, no identified alternative qualifies as both feasible and environmentally superior with respect to the unmitigated impacts.

To fully account for these unavoidable significant effects and the extent to which particular alternatives might or might not be environmentally superior with respect to them, these findings will not focus solely on the impacts listed above, but may also address the environmental merits of the alternatives with respect to all broad categories of impacts – even though such a far-ranging discussion is not required by CEQA. The findings will also assess whether each alternative is feasible in light of the City’s objectives for the project.

The City’s review of project alternatives is guided primarily by the need to reduce potential impacts associated with the project, while still achieving the basic objectives of the project. Here, the City’s primary objective is to comprehensively plan, coordinate, and implement development over a large area. More specific objectives include those previously listed in Section III. The City evaluated three alternatives to the proposed project, which are discussed below (No Project/No Development Alternative, Existing Land Use Designation (Commercial - Tourist) Alternative, and Reduced Density Alternative. A comparison of these alternatives is included in the SEIR as Table 10-1 (SEIR, Chapter 10, page 10-16).

No Project/No Development Alternative

Section 15126, subdivision(e), of the CEQA Guidelines requires the evaluation of the “No Project” alternative. Such an alternative “shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”

Under the “No Project/No Development” alternative, the project would not be developed, and the project site would remain in its existing undeveloped condition. No amendments to the General Plan, EastLake III GDP and SPA would be required.

With respect to the unmitigated impacts discussed in Section 5.0, *Environmental Impact Analysis*, of this SEIR, the No Project/No Development alternative would not result in direct impacts to landform alteration, biological resources, cultural resources, geological resources, paleontological resources, traffic and circulation, air quality, utilities and public services, and hazards/risk of upset. Cumulative impacts to landform and aesthetics, transportation and access, and air quality would not result. However, impacts to land use would occur because the project would not implement the City's General Plan, EastLake III GDP, and would not provide housing opportunities within the City. With the No Project/No Development alternative, the site would not be permanently removed from future development, since applicable plans for the site identify its development.

Although the No Project/No Development alternative is considered environmentally preferable to the proposed project because it would eliminate many direct and cumulative impacts, it would not accomplish several of the goals and objectives of the proposed project and is therefore not feasible.

Findings:

The No Project/No Development alternative would not meet any of the basic project objectives as listed in Section 3.3, *Project Objectives*, of this SEIR, and in Section III of these Findings of Fact.

The No Project/No Development alternative would not provide housing, conflicting with the housing goals of the General Plan, which recommends that housing be provided for all income groups.

Retention of the project site in its existing state as a graded development pad would be inconsistent with the approved General Plan and existing EastLake GDP land use designations for the site.

Retention of the site in its current vacant condition would not implement the goals of the General Plan and would require re-evaluation of the existing GDP. The reduction in dwelling units would result in a loss of anticipated contributions into the Public Facilities Financing Plan (PFFP) from the dwelling units/structures that would otherwise have made payments upon issuance of building permits. The loss of units under the No Project/No Development alternative would result in a shortfall of contributions into the PFFP and potentially lead to insufficient funding for the remaining public facilities currently identified in the PFFP for construction in this area.

The City and County would receive lower long-term revenues in the form of property and sales tax resulting from the non-development of the proposed residential areas.

Implementation of the No Project/No Development Alternative would not achieve any of the objectives established for the project. Although this alternative would at least temporarily preserve land which is currently not developed, it would amount to a failure to plan the site for eventual development, despite the planned community designation contemplated by the General Plan and GDP.

The No Project/No Development Alternative is inconsistent with the City's objectives: to plan the project area in a comprehensive manner in a way that deals with the logical extension of public services and utilities; to plan for parks and open space to serve residents, and to create densities sufficient to pay for all required services and infrastructure. The alternative also fails to meet objectives favoring an accommodation of future projected population in an area reasonable close to future job-growth areas within the City.

For these reasons, the City Council concludes that the No Project/No Development Alternative is not feasible (see *City of Del Mar, supra*, 133 Cal.App3d at 417; *Sequoiah Hills, supra*, 23 Cal.App.4th at 715).

Existing Land Use Designation (Commercial - Tourist) Alternative

The existing land use designation for the project site is for commercial-tourist uses. The existing land use designation alternative would result in the continued development of the site for commercial-tourist uses. No amendments to the general plan or EastLake III GDP would be necessary. Since the FSEIR #01-01 addressed the development of the project site for commercial-tourist uses; the impact characterization is a summary of conclusions from the FSEIR #01-01. In cases where FSEIR #01-01 did not differentiate the impacts related to the specific project site and instead referred to impacts from development of the larger Woods and Vistas project, an independent analysis was provided.

Impact

The Existing Land Use Designation (Commercial - Tourist) Alternative would be consistent with the existing General Plan and EastLake III GDP and SPA. The site would be developed with a commercial tourist use that would support the OTC. The commercial tourist use would be compatible with the surrounding existing and proposed land uses, which include residential and commercial uses. Implementation of the Existing Land Use Designation Alternative would have a similar effect on landform alteration as the proposed project because the site would change from vacant land to urban development. Development of the site with a Commercial-Tourist use would not directly impact biological resources. Indirect impacts on the adjacent MSCP Preserve would still occur with this alternative. Similar to the proposed project, the Existing Land Use Designation Alternative would not result in impacts to cultural resources. The Existing Land Use Designation Alternative would result in the same geotechnical impacts and require the same

mitigation measures that were provided in FSEIR #01-01. This Alternative would result in similar impacts on paleontological resources as those presented for the proposed project.

Previous analysis for construction related impacts to water quality, as presented in FSEIR #01-01, indicated that impairment to receiving waters resulting from conventional construction techniques could be reduced to a less than significant level through the use of BMPs. This would be similar to the impacts generated by the proposed project.

FSEIR #01-01 evaluated the traffic impacts of implementation of the EastLake III SPA in its entirety. FSEIR #01-01 assumed development of the site with Commercial Tourist uses. The generation rate for Commercial Tourist uses is 200 trips per acre of commercial development. Therefore, the Existing Land Use Designation Alternative would generate 3,660 ADT. This alternative would generate approximately 1,684 more ADT than the proposed project.

The implementation of tourist-commercial uses at the project site would generate higher traffic volumes than compared to the proposed project. Higher traffic levels will likely result in more congestion which will in-turn contribute to the Region's current air quality non-attainment levels.

Higher noise levels are anticipated to be generated from a Commercial-Tourist use as compared to a senior housing development. A Commercial-Tourist use, such as a hotel with restaurant and meeting spaces, would likely be very active, with a frequent turn over of guests. As noted above, the Commercial Tourist use would generate more traffic which would result in higher noise levels adjacent to Olympic Parkway. Therefore, noise impacts associated with the Existing Land Use Designation Alternative will be greater than those generated by the proposed project.

The Existing Land Use Designation Alternative would result in a similar need for public facilities would have impacts on public facilities or services similar to the proposed project.

Findings:

The Existing Land Use Designation Alternative would not reduce impacts in the environmental issue areas analyzed, and would in some cases result in greater impacts. Therefore, pursuant to section 15091(a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations make this alternative infeasible.

Reduced Density Alternative

The Reduced Density Alternative would consist of single-family residential uses that are typical of the surrounding environment. Consistent with surrounding densities, approximately 56 single-family units could be developed on the site.

Impact

Similar to the proposed project, the Reduced Density Alternative would require a General Plan Amendment and amendments to the EastLake III GDP and SPA. If the optional temporary construction access road and trail are implemented, similar land use impacts would be associated with these features as the proposed project. Therefore, impacts to land use, planning and zoning would be the same as for the proposed project.

Implementation of the Reduced Density Alternative would have a similar change in landform from a vacant site to a residential community. The scale, density and quantity of residential units would be less than the proposed project. Aesthetically, the site would resemble single-family neighborhoods to the west and north and therefore would blend better from a community character perspective compared to the proposed project. Light and glare would be introduced to the site, similar to the proposed project.

Similar to the proposed project, this alternative would not have direct impacts on biological resources. However, indirect impacts on the adjacent MSCP Preserve would still occur.

According to FSEIR #01-01 and EIR #89-09, no cultural resources that meet the significance criteria under CEQA are located within the project site or optional temporary access road or trail location areas. Therefore, neither the proposed project nor the Reduced Density Alternative would result in impacts to cultural resources.

The Reduced Density Alternative would require the same geotechnical mitigation measures that were provided in FSEIR #01-01 and suggested for the proposed project. However, this alternative would eliminate the need for basement parking excavation which is anticipated to expose unstable alluvium in the proposed project scenario.

The Reduced Density Alternative would result in similar impacts as those presented for the proposed project. The potential for impacts to occur exists with the additional grading activities that would be required from implementing future development on the project site. Mitigation Measures from FSEIR #01-01 would therefore still be applicable.

The amount of runoff generated by this alternative would depend upon the area of impervious surfaces as compared to the proposed project. Runoff from the site could carry contaminants to the storm drain system. Similar to the proposed project, BMPs would be required to treat runoff prior to entering the storm drain system or, in the case of the southern slope, prior to entering the Lower Otay Reservoir. Similar to the proposed project and in accordance with City requirements, the volume of runoff could not increase above existing volumes. Therefore, similar water quality and hydrology impacts would be applicable to the Reduced Density Alternative.

The Reduced Density Alternative would result in approximately 56 single-family residential units, which would generate approximately 560 ADT. This is 1,416 ADT less than what would be generated by the 494-unit senior housing project. Therefore, traffic impacts from this alternative would be less than those generated by the proposed project. It is anticipated that the level of service at the main driveway into the site would still be at unacceptable levels and would warrant a traffic signal. Reduced traffic levels would also result in a corresponding reduction in air quality and noise impacts, when compared to the proposed project.

Implementation of the Reduced Density Alternative would decrease the amount of water, electricity, sewer, solid waste, police services and fire services required. The Reduced Density project would generate the need for 0.42 acres of parkland (3 acres/1,000 people - 2.5 people per single-family residential unit was assumed). Therefore, the amount of parkland generated by the Reduced Density Alternative would be less than that of the proposed project.

Findings:

The Reduced Density Alternative would reduce impacts to traffic, air quality, noise and public facilities and services. However, significant impacts have been identified for landform alteration/aesthetics, traffic and air quality, which would not be reduced to levels below significance with this alternative. Therefore, pursuant to section 15091(a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations make this alternative infeasible.

Environmentally Superior Alternative

CEQA requires that an EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project/No Development Alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The environmental analysis of alternatives presented above and summarized in Table 10-1 indicates, through a comparison of potential impacts from each alternative to the proposed project, that the No Development Alternative is the environmentally superior alternative. If left in its current state, no new impacts would be introduced to the area. This alternative would result in the least impact to area roadways, aesthetics, the noise environment, air quality, biological resources and public services. However, the No Development Alternative would not implement the General Plan, GDP or SPA for the site. Further, this alternative would not accomplish any of the project objectives.

The Reduced Density Alternative could also be considered environmentally superior because it would result in less traffic than the proposed project and would be less dense than the proposed project. However, this alternative would not implement the General Plan, GDP or SPA for the site and would not accomplish any of the project objectives, particularly related to providing a diversity of housing types.

XII.

STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE PROPOSED

EASTLAKEIII SENIOR HOUSING PROJECT

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

The project would have significant, unavoidable impacts on the following areas, described in detail in Section IX of these Findings of Fact:

- Landform Alterations/Aesthetics (cumulative)
- Traffic (cumulative)
- Air Quality (cumulative)

The City has adopted all feasible mitigation measures with respect to these impacts. Although in some instances these mitigation measures may substantially lessen these significant impacts, adoption of the measures will, for many impacts, not fully avoid the impacts.

Moreover, the City has examined a reasonable range of alternatives to the project. Based on this examination, the City has determined that none of the alternatives (1) meets project objectives, and (2) is environmentally preferable to the proposed project.

As a result, to approve the project, the City must adopt a “statement of overriding considerations” pursuant to CEQA Guidelines sections 15043 and 15093. This provision allows a lead agency to cite a project’s general economic, social, or other benefits as a justification for choosing to allow the occurrence of specified significant environmental effects that have not been avoided. The provision explains why, in the agency’s judgment, the project’s benefits outweigh the unavoidable significant effects. Where another substantive law (e.g., the California Clean Air Act, the Federal Clean Air Act, or the California and Federal Endangered Species Acts) prohibits the lead agency from taking certain actions with environmental impacts, a statement of overriding considerations does not relieve the lead agency from such prohibitions. Rather, the decision-maker has recommended mitigation measures based on the analysis

contained in the Final SEIR, recognizing that other resource agencies have the ability to impose more stringent standards or measures.

CEQA does not require lead agencies to analyze “beneficial impacts” in an EIR. Rather, EIRs are to focus on potential “significant effects on the environment,” defined to be “adverse.” (Pub. Resources Code Section 21068.) The Legislature amended the definition to focus on “adverse” impacts after the California Supreme Court had held that beneficial impacts must also be addressed. (See, *Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 206 [132 Cal.Rptr. 377].) Nevertheless, decision-makers benefit from information about project benefits. These benefits can be cited, if necessary, in a statement of overriding considerations. (CEQA Guidelines Section 15093.)

The City finds that the proposed project would have the following substantial, social, environmental and economic benefits. Any one of the reasons for approval cited below is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section, and in the documents found in the Record of Proceedings, as defined in Section IV.

Community Planning and Development

The EastLake area contributes to air pollution in the San Diego Air Basin. Most of this pollution is attributable to motor vehicles. The proposed EastLake III concept and specifically the proposed project’s of including an optional pedestrian trail would benefit the health and well-being of the senior community as well as provide a benefit in terms of volunteerism, community involvement, support, etc. for the Olympic Training Center.

Comprehensive Regional Planning

The GDP and the EastLake III SPA Plan project provide the opportunity to comprehensively plan development that meets the region’s needs for housing, jobs, infrastructure, and environmental preservation. These benefits area made possible by EastLake’s size and scope. The EastLake GDP includes a provision for regional purpose facilities and public services that area typically not undertaken for smaller development projects. The regional planning process undertaken for the GDP involved long-range planning, ensuring maximum achievement of policies and regulations of the City of Chula Vista.

The benefits offered by the regional planning process utilized for the GDP include the following:

- Comprehensive consideration of the GDP cumulative effects;

- Consistency in the approach to resolving regional issues such as transportation, air quality, habitat preservation, infrastructure, and public services planning; and
- Long-range coordination of local and regional public facilities.

Housing Needs

The GDP will help meet a projected long-term regional need for housing by providing a wide variety of housing types and prices. In recent years, the cost of housing compared to other uses (e.g., commercial, industrial) has risen disproportionately to the cost of other uses in the EastLake area, reflecting a shortfall in residentially zoned land. The GDP will help reduce the cost of housing by designating an adequate supply of suitable land for residential development.

The EastLake III Seniors Housing project increases the housing stock in the City by approximately 494 dwelling units. The project represents a future housing supply for the region. Phasing will occur in response to market conditions, which will help fulfill the demand for housing.

SANDAG has forecasted a need for an additional approximately 20,823 additional dwelling units within the City of Chula Vista by 2005. The project will enact the SANDAG policies by preserving existing pedestrian and trail systems adjacent to the site, preserving open space, offering new homes and increasing the tax base for the City.

Fiscal Benefit

The project would generate new temporary construction-related jobs that would enhance the economic base of the region.

The fiscal analysis identifies the estimated fiscal impact that the proposed amendment from Tourist Commercial to High Density Residential will have on the City of Chula Vista operation and maintenance budgets. This analysis is an amendment to the previous EastLake III SPA Plan adopted on July 17, 2001. The amended fiscal analysis includes the 18.4 acre EastLake Seniors project.

The fiscal analysis presents future revenues and expenditures in current (2005) dollars. Also, revenues and expenditures are presented annually, reflecting a conservatively projected development absorption schedule based on information provided by the city and the developer. This approach identifies annual project fiscal surpluses and deficits and represents a more realistic approach when compared to assumed instant build-out.

The fiscal revenues to the City associated with Eastlake III, for the proposed Seniors project, range from \$352,700 in the first year of development to \$2,687,600 at build-out. Fiscal expenditures by the City range from \$273,000 in year one to \$2,314,900 at build-out. The net fiscal impact to the City from Eastlake III is positive in year one (\$79,700) and remains so throughout. At build-out (estimated 2007) the net fiscal impact to the City from EastLake III is estimated to result in a surplus to the City of \$372,700.

For these reasons, on balance the City Council finds there are environmental, economic, social, and other considerations resulting from the project that serve to override and outweigh the project's unavoidable significant environmental effects and, thus, the adverse unavoidable effects are considered acceptable.

EASTLAKE III SENIOR HOUSING PROJECT

MITIGATION MONITORING REPORTING PROGRAM

Introduction

This mitigation monitoring reporting program (MMRP) was prepared for the City of Chula Vista for the EastLake III Senior Housing Project to comply with Public Resources Code section 21081.6, which requires public agencies to adopt such programs to ensure effective implementation of mitigation measures. This monitoring program is dynamic in that it will undergo changes as additional mitigation measures are identified and additional conditions of approval are placed on the project throughout the project approval process. Pursuant to Public Resources Code section 21081.6(a)(2), the City of Chula Vista designates the Environmental Review Coordinator and the City Clerk as the custodians of the documents or their material which constitute the record of proceedings upon which its decision is based.

This monitoring program will serve a dual purpose of verifying completion of the mitigation measures for the proposed project and generating information on the effectiveness of the mitigation measures to guide future decisions. The program includes the following:

- Monitoring team qualifications
- Specific monitoring activities
- Reporting system
- Criteria for evaluating the success of the mitigation measures

The proposed project involves the construction of 13 buildings on 18.4 acres of previously disturbed land located within the eastern portion of the EastLake Community. The EIR includes a number of measures to reduce or avoid potential environmental impacts associated with project construction and long-term operation of the facility.

The 494-unit senior housing project would consist of 13 courtyard style buildings, each four stories tall over a parking structure. The project would also include fitness facilities, recreational rooms, two view corridor/parks and a pedestrian paseo around the outer perimeter. An on- and off-site emergency access would also be constructed. This emergency access would be located in the southwestern portion of the site, and would allow emergency vehicles a second access to the site via the Olympic Training Center parking lot. This senior housing community would be gated, and housing units would be “for sale.” The densities and unit numbers proposed would result in approximately 1,235 new residents.

The proposed project involves amendments to the General Plan, EastLake III General Development Plan (GDP) and EastLake III SPA Plan to allow for the proposed land use change from visitor-serving commercial to high density residential. The General Plan Amendment would consist of redesignating 18.4 acres to “Residential-High.” The 1.2 acres of designated Open Space around the site would remain unchanged. The EastLake III GDP would also be amended to redesignate 18.4 acres of “CT-Commercial-Tourist” uses to “H-Residential High (18-27+ dwelling units per acre). Finally, the EastLake III SPA would also be amended, specifically to eliminate the Commercial Tourist uses previously envisioned east of the OTC and instead provide for high density residential development.

The EIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City of Chula Vista. The issues addressed in the EIR include land use, landform alteration/aesthetics, geology and soils, water quality and hydrology, transportation and traffic, air quality, noise, public services and utilities, biological resources, and paleontological resources. The environmental analysis concluded that for all of the environmental issues discussed, some of the significant and potentially significant impacts could be avoided or reduced through implementation of recommended mitigation measures. Potentially significant impacts requiring mitigation were identified for landform alteration/aesthetics, geology and soils, water quality and hydrology, transportation and traffic, air quality, noise, public services and utilities, biological resources, and paleontological resources.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. The monitoring program for the EastLake III Senior Housing project therefore addresses the impacts associated with only the issue areas identified above.

The monitoring activities would be accomplished by individuals identified in the attached MMRP table. While specific qualifications should be determined by the City of Chula Vista, the monitoring team should possess the following capabilities:

- Interpersonal, decision-making, and management skills with demonstrated experience in working under trying field circumstances;
- Knowledge of and appreciation for the general environmental attributes and special features found in the project area;
- Knowledge of the types of environmental impacts associated with construction of cost-effective mitigation options; and
- Excellent communication skills.

Program Procedural Guidelines

Prior to any construction activities, meetings should take place between all the parties involved to initiate the monitoring program and establish the responsibility and authority of the participants. Mitigation measures that need to be defined in greater detail will be addressed prior to any project plan approvals in follow-up meetings designed to discuss specific monitoring effects.

An effective reporting system must be established prior to any monitoring efforts. All parties involved must have a clear understanding of the mitigation measures as adopted and these mitigations must be distributed to the participants of the monitoring effort. Those that would have a complete list of all the mitigation measures adopted by the City of Chula Vista would include the City of Chula Vista and its Mitigation Monitor. The Mitigation Monitor would distribute to each Environmental Specialist and Environmental Monitor a specific list of mitigation measures that pertain to his or her monitoring tasks and the appropriate time frame that these mitigations are anticipated to be implemented.

In addition to the list of mitigation measures, the monitors will have mitigation monitoring report (MMR) forms, with each mitigation measures written out on the top of the form. Below the stated mitigation measure, the form will have a series of questions addressing the effectiveness of the mitigation measure. The monitors shall complete the MMR and file it with the Mitigation Monitor following the monitoring activity. The Mitigation Monitor will then include the conclusions of the MMR into an interim and final comprehensive construction report to be submitted to the City of Chula Vista. This report will describe the major accomplishments of the monitoring program, summarize problems encountered in achieving the goals of the program, evaluate solutions developed to overcome problems, and provide a list of recommendations for future monitoring programs. In addition, and if appropriate, each Environmental Monitor or Environmental Specialist will be required to fill out and submit a daily log report to the Mitigation Monitor. The daily log report will be used to record and account for the monitoring activities of the monitor. Weekly and/or monthly status reports, as determined appropriate, will be generated from the daily logs and compliance reports and will include supplemental material (i.e., memoranda, telephone logs, and letters). This type of feedback is essential for the City of Chula Vista to confirm the implementation and effectiveness of the mitigation measures imposed on the project.

Actions in Case of Noncompliance

There are generally three separate categories of noncompliance associated with the adopted conditions of approval:

- Noncompliance requiring an immediate halt to a specific task or piece of equipment;
- Infraction that warrants an immediate corrective action but does not result in work or task delay; and
- Infraction that does not warrant immediate corrective action and results in no work or task delay.

There are a number of options the City of Chula Vista may use to enforce this program should noncompliance continue. Some methods commonly used by other lead agencies include “stop work” orders, fines and penalties (civil), restitution, permit revocations, citations, and injunctions. It is essential that all parties involved in the program understand the authority and responsibility of the onsite monitors. Decisions regarding actions in case of noncompliance are the responsibility of the City of Chula Vista.

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

The following table summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are recommended as conditions of project approval and are stated herein in language appropriate for such conditions. In addition, once the EastLake III Senior Housing project has been approved, and during various stages of implementation, the designated monitors and the City of Chula Vista will further refine the mitigation measures.

**TABLE 1
CHULA VISTA EASTLAKE III SENIOR HOUSING PROJECT
MITIGATION MONITORING REPORTING PROGRAM**

Potential Significant Impact	Mitigation Measure	Time Frame of Mitigation and Responsible Party ¹				Monitoring Reporting Agency	Time Frame for Verification Frequency to		Date of Completion	Date of Verification
		SPA/TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
Land Use, Planning and Zoning										
No significant impacts related to land use, planning and zoning were identified	Mitigation for the potential temporary conflict between the construction access road, Wueste Road and the pedestrian trail is provided in Mitigation Measure 5.5-d. Mitigation for potential trail and construction road incompatibilities with the City's MSCP Subarea Plan are included in Mitigation Measure 5.9-b.									
Landform Alteration and Aesthetics										
The project would introduce a new source of light and glare which would be potentially significant.	5.2-a Prior to approval of the Tentative Parcel map, the applicant shall submit a lighting plan as a part of the Design Review application for the project. The lighting plan shall demonstrate that project lighting is shielded from surrounding properties and that only the minimum amount of lighting required for safety purposes is provided to avoid adverse effects on surrounding areas. In general, lighting fixtures shall be shielded downward and away from adjacent residential land uses, MSCP Preserve areas and Lower Otay Reservoir.	X				City of Chula Vista				
Geology and Soils										
Impacts associated with slope instability would potentially be significant.	5.3-a Prior to approval of grading plans, the following conditions are required to be on the plans. The	X				City of Chula Vista				

¹ Responsible Party for implementation of all measures is the project applicant

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Structures will be located over underground parking. Potentially significant impacts to foundations and structures could occur if expansive soils are encountered. Potential impacts resulting from other geological hazards such as seismic activity would be significant.	<p>proposed project's grading plans shall demonstrate compliance with remediation recommendations in the June 10, 2005 Geotechnical Investigation for the project prepared by Geotechnics Incorporated, including but not limited to:</p> <p>a) Upper soil layers shall be removed to a depth of two to three feet during initial construction periods and replaced with competent compacted fill.</p> <p>b) Replacement of native soils with compacted fill shall be required to eliminate the potential for liquefaction.</p> <p>c) Any areas subjected to new fill or structural loads shall be prepared with compacted fill.</p>									
Erosion during construction, although short-term in nature, could be significant without erosion control measures.	<p>5.3-b Prior to approval of grading plans, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the project that identifies specific Best Management Practices (BMPs) to minimize erosion and control sedimentation. A copy of the SWPPP will be kept onsite and issued to all supervisory staff working on the project. Project activities resulting in excess erosion shall be halted and BMPs</p>		X			City of Chula Vista				

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	adjusted to ensure offsite sedimentation is avoided.									
Hydrology and Water Quality										
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	<p>5.4-a Prior to approval of a grading permit the Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) NPDES General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. In accordance with said Permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be developed and implemented concurrent with the commencement of grading activities. The SWPPP shall specify both construction and post-construction structural and nonstructural pollution prevention measures. The SWPPP shall also address operation and maintenance of post-construction pollution prevention measures, including short-term and long-term funding sources and the party or parties that will be responsible for the implementation of said measures.</p> <p>A complete and accurate Notice-of-Intent (NOI) shall be filed with the SWRCB. A copy of the</p>		X	X	X	City of Chula Vista				

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	acknowledgement from the SWRCB that a NOI has been received for this project shall be filed with the City of Chula Vista when received. Further, a copy of the completed NOI from the SWRCB showing the Permit Number for this project shall be filed with the City of Chula Vista when received.									
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	5.4-b Prior to approval of grading and construction plans, the Applicant shall demonstrate to the satisfaction of the City Engineer compliance with all of the applicable provisions of the Municipal Code and the City of Chula Vista SUSMP. The Applicant shall incorporate into the project planning and design an effective combination of site design, source control, and treatment control post-construction BMPs and provide all necessary studies and reports demonstrating compliance with the applicable regulations and standards. Post-construction BMPs shall be identified and implemented as to abate identified pollutants of concern to the maximum extent practicable standard described in the City of Chula Vista SUSMP.	X			X	City of Chula Vista				
Water quality impacts	5.4-c Prior to issuance of a	X			X	City of Chula				

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resulting from construction and operational activities would be significant prior to mitigation.	grading permit for any area of the project (including offsite areas) draining towards the Lower Otay Reservoir, the applicant shall: a) Obtain the approval of the City of Chula Vista and all other applicable agencies for any proposed structural drainage runoff detention and/or diversion facilities within the Otay Lakes Watershed. b) Obtain the approval of the City of Chula Vista and all other applicable agencies of all operational and maintenance agreements associated with any proposed structural drainage runoff detention and/or diversion facilities within the Otay Lakes Watershed.					Vista				
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	5.4-d Prior to approval of the grading plan, the Applicant shall verify that surface drainage has been designed to collect and discharge runoff into natural stream channels or drainage structures. In order to avoid indirect impacts to the Lower Otay Reservoir, fertilizers, herbicides, and pesticides shall not be applied to the manufactured slopes along the northern property of the property. Potable water shall be used for irrigation. All drainage systems shall be designed in	X	X			City of Chula Vista				

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	accordance with the City's Engineering Standards and to the City of San Diego's Source Water Protection Guidelines for New Developments (2004).									
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	5.4-e The applicant shall design surface and subsurface drainage to preclude ponding outside of designated areas, as well as flow down slopes or over disturbed areas.	X	X			City of Chula Vista				
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	5.4-f Prior to the approval of a grading permit, the Applicant shall verify that runoff diversion facilities (e.g., inlet pipes and brow ditches) have been used to preclude runoff flow down graded slopes. Drainage terraces for slopes in excess of 40 feet in vertical height shall only be required for stabilization purposes. Slopes in excess of 40 feet in height may not require terraces provided that slope-specific analysis demonstrates that such measures are not needed in order to achieve the intent of the City's grading ordinance. Energy-dissipating structures (e.g., detention ponds, riprap, or drop structures) shall be used at storm drain outlets, drainage crossings, and/or downstream of all culverts, pipe outlets, and brow ditches to reduce velocity and prevent erosion. The	X	X	X		City of Chula Vista				

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	<p>applicant shall demonstrate compliance in grading plans prior to issuance of a grading permit.</p> <p>Prior to issuance of the grading permit for any site in the drainage area, the Applicant shall demonstrate that the proposed detention facilities would reduce 50-year post-development peak flows to equal to or less than pre-development conditions. The proposed onsite detention facilities shall be designed to ensure that there is no increase in downstream (i.e., south of Olympic Parkway) velocities in Salt Creek. For areas with the greatest potential for groundwater seepage, impacts could be reduced to a less than significant level through installation of subsurface drains as determined by the Soils Engineer and approved by the City Engineer. Implementation of these measures is the responsibility of the applicant.</p> <p>Prior to the start of grading activities, the brow ditch located at the base of the slope between the Lower Otay Reservoir and the project site shall be inspected and sediment that could cause runoff to breach the ditch shall be removed.</p>									

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	The brow ditch shall be inspected after each 0.5 inch.									
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	<p>5.4-g Prior to approval of the final map, and/or building permits (as determined by the City Engineer), the Applicant shall submit a maintenance program for the proposed post-construction BMPs and all private drainage facilities within common development areas to the satisfaction of the City Engineer. The maintenance program shall include, but not be limited to:</p> <ul style="list-style-type: none"> a) a manual describing the maintenance activities of said facilities, b) an estimate of the cost of such maintenance activities, and c) a funding mechanism for financing the maintenance program. In addition, the Developer shall enter into a Maintenance Agreement with the City to ensure the maintenance and operation of said facilities. 	X				City of Chula Vista				
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	5.4-h Regular maintenance of the Greenbelt and Community trails shall be the responsibility of the Eastlake III HOA, depending on designation, to minimize the	X			X	City of Chula Vista				

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	potential for erosion into Lower Otay Reservoir. Prior to the approval of the TM, the applicant shall submit a Landscape Responsibility map to identify funding for all areas within the project.									
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	<p>5.4-i The following urban runoff control measures shall be shown as notes on the Tentative Map. These measures shall be made a condition of the Tentative Map and shall be implemented on the final grading and improvement plans. Implementation of these measures is the responsibility of the applicant.</p> <p>a) Per the Clean Water Act, BMPs to control pollutants and sediment from entering storm water runoff are required for the project area. Source control BMPs via landscaping of all slopes and street rights-of-way shall be provided to prevent erosion. Any other applicable source control or BMPs which may be implemented on a city-wide basis in conjunction with the City's Municipal NPDES permit shall be incorporated into the specific plan. The size, capacity, and location of any</p>	X		X		City of Chula Vista				

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	<p>other pollution control devices which would be used to capture urban pollutants onsite will be determined as part of the project-specific drainage studies prior to the approval of future subdivision maps.</p> <p>b) The City's Department of Planning and Building shall verify that the mitigation measures are conditions for the approval of the tentative map and that they are implemented on the grading plans for the project.</p>									
Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.	<p>5.4-j Prior to the issuance of any building permit, the applicant shall demonstrate to the satisfaction of the Director of Planning and Building that hazardous materials shall not be stored along the eastern edge of the site. All hazardous materials shall be stored within secondary containment capable of holding 150 percent of the largest container. Hazardous materials shall be stored in a secure area that can be locked during non-working hours. This will help prevent any unintended hazardous material spills which could impact quality of runoff water from the</p>		X			City of Chula Vista				

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	site.									
Water quality impacts resulting from construction activities would be significant prior to mitigation.	5.4-k Silt fence or a similar approved sediment barrier shall be installed along the eastern perimeter of the project site, or as directed by a qualified erosion control specialist, to prevent sediment transport into the Lower Otay Reservoir. Spoil stockpiles shall be stored at least 20 feet from the perimeter of the site. A qualified monitor shall inspect all erosion and sediment control devices onsite prior to anticipated storm events, during extended storm events, and after each storm event to ensure that the structures are functioning properly. Inspection logs shall be kept onsite and submitted to the City upon request.			X	X	City of Chula Vista				
Traffic and Circulation										
The level of service at the project driveway and Olympic Parkway will degrade to F as a result of the project from vehicles entering and exiting the project, which would be a significant direct impact of the proposed project.	5.5-a Prior to approval of the grading plan, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal including interconnect wiring, mast arms, signal heads and associated equipment, underground improvements, standards and luminaires at the Olympic Parkway/Project Driveway intersection. The design of the signal shall be to the satisfaction of the City Engineer and conform to	X	X			City of Chula Vista				

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	<p>City standards. The applicant shall provide the following intersection geometry:</p> <p><i>Westbound:</i> One left-turn lane (with 100 feet of storage) and two through lanes</p> <p><i>Southbound:</i> None</p> <p><i>Northbound:</i> One left-turn lane and one right-turn lane (With a storage length of 75 feet in each)</p> <p><i>Eastbound:</i> One shared through/right lane and one through lane.</p> <p>A signal shall be installed at the project driveway and two outbound (northbound) lanes, one left-turn and one right-turn lane, and two inbound (southbound) lanes be provided.</p>									
The level of service at the project driveway and Olympic Parkway will degrade to F as a result of the project from vehicles entering and exiting the project, which would be a significant direct impact of the proposed project.	5.5-b Prior to approval of building permits, the median opening on Olympic Parkway further shall be relocated west from its current location to accommodate the proposed project driveway.	X		X		City of Chula Vista				
The level of service at the	5.5-c Prior to approval of building	X		X		City of Chula				

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project driveway and Olympic Parkway will degrade to F as a result of the project from vehicles entering and exiting the project, which would be a significant direct impact of the proposed project.	permits, a "No U Turn" sign for eastbound traffic on Olympic Parkway at the Olympic Parkway/Wueste Road intersection shall be installed.					Vista				
The potential conflict between construction-related traffic and vehicular, pedestrian and bicycle traffic on Wueste Road and the adjacent trail would also be a significant direct impact of the optional construction access road.	5.5-d Prior to approval of the grading permit for the temporary construction access road, a Traffic Control Plan shall be prepared to the satisfaction of the City Engineer for the Wueste Road/access road intersection. The Traffic Control Plan shall be implemented for the duration of the use of the temporary access road. The Traffic Control Plan shall address methods to avoid conflicts between vehicles on Wueste Road/pedestrians and bicyclists on the trail adjacent to Wueste Road and construction vehicles entering and exiting the site.	X		X		City of Chula Vista				
Air Quality										
During construction, ROC emissions would exceed the daily standard. This impact is considered significant.	5.6-a To the maximum extent feasible, the project developer shall use zero-Volatile Organic Compounds (VOC)-content architectural coatings during project construction/application of paints and other architectural coatings to reduce ozone			X		City of Chula Vista				

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		SPA/TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	precursors. If zero-VOC paint cannot be utilized, the developer shall avoid to the maximum extent feasible, application of architectural coatings during the peak smog season: July, August, and September.									
During construction, ROC emissions would exceed the daily standard. This impact is considered significant. Although construction-related emissions would not surpass PM ₁₀ thresholds, the project will generate nuisance dust and fine particulate matter.	<p>5.6-b Prior to approval of any grading permit, the following measures shall be placed as notes on all grading plans and implemented during grading to reduce dust and exhaust emissions (PM₁₀) and ozone precursors (ROC and NO_x):</p> <ul style="list-style-type: none"> a) Minimize simultaneous operation of multiple construction equipment units b) Use low pollutant-emitting equipment c) Use catalytic reduction for gasoline-powered equipment d) Use injection timing retard for diesel-powered equipment e) Water the grading areas a minimum of twice daily to minimize fugitive dust f) Stabilize graded areas as quickly as possible to minimize fugitive dust g) Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public 	X	X	X		City of Chula Vista				

**TABLE 1
CHULA VISTA EASTLAKE III SENIOR HOUSING PROJECT
MITIGATION MONITORING REPORTING PROGRAM**

Potential Significant Impact	Mitigation Measure	Time Frame of Mitigation and Responsible Party ¹				Monitoring Reporting Agency	Time Frame for Verification Frequency to		Date of Completion	Date of Verification
		SPA/TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	road entry h) Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads i) Remove any visible track-out into traveled public streets within 30 minutes of occurrence j) Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred k) Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads l) Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling m) Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph n) Cover/ water onsite stockpiles of excavated material o) Enforce a 20 mile-per-hour speed limit on unpaved surfaces									
Noise										
Potential exposure to interior noise levels greater than the City's allowable limit of 45 dB CNEL would	5.7-a Prior to issuance of building permits, where exterior noise levels on internal roadways exceed 60 CNEL, additional measures		X	X	X	City of Chula Vista				

**TABLE 1
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		SPA/TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
be considered significant prior to mitigation.	shall be required to attenuate interior noise to the City's 45 CNEL standard, such as inoperable or double-paned windows. For those units that require the windows to be closed to achieve the interior noise standard, forced-air circulation or air conditioning shall be provided by the applicant. An acoustical analysis shall be conducted for Buildings 1, 2 and 13 that are adjacent to Olympic Parkway concurrent with the submittal of construction drawings and shall be approved by the Director of Planning and Building and the Environmental Review Coordinator prior to approval of building permits. The acoustical analysis shall demonstrate that interior noise levels due to exterior noise sources would be below the 45 CNEL standard.									
Potential exposure of future residents to exterior noise levels (from patio and balcony areas) greater than the City's allowable limit of 65 dB CNEL would be considered significant prior to mitigation.	5.7-b Five foot high noise barriers around the perimeter of the individual private patio and balconies at some of the dwelling units in Buildings 1, 2 and 13 (adjacent to Olympic Parkway) would be required to mitigate for traffic noise impacts. Sound walls may be constructed of any masonry material, or material such as tempered glass or Plexiglas with a surface density of at least			X		City of Chula Vista				

**TABLE 1
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		SPA/TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	three pounds per square foot. The sound wall should have no openings or cracks. <i>Table 5.7-7, Dwelling Units Requiring Sound Walls around Patios or Balconies</i> , provides a summary of required walls that would achieve 65 CNEL at the exterior patios/balconies.									
Public Services and Utilities										
The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental contribution of solid waste would be significant.	5.8-a Prior to approval of the Final Map, the applicant shall demonstrate compliance with recycling policies in the City's General Plan and Municipal Code. Demonstration of compliance with these policies shall include construction of onsite recycling facilities, recycling program establishment, etc.		X			City of Chula Vista				
The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental demand for park land would be significant.	5.8-b Prior to approval of the Final Map, a minimum of 3.86 acres of parkland will be established within the project area in accordance with the City of Chula Vista Municipal Code Section 17.10.40. Any shortfall in parkland acreage dedication shall result in payment of the park acquisition component of the Park Acquisition and Development (PAD Fee). Given the lack of available acreage that could be acquired to serve the development, the acquisition component of the PAD Fee will be waived and a payment of \$4.1		X			City of Chula Vista				

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	million (including the development portion of the fee and land acquisition fee adjusted over dedication at Eastlake Vistas neighborhood park) will be made which can be utilized to fund construction of park and public facilities serving the EastLake Community. Any excess funds that remain once these facilities are complete can be utilized on other park or public facilities serving the Eastern Territories of Chula Vista. The Developer will pay the development component of the PAD Fee as required by the City (EastLake III SPA Plan, February 20, 2006 and personal communication with Jack Griffin, City of Chula Vista April 3, 2006).									
The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental contribution of fire, police, emergency services, and libraries would be significant. \	5.8-c Prior to issuance of building permits, the applicant shall be required to pay the Public Facilities Development Impact Fees (PFDIF) at the rate in effect at the time building permits are issued as determined by the City Engineer, to offset impacts on City fire, police, emergency services and libraries.		X			City of Chula Vista				
The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate	5.8-d Prior to approval of the Tentative Map, the applicant shall submit plans showing fire flow and fire hydrant locations to the City of Chula Vista Fire Prevention	X				City of Chula Vista				

**TABLE 1
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		SPA/TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
with demand. The incremental contribution of fire services demand would be significant.	Division for review and approval.									
The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental contribution of school demand would be significant.	5.8-e Prior to approval of building permits, the applicant shall pay all required school mitigation fees at the rate in effect at the time building permits are issued or enter into an agreement to help finance the needed facilities and services for the Chula Vista Elementary School District and Sweetwater Union High School District.		X			City of Chula Vista				
The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental contribution of water and sewer service demand would be significant.	5.8-f Water and sewer facility improvements shall be financed or installed on- and off-site in accordance with the fees and phasing in the approved Public Facilities Financing Plan for the SPA Plan.			X		City of Chula Vista				
The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental contribution of fire and demand would be significant.	5.8-g The City of Chula Vista shall continue to monitor Police and Fire Department responses to emergency calls and report the results to the Growth Management Oversight Committee on an annual basis.				X	City of Chula Vista				
Safety issues for	5.8-h Prior to approval of the		X			City of Chula				

**TABLE 1
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		SPA/TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
recreational trail users directly exposed to crossing construction traffic are considered significant.	grading permit for the optional construction access road, a traffic control plan shall be prepared to the satisfaction of the City Engineer that addresses pedestrian, bicycle and vehicular safety during construction at the intersection of Wueste Road and the option construction access road.					Vista				
Biological Resources										
Potential direct impacts to narrow endemic plant species that may occur within the optional off-site trail and optional construction access road are considered significant. Potential indirect impacts to lands intended for conservation adjacent to the project site (associated with Otay Valley Regional Park) are also considered significant.	<p>5.9-a In accordance with the adjacency guidelines contained in the Subarea Plan, mitigation to minimize indirect impacts to sensitive wildlife species, sensitive plant communities and functions of the Preserve as envisioned in the City's Subarea Plan are as follows:</p> <p>Drainage and Toxic Substances</p> <ul style="list-style-type: none"> ▪ Pollution reduction measures, such as oil and water separators, shall be installed in all drainage systems at the property line to eliminate introduction of contaminants into the Preserve. Such measures shall be indicated on grading plans and approved by the City prior to issuance of any land development permit, including clearing and grubbing and grading permits. The installation of these pollution 			X	X	City of Chula Vista				

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	<p>reduction measures shall be verified by the City during project construction.</p> <ul style="list-style-type: none"> ▪ Additional best management practices for reduction to impacts to drainages include: slopes and channels will be protected from erosion; storm drain stenciling and signage will be employed, and control of post-development peak storm water runoff discharge rates and velocities will be enacted to maintain or reduce downstream erosion and to protect stream habitat. These measures shall be further outlined in the project SWPPP. <p>Lighting</p> <ul style="list-style-type: none"> ▪ Light shielding to protect the Preserve from spill-over during construction activities shall be required. In addition, lighting proposed for the residential development shall be directed away and shielded from the Preserve. Low sodium lighting shall also be utilized. Prior to issuance of a building permit, a lighting plan shall be submitted to the City's Environmental Review Coordinator for review and approval. The lighting plan shall illustrate the location of 									

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	<p>the proposed lighting standards and type of shielding measures. Low-pressure sodium lighting shall be used if feasible and shall be subject to the approval of the City's Environmental Review Coordinator and City Engineer.</p> <p>Noise</p> <ul style="list-style-type: none"> ▪ Construction activities shall include noise reduction measures or be conducted outside the breeding season of sensitive bird species. In particular, grading restrictions shall be implemented during the breeding season (February 15 through August 15) of the California gnatcatcher, and if construction is proposed during the breeding season, noise levels shall not exceed 60 dB(A) Leq within 500 feet of an active gnatcatcher nest. ▪ Noise impacts adjacent to the preserve shall be minimized through installation of berms or walls adjacent to the residential areas and any other use that may introduce noises that could impact or interfere with wildlife utilization of the Preserve. <p>Invasives</p>									

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	<ul style="list-style-type: none"> Native vegetation shall be used for revegetating the temporary access road, and shall be incorporated into the landscape plan to the satisfaction of the Director of Planning and Building. Such measures shall be indicated on grading plans and approved by the City prior to issuance of any land development permit, including clearing and grubbing and grading permits. Prior to issuance of a grading permit, landscape plans shall be submitted to the City for review and approval. 									
Failure to comply with mitigation requirements established in the HLIT Ordinance would constitute a significant impact.	<p>5.9-b Prior to issuance of any land development permit, including clearing and grubbing and grading permits, for the optional trail and temporary construction access road, the applicant shall retain a City-approved biologist to conduct a Narrow Endemic species survey. Once surveys have been completed, an impact analysis shall be prepared to determine the impacts to any narrow endemic species found in those areas and include mitigation measures in accordance with Section 5.2.3 of the City's Subarea Plan. Finally, the impact analysis shall be submitted to the City's</p>		X	X	X	City of Chula Vista				

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	<p>Environmental Review Coordinator for review and approval prior to initiating any construction activities. If a narrow endemic plant population is discovered, impacts shall be limited to 20% of the population within the project area, and appropriate mitigation shall be provided to meet the requirements of biological equivalency in Section 5.2.3.6 of the Subarea Plan. The City shall prepare findings of equivalency to authorize "Take" of the portion of the plant population.</p> <p>If, after the comprehensive consideration of avoidance and minimization measures, impacts exceed 20% of the covered Narrow Endemic Species population within the project area, the City must make a determination of biologically superior preservation consistent with Section 5.2.3.7 of the Subarea Plan. This determination shall be based on appropriate mitigation sufficient to meet the requirements established for biologically superior preservation identified in Section 5.2.3.7 of the Subarea Plan. The City shall process the appropriate findings in accordance with Section 5.2.3.3 of the Subarea</p>									

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	Plan. If such findings cannot be made for either or both of these optional project features, the feature(s) that are not consistent with the policies related to narrow endemic species shall not be implemented.									
Paleontological Resources										
Impacts to previously undisturbed soils as a result of column borings would be a significant impact.	5.10-a Prior to issuance of a grading permit, the applicant shall confirm in writing to the City of Chula Vista that a qualified paleontologist has been retained to carry out the mitigation described herein. A qualified paleontologist is defined as an individual with a M.S. or Ph. D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified paleontologist. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and who is working under the supervision of a qualified paleontologist.		X	X		City of Chula Vista				
Impacts to previously undisturbed soils as a result of column borings would be a significant impact.	5.10-b The qualified paleontologist or paleontological monitor shall attend preconstruction meeting to consult with the grading and excavation contractors. The		X	X		City of Chula Vista				

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	<p>paleontologist's duties shall include monitoring of grading, salvaging, preparation of collected materials for storage at a scientific institution that houses paleontological collections, and preparation of a monitoring results report. For each step below, the paleontologist should present results to the City of Chula Vista for review. These duties are defined as follows:</p> <ul style="list-style-type: none"> ▪ The paleontologist or paleontological monitor shall be on-site during the original cutting of previously undisturbed sediments of the Otay Formation to inspect cuts for fossils contained therein. The Sweetwater Formation should be monitored on an as needed basis as determined by the paleontologist or paleontological monitor. The frequency of inspections would depend upon the rate of excavation, the materials excavated, and the abundance of fossils. The paleontologist would work with the contractor to determine the monitoring locations and amount of time necessary to ensure adequate monitoring of the project site. ▪ In the event that fossils are 									

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	<p>encountered, the paleontologist (or paleontological monitor) shall have the authority to divert or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains in a timely fashion. Because of the potential for recovery of small fossil remains, it may be necessary to set up a screen-washing operation on-site.</p> <ul style="list-style-type: none"> ▪ Fossil remains shall be cleaned, sorted, repaired, cataloged, and then stored in a local scientific institution that houses paleontological collections, such as the San Diego Natural History Museum. <p>A monitoring results report with appropriate graphics summarizing the results (even if negative), analyses, and conclusions of the above program shall be prepared and submitted to the City of Chula Vista within 90 days following the termination of the paleontological monitoring program.</p>									

PREFACE

Final Subsequent Environmental Impact Report For EastLake III Senior Housing Project Letters of Comment and Responses

Letters of comment on the Draft EIR were received from the following agencies and organizations. Comment letters received during the Draft EIR public review period contained accepted revisions that resulted in changes to the Final EIR text. Revisions to the Final EIR are intended to correct the minor discrepancies and provide additional clarification. The revisions do not constitute significant changes to the project or environmental setting, no new significant environmental effects have been identified for the project, and the severity of environmental impacts would not be increased. These changes to the text are indicated by ~~strikeout~~ (deleted) and underline (inserted) markings.

Letter	Date	Organization	Page No.
A	April 24, 2006	Chula Vista Elementary School District	PR-3
B	May 25, 2006	California Department of Toxic Substances Controls	PR-4
C	May 25, 2006	United States Fish and Wildlife Service	PR-9
D	May 15, 2006	Chula Vista Resource Conservation Commission (Transcript)	PR-14
E	May 31, 2006	Planning Commission Close of Public Review (Transcript)	PR-17



Arnold Schwarzenegger
Governor

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



Sean Walsh
Director

May 31, 2006

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

Subject: EastLake III Senior Housing Project
SCH#: 2005091047

Dear Marni Borg:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 30, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2005091047
Project Title EastLake III Senior Housing Project
Lead Agency Chula Vista, City of

Type EIR Draft EIR

Description The proposed project is a 494-unit, active senior community located on approximately 19.6 acres in eastern Chula Vista. The site is bordered by Olympic Parkway and the East Lake Vistas community to the north, the Lower Otay Reservoir to the east, and the Olympic Training Center to the south and west. This project requires amendments to the City of Chula Vista General Plan, EastLake III General Development Plan, and EastLake III SPA Plan to change the land use designation on the site from Commercial Tourist to Residential-High. Amendments to the EastLake III Planned Community District Regulations and a Public Facilities Financing Plan will also be required. Related actions include a Tentative Map.

Lead Agency Contact

Name	Marni Borg			
Agency	City of Chula Vista			
Phone	(619) 409-5913		Fax	
email				
Address	276 Fourth Avenue			
City	Chula Vista	State	CA	Zip 91910

Project Location

County	San Diego			
City	Chula Vista			
Region				
Cross Streets	Olympic Parkway/Wueste Road			
Parcel No.	643-040-1600			
Township	18S	Range	1W	Section 1
				Base SBBM

Proximity to:

Highways	
Airports	
Railways	
Waterways	Lower Otay Reservoir, Salt Creek
Schools	
Land Use	City of Chula Vista General Plan: Commercial Tourist; City of Chula Vista Municipal Zoning Code: (P-C) Planned Community

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues

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

Date Received	04/14/2006	Start of Review	04/14/2006	End of Review	05/30/2006
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Note: Blanks in data fields result from insufficient information provided by lead agency.

Comment Letter A

05/05/2006 MON 14:08 FAX

4001



CHULA VISTA ELEMENTARY SCHOOL DISTRICT

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

EACH CHILD IS AN INDIVIDUAL OF GREAT WORTH

BOARD OF EDUCATION

CHEVYLS COX, Ed.D.
LARRY CUNNINGHAM
PATRICK A. JUDD
SIBBELA J. LOPEZ
PAMELA R. SMITH

April 24, 2006

SUPERINTENDENT
LOWELL J. BILLINGS, Ed.D.

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

RE: Case No.: EIR-05-02
Location: Olympic Parkway and Wueste Road
Project: Proposed 494 Multi-Family Active Adult Residential
Community

Dear Ms. Borg:

Thank you for the opportunity to respond to the above-mentioned project, which is located in Community Facilities District No. 1 (EastLake).

The EastLake Planned Community has formed a Community Facilities District (CFD) to provide financing for all elementary facilities required to serve the project. Since this project is a part of EastLake, portions of the school mitigation have been satisfied through participation in the CFD. The mitigation agreement also established a fee due at the time permits for residential units are pulled. The current rate for 2005-06 is \$1,048.50 per residential unit.

A-1

If you have any questions, please give me a call.

Sincerely,

Dee Peralta
Facilities and Planning Manager

DP:sf

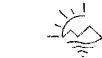
RESPONSE TO LETTER A
CHULA VISTA ELEMENTARY SCHOOL DISTRICT
City of Chula Vista
(Letter dated April 24, 2006)

A-1 Comment Noted. As indicated in *Section 5.8.4* of the EIR, Chula Vista Elementary School District does not have a student generation factor for senior housing land uses. This section of the EIR further states that the applicant will be required to pay school fees at the rate in effect at the time building permits are issued. The City appreciates the Chula Vista Elementary School District's information regarding current fee rates for the 2005-2006 year. Should building permits be pulled for the proposed project during the 2005-2006 year, the rate of \$1,048.50 per unit would be required of the applicant as indicated in the Chula Vista Elementary School District's letter. Should building permits be pulled after the 2005-2006 year, the per unit fee established at the time the building permits are pulled shall apply to the project.

Comment Letter B



Department of Toxic Substances Control



Maureen F. Gorsen, Director
8725 Corporate Avenue
Cypress, California 90630



May 25, 2006

Ms. Marni Borg
City of Chula Vista
278 Fourth Avenue
Chula Vista, California 91910

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE EASTLAKE III SENIOR HOUSING PROJECT (SCH NO. 2005091047)

Dear Ms. Borg:

The Department of Toxic Substances Control (DTSC) has received your draft Environmental Impact Report (EIR) for the above-mentioned Project. The proposed project is a 494-unit, active senior community located on approximately 19.6 acres in eastern Chula Vista. This site is bordered by Olympic Parkway and the EastLake Vistas community to the north, the Lower Otay Reservoir to the east, and the Olympic Training Center to the south and west. This project requires amendments to the City of Chula Vistas General Plan, EastLake III General Development Plan, and East Lake III SPA Plan to change the land use designation on the site from Commercial Tourist to Residential-High. Amendments to the EastLake III Planned Community District Regulations and a Public Facilities Financing Plan will also be required. Required actions include a Tentative Map.

Based on the review of the document, DTSC's comments are as follows:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
2. The draft EIR needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the draft EIR should evaluate whether conditions at the site pose a threat to human health or the environment.

} B-1
} B-2

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**RESPONSE TO LETTER B
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
(Letter dated May 25, 2006)**

B-1 As indicated in *Section 7.0, Issues Found Not to be Significant, Hazards/Risk of Upset* (page 7-2), a Phase I Environmental Site Assessment was prepared for the proposed project site on October 4, 2004 and was revised on June 20, 2005. The Phase I Environmental Site Assessment included a site reconnaissance-level site visit, a records review and an interview. No evidence of hazardous wastes or substances were observed within the 19.6-acre site. Further, this section of the EIR states that the records search did not identify the site as being listed on any of the databases in the Environmental Data Resources (EDR) report. In addition, an EDR report was prepared for properties within the site vicinity. This EDR report did not identify any facilities that appear to represent a potential source of migration of hazardous substances which could end up impacting the proposed project site. Finally, *Section 7.0* of the EIR indicates that, based on an interview the property owner, dry farming has historically occurred on the site. During the initial site grading in 2002 (which occurred in conjunction with the larger EastLake mass grading project), no underground storage tanks or hazardous materials issues associated with the project site were uncovered. Although highly unlikely due to the already graded nature of the project site, should undiscovered hazardous materials be encountered during site preparation, investigation would occur to determine the extent (if any) and risk posed by the discovered hazards. Further, *Section 7.0* of the EIR states that during the construction phase of the proposed project, Best Management Practices would be applied to ensure that all hazardous materials (ie, mechanical oils, fuels, etc.) are stored properly as to ensure that no hazards are released.

Section 7.0 of the EIR indicates that the optional construction road would be located on an already graded manufactured slope south of the project site, which is absent of known hazards, and would therefore not pose a risk to the existing and future surrounding community. Similar to the proposed project site, due to the previously graded nature of this temporary roadway alignment, the potential of discovery of unknown hazards during roadway preparation are considered highly unlikely.

Section 7.0 of the EIR indicates that because the optional pedestrian trail would consist of scraping the top portion of the onsite soil to create a level walking path (i.e., minimal soil disturbance), it is unlikely that any buried hazards or contaminants would be unearthed during this minimal construction activity. In summary, *Section 7.0* of the EIR concluded that potential for exposure to hazards is considered to be extremely low and was therefore included as an "effect found not significant" in the EIR.

B-2 See Comment B-1.

Ms. Marni Borg
 May 25, 2006
 Page 2

3. Any remedial actions should be performed under a remedial action plan or a removal action workplan and in accordance with Health and Safety Code (HSC) Section 25356.1 which requires:
 - a. A description of the techniques and methods to be used in the removal action;
 - b. A description of the onsite contamination;
 - c. The goals to be achieved by the removal action, any alternative removal options that were considered and rejected and the basis for that rejection; and,
 - d. A description of the methods that will be employed during the removal action to ensure the health and safety of the workers and the public during the removal action.
4. The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.
5. The EIR addresses impacts and mitigation measures of the excavation activities related to the construction aspect of this project. However, the specific impacts and mitigation measures associated with the removal/remediation of contaminated media that may be encountered during construction have not been described.
6. All environmental investigations, sampling and/or remediation should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup. The findings and sampling results from the subsequent report should be clearly summarized in the EIR.

B-3

B-3 See Comment B-1.

B-4

B-4 See Comment B-1.

B-5

B-5 See Comment B-1.

B-6

B-6 See Comment B-1.

Ms. Marni Borg
 May 25, 2006
 Page 3

- 7. Proper investigation, sampling and remedial actions overseen by a regulatory agency, if necessary, should be conducted at the site prior to the new development or any construction. } **B-7**
- 8. If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property." } **B-8**
- 9. If building structures, asphalt or concrete-paved surface areas or transportation structures are planned to be demolished, an investigation should be conducted for the presence of lead-based paints or products, mercury, and asbestos containing materials (ACMs). If lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. } **B-9**
- 10. The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination. } **B-10**
- 11. Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. } **B-11**
- 12. If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). } **B-12**
- 13. If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be } **B-13**

B-7 See Comment B-1.

B-8 See Comment B-1.

B-9 No demolition of existing structures would occur, therefore this comment is not applicable to the proposed project.

B-10 See Comment B-1.

B-11 See Comment B-1.

B-12 As indicated in *Section 5.8.4, Environmental Impacts (Public Services and Utilities)*, the project's operational waste products would consist of household waste associated with the condominium units and commercial waste products associated with operation of the community center facility. These waste products would either be recycled or disposed of through normal municipal waste disposal methods and are not considered to be hazardous materials outside of accepted hazards associated with municipal refuse.

B-13 See Comment B-12.

Ms. Marni Borg
 May 25, 2006
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required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.

↑
B-13
(Cont.)

14. If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.

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B-14

B-14 See Comment B-12.

15. Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

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B-15

B-15 See Comment B-12.

16. If the project plans include discharging wastewater to storm drain, you may be required to obtain a wastewater discharge permit from the overseeing Regional Water Quality Control Board.

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B-16

B-16 The proposed project would not involve discharge of wastewater into the storm drain, therefore this comment is not applicable to the proposed project.

17. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

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B-17

B-17 See Comment B-1. As indicated in *Section 5.4.4*, Environmental Impacts (Hydrology and Water Quality), proposed excavations are located above the anticipated water table. Furthermore, no existing wells were identified within the site boundaries. Therefore, groundwater impacts are not anticipated.

18. Prior to initiating any construction activities, an environmental assessment should be conducted to determine if a release of hazardous wastes/substances exists at the site. If so, further studies should be carried out to delineate the nature and extent of the contamination. Also, it would be necessary to estimate the potential threat to public health and/or the environment posed by the site. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations and policies rather than excavation of soil prior to any assessments.

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B-18

B-18 See Comment B-1.

Ms. Marni Borg
May 25, 2006
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If you have any questions regarding this letter, please contact Mr. Al Shami,
Project Manager, at (714) 484-5472 or at "ashami@DTSC.ca.gov".

Sincerely,



Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

CEQA # 1389

Comment Letter C



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Cursead Fish and Wildlife Office
6019 Hidden Valley Road
Caldwell, California 92011



In Reply Refer To:
FWS-SDG-1989.4

Ms. Marilyn Ponzeggi
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

MAY 25 2006

Subject: Comments on the Draft Environmental Impact Report for the EastLake III Senior Housing Project, City of Chula Vista, County of San Diego, California

Dear Ms. Ponzeggi:

The U.S. Fish and Wildlife Service (Service) has reviewed the above referenced draft Environmental Impact Report (DEIR), dated April 17, 2006, from the City of Chula Vista (City) regarding the EastLake III Senior Housing Project. The proposed project involves amendments to the General Plan, EastLake III General Development Plan (GDP), and EastLake III Sectional Planning Area (SPA) Plan to allow for the proposed land-use change from visitor-serving commercial to high density residential. The project is located within the eastern portion of the EastLake Community of the City of Chula Vista and is situated adjacent to the Olympic Training Center (OTC) and directly west of the Lower Otay Reservoir.

C-1

C-1 This comment states the USFWS understanding of the project and does not raise any issues related to the EIR. No further response is necessary.

The project consists of redesignating 18.4 acres of "Commercial-Tourist" to "Residential-High." The 1.2 acres of designated Open Space around the site would remain unchanged. Components of the SPA, including the Planned Community District Regulations, Design Guidelines and Public Facilities Finance Plan (PFFP) would all be modified to reflect this proposed change in land use. The 494-unit senior housing project would consist of 13 courtyard style buildings. The entire development footprint is located within the previously approved Final Subsequent Environmental Impact Report #01-01 (FSEIR, prepared by RECON, dated June 5, 2001). The site has already been graded in accordance with approved grading permits. The proposed redesignation of land use is not expected to result in additional biological impacts, besides those already described (with appropriate mitigation) in the FSEIR. However, the DEIR for the proposed project indicates additional biological impacts would result from the creation of (1) a 0.016-acre off-site emergency access road located on the Olympic Training Center property, (2) a 0.40-acre off-site optional construction access road, and (3) a 0.31-acre off-site optional trail totaling 0.8 acre of new impacts, all of which are outside the project footprint that was permitted by the FSEIR. The emergency access would be located in the southwestern portion of the site, and would allow emergency vehicles a second access to the site via the Olympic Training Center parking lot. The construction access road is proposed to exit the project site on its south-central border, while the trail is proposed to exit the property on the southwest corner.

C-2

C-2 This comment summarizes the proposed actions associated with the project and acknowledges the Final Subsequent EIR (FSEIR #01-01) prepared for the project that was previously approved for the site. This comment acknowledges that the site has already been graded, and that the proposed redesignation of land use is not expected to result in additional biological impacts besides those already described in the FSEIR. This comment acknowledges that the optional project features would result in impacts beyond those previously analyzed totaling 0.726 acres. No specific issues related to the EIR analysis are identified, and therefore no further response is necessary.



Marilyn Ponceggi (FWS-SDG-1989.4)

2

We appreciate the effort of the City of Chula Vista (City) to conform the proposed project to the City's Multiple Species Conservation Program (MSCP) Subarea Plan (SAP). To assist the City in minimizing the biological impacts of the proposed project, the Service offers the following specific comments and recommendations based on our review of the above referenced DEIR and our knowledge of declining habitat types and sensitive species within San Diego County. These comments are provided in keeping with our agency's mission to "work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people." Specifically, we administer the Endangered Species Act (Act) of 1973, as amended.

1. Within the biological resources section of the DEIR, discussion is provided regarding the proposed project's impacts to vegetation communities, sensitive plants, sensitive wildlife, wetlands, adjacent sensitive land, and wildlife corridors. However, no analysis is given on the types of vegetation communities, sensitive plants, and sensitive wildlife that exist within the expanded project footprint. The habitat to be impacted is only described as "disturbed." Also, the DEIR indicates that no wildlife surveys were conducted and plants were not surveyed during the optimal time of year. Based on the Service's knowledge, and the information provided in the DEIR, potentially suitable habitat for narrow endemic plants exists on-site (e.g., Otay tarplant). We believe that there is also the potential for California gnatcatcher (due to known plants that occur along the eastern edge of the project site and disturbed coastal sage scrub along the southern edge of the project site documented in the FSEIR), Quino checkerspot butterfly ("Quino") (critical habitat has been designated along the entire eastern edge of the project site), and San Diego black-tailed jackrabbit (as documented in the FSEIR) within the proposed off-site trail/roads.

In order to address the above concerns, we recommend the following: (1) conduct focused California gnatcatcher surveys of the land proposed to be impacted (this should include the proposed disturbance footprint as well as a 500 foot buffer around that footprint - this is needed to address potential indirect effects); (2) narrow endemic plant surveys should be conducted during an appropriate time of year; (3) conduct surveys for sensitive wildlife species; and (4) provide maps and a discussion of what habitat types are being impacted (i.e., disturbed coastal sage scrub and agriculture, according to Figure 4.3-7 of the FSEIR), and describe what caused the disturbance. The results of these surveys should be included in the final EIR. Since the DEIR did not include this information, we cannot fully evaluate the impacts of the proposed project on endangered, threatened, and sensitive species.

2. Impacts to listed species (Otay tarplant, California gnatcatcher, and Quino) in the original Eastlake III project footprint were addressed through a biological opinion (FWS-SDG-1989.2). However, because the City's SAP has since been approved, any new project impacts (including impacts to listed species) need to be consistent with the City's SAP. The DEIR does not fully articulate how the project will be consistent with the SAP. For example, although the DEIR discusses the need for the project to follow the City's SAP guidelines on development adjacent to the City's Preserve Management Area (PMA), the

C-3

C-4

C-5

C-6

C-7

C-3 This comment does not raise any issues related to the EIR. No further response is necessary.

C-4 As noted in Comment C-2, the site has already been graded, and the proposed redesignation of land use is not expected to result in additional biological impacts besides those already described (with appropriate mitigation) in the FSEIR. As stated in the Draft EIR (*Section 5.9.1*, page 5.9-1) the analysis contained in the Draft EIR focuses on the 0.726 acre area comprising the offsite temporary construction access road and the pedestrian trail connection to the Olympic Training Center. Specific vegetation mapping and potential suitability for sensitive species for this 0.726-acre area is provided in the Draft EIR.

The "disturbed habitat" vegetation category is nomenclature identified by Holland (1986), and is consistent with the naming conventions used in the MSCP Subregional Plan and the Chula Vista MSCP Subarea Plan. In accordance with the Holland naming conventions, and as noted in the Draft EIR (*Section 5.9.2*, page 5.9-5) "disturbed habitat" vegetation includes areas that were noted to either lack vegetation or where native vegetation has been removed in part or in whole by mechanical means, resulting in the predominance of weedy non-native annual dicots, such as telegraph weed, Russian-thistle and tocalote, and may also include ornamental plantings. Therefore, impacts to vegetation communities were fully characterized and evaluated.

C-5 As discussed in the Draft EIR (*Section 5.9.2*, pages 5.9-5 – 7) suitable conditions for sensitive plants exist within the 0.726-acre offsite areas, however the areas are not considered suitable to support sensitive wildlife species, due to lack of appropriate vegetation components and/or the limited area of potential impact. Further clarification is provided as follows for each of the referenced species:

California gnatcatcher

As noted in *Section 5.9* of the Draft EIR and in these responses, no coastal sage scrub or other suitable habitat exists on the site (including all optional project features) for California gnatcatcher. Therefore, absence of the species on the project site can be confirmed without the need to conduct focused surveys. Further, the analysis contained in the EIR addresses indirect effects on California gnatcatcher based on the assumption that the adjacent Preserve lands do contain occupied habitat. Therefore, surveys to determine presence of gnatcatcher offsite, or within a 500 foot buffer area, as suggested, are not necessary, since adequate protections for offsite habitat areas within the Preserve have been incorporated as mitigation measures to reduce potential indirect impacts on the Preserve to below significance.

Quino checkerspot butterfly

For clarification purposes, no Critical Habitat for Quino checkerspot butterfly (QCB) exists on any portion of the proposed project site (including all optional project features). *Section 4.4.4.2* of the Chula Vista MSCP Subarea Plan states that no development

	<p>projects outside of the Preserve will be subject to avoidance requirements for QCB. Therefore, the analysis presented in the EIR is intended to satisfy the requirements of CEQA for purposes of disclosing potential impacts and addressing the significance thresholds identified in the EIR. For QCB, the relevant significance threshold question is whether the project would have a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service. With respect to this threshold, the EIR concludes that the general field surveys conducted for the project did not reveal substantial habitat resources associated with QCB (e.g. presence of dot seed plantain), and primarily due to the fact that the proposed project would impact a very small disturbed area (0.726 acre). Based on these factors, the EIR concludes that the project would not have a substantial adverse effect upon QCB. This conclusion is reasonable based on substantial evidence set forth in the record for this project. Focused surveys for adult QCB were determined not to be necessary, as indicated in the Draft EIR.</p> <p>Narrow Endemic Plants</p> <p>Section 5.9 of the Draft EIR acknowledges that while no state or federally-listed rare, endangered, threatened, nor local or regional sensitive plant species of concern were observed within the off-site construction access road or trail, suitable conditions exist which could support sensitive plant species. To mitigate for the potential impact on sensitive plant species specifically related to the requirements of the Chula Vista Subarea Plan relative to Narrow Endemic species, the Draft EIR includes mitigation measures requiring surveys for Narrow Endemic plants and requires that the optional project features adhere to the requirements of the Subarea Plan relative to avoidance, minimization and mitigation if any of these species are found (Mitigation Measure 5-9b). If the result of the surveys indicates that 100% avoidance is not possible, then the optional project features will not be implemented. The analysis presented in Section 5.9 and required mitigation measures satisfy the requirements of CEQA and the Chula Vista Subarea Plan. No additional surveys beyond what is required by the Draft EIR are required.</p> <p>C-6 As noted in the Draft EIR and as indicated in the USFWS stated understanding of the project in Comment C-2, no impacts to sensitive habitats or species, including Otay tarplant are anticipated within the previously graded project footprint. Further, the Draft EIR provides a complete analysis of how the requirements of the Subarea Plan are met (see <i>Section 5.9.4</i>, Pages 5.9-10 – 14), including a comprehensive discussion of all applicable provisions of the Subarea Plan and project consistency with each of those provisions. Therefore, the project has demonstrated compliance with all applicable provisions of the Subarea Plan.</p>
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<p>Marilyn Ponceggi (FWS-SDG-1989.4) 3</p> <p>discussion does not describe how the project will be consistent with the first two guidelines of Priority 1 and Priority 2. These priorities state (Section 7.5.2):</p> <p><i>Priority 1:</i></p> <ol style="list-style-type: none"> a. <i>Enforce, prevent and remove illegal intrusions into the Preserve on an annual basis, as well as on a complaint basis.</i> b. <i>Install barriers (fencing, rocks/boulders, appropriate vegetation) and/or signage in new communities where necessary to direct public access to appropriate locations.</i> <p><i>Priority 2:</i></p> <ol style="list-style-type: none"> 1. <i>Disseminate educational information to residents and landowners adjacent to and inside the Preserve to heighten environmental awareness of the Preserve's goals and purpose, and inform residents of access, appropriate plantings, construction or disturbance within Preserve boundaries, pet and livestock control, fire management and other adjacency issues. This will also provide educational information about the quino checkerspot butterfly. For new communities, development of educational materials will be required as part of SPA or Precise Plan approvals, and will be implemented as Priority 1.</i> <p>In order to be consistent with the City's SAP adjacency guidelines, we recommend that the final EIR discuss these priorities and develop proposals for how these guidelines will be incorporated into the new housing development and proposed off-site trail and roads.</p> <p>Regarding specific impacts to the California gnatcatcher, Section 4.1 of the City's SAP states:</p> <p>"Area-specific management directives must include measures to reduce edge effects and minimize disturbance during the nesting period, fire protection measures to reduce the potential for habitat degradation due to unplanned fire, and management measures to maintain or improve habitat quality including vegetation structure. No clearing of occupied habitat in the MHPA may occur from March 1 through August 15."</p> <p>If the focused gnatcatcher surveys conducted pursuant to comment 1 above find that the habitat to be impacted is occupied by gnatcatcher, the project must follow these guidelines.</p> <p>We appreciate the opportunity to comment on this draft Environmental Impact Report. We are available to work with the City to address any concerns related to this comment letter. If you</p>	<p>C-7 The Draft EIR addresses the applicable requirements of Section 7.5.2 of the Subarea Plan, which are contained in item 3 of the <i>Priority 1</i> Adjacency Management Issues for the Central City PMA. This section of the Subarea Plan provides guidelines for specific measures to be implemented by new development. The guidelines contain specific measures related to drainage, toxics substances, lighting, noise and invasive species. Each of those issues is specifically addressed in <i>Section 5.9.4</i> of the Draft EIR (pages 5.9-13 and 14, under the subheading "Consistency with Subarea Plan: Adjacency Requirements").</p> <p>With respect to the quoted portions of Section 7.5.2 of the Subarea Plan, items a) and b) identified under "Priority 1", the proposed project is not located within the Preserve, however, barriers along the Preserve edge are already in place in this portion of the Subarea Plan area. The Preserve is located east of Wueste Road, approximately 160 feet from the closest residential building. Wueste Road, the Greenbelt trail and the existing manufactured offsite slopes adjacent to the site would serve as a barrier between the proposed development area of the site and the Preserve. Due to the nature of the project being a senior housing facility, it is not anticipated that there would be significant intrusion into the Preserve from project residents. However, with respect to the referenced Priority 2 measure, this comment is noted. The project will be conditioned to require that educational materials related to Preserve issues be assembled and distributed to the future residents of the project, and signage be posted to provide additional awareness of the proximity of the project to the Preserve.</p> <p>C-8 <i>Section 5.9.5</i> (pages 5.9-17 and 18) of the Draft EIR includes Mitigation Measure 5.9-a, which specifically includes measures to address each of the adjacency issues identified in Section 7.5.2 of the Subarea Plan, including drainage, toxics substances, lighting, noise and invasive species.</p> <p>C-9 Mitigation measures are included in the Draft EIR (Mitigation Measure 5.9-a, page 5.9-18) to address indirect noise and lighting impacts, which are the relevant measure related to edge effects on California gnatcatcher associated with this project, since the project site does not contain Preserve land, but is located adjacent to Preserve land. Specifically, the mitigation measures state:</p> <p><i>Construction activities shall include noise reduction measures or be conducted outside the breeding season of sensitive bird species. In particular, grading restrictions shall be implemented during the breeding season (February 15 through August 15) of the California gnatcatcher, and if construction is proposed during the breeding season, noise levels shall not exceed 60 dB(A) L_{eq} within 500 feet of an active gnatcatcher nest.</i></p> <p><i>Light shielding to protect the Preserve from spill-over during construction activities shall be required. In addition, lighting proposed for the residential development shall be</i></p>
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Marilyn Pongeggi (FWS-SDG-1989.4)

4

have any questions or comments pertaining to this letter, please contact Amber Himes at (760) 431-9440 x208.

Sincerely,


Therese O'Rourke
Assistant Field Supervisor

cc. David Mayer, CDFG
Diana Vargas, City of Chula Vista

directed away and shielded from the Preserve. Low sodium lighting shall also be utilized. Prior to issuance of a building permit, a lighting plan shall be submitted to the City's Environmental Review Coordinator for review and approval. The lighting plan shall illustrate the location of the proposed lighting standards and type of shielding measures. Low-pressure sodium lighting shall be used if feasible and shall be subject to the approval of the City's Environmental Review Coordinator and City Engineer.

As noted in Response C-5, the biological analysis conducted for the project determined that there is no suitable habitat for gnatcatcher on the project site, therefore surveys to determine potential impacts on occupied gnatcatcher habitat onsite are not required. Further, surveys are not necessary for offsite Preserve areas, since presence of California gnatcatcher is assumed in those Preserve areas.

Comment Letter D

**RESPONSE TO LETTER D
MINUTES OF A REGULAR MEETING OF THE
RESOURCE CONSERVATION COMMISSION
(Dated May 15, 2006)**

**MINUTES OF A REGULAR MEETING OF THE
RESOURCE CONSERVATION COMMISSION**

May 15, 2006

Ken Lee Building Conference Room
430 'F' Street

MEETING CALLED TO ORDER by Chair Reid at 4:36 p.m.

ROLL CALL/MOTION TO EXCUSE

MEMBERS PRESENT: Chair Doug Reid, Vice-Chair Tracy Means, Commissioners Stanley Jasek, Eric Musolgo, Georgie Stillman, Lynda Gilgun and Brett Davis

STAFF PRESENT: Marilyn Pongeggi, Environmental Review Coordinator
Marni Borg, Environmental Projects Manager
Sian Donn, Associate Planner
Ed Batchelder, Advance Planning Manager
Tom Adler, Sr. Civil Engineer
Linda Bond, Recording Secretary

OTHERS PRESENT: Joe Monaco, Dudok & Associates
Brian Stup, Pulte Homes

APPROVAL OF MINUTES: April 17, 2006

MSUC (Jasek/Means) to approve the minutes of April 17, 2006. **Vote:** (7-0)

ORAL COMMUNICATIONS: None.

NEW BUSINESS

The agenda items were taken out of order.

2. EIR-05-02 --- EastLake III Senior Housing Project Draft Subsequent Environmental Impact Report

Ms. Marni Borg (*Environmental Projects Manager*) gave an overview of the document.

Commission Comments

Commissioner Stillman had questions/concerns regarding:

- Who does the monitoring for all the mitigation measures?
- Who determines if a mitigation measure is feasible (i.e., use of low-sodium lights)?
- The location of the Greenbelt trail and what it is.
- The use of green building technology for structures.

Commissioner Gilgun inquired about the optional trail from the project to the Olympic Training Center.

Commissioner Jasek had questions/concerns regarding:

- If the units in the 4-story buildings are single-level and if the buildings have elevators.
- How is a SPA Plan modified?
- Affordable housing program options to be utilized and when it will be finalized.
- Whether the SPA Plan calls for a deviation from the required 75-foot setback off of Olympic Parkway.

Vice-Chair Means stated that parking within all of EastLake is an issue. The current parking requirement for multi-family units is not adequate.

Commissioner Mosolgo had questions/concerns regarding:

- The deficiency of overall parking in EastLake.
- City's stance regarding drainage into the Otay Lakes.
- Type of basin to be provided for the green area and filtering of water.

Chair Reid had questions/concerns regarding the following:

- Encroachment into setback off of Olympic Parkway and the aesthetics of that setback.
- The adequacy of sewage treatment facilities.
- Clarification of whether the EIR addressed potential acoustical impacts on fourth floor of units.

Several Commissioners re-iterated concerns regarding inadequate parking in EastLake.

Staff provided information and clarification to the Commissioners' questions.

MSUC (Means/Stillman) that the RCC find the Draft Subsequent EIR for the EastLake III Senior Housing Project is adequate provided staff responds to the question on the capacity for sewage treatment and clarification of the fourth floor noise analysis. **Vote:** (7-0)

} **D-1**

MS (Stillman/Mean) that the RCC recommend that the Planning Commission look into the limited parking space for residences and guests and to make every effort to require more parking.

} **D-2**

Following considerable debate by the Commissioners, the matter with consensus of the second withdrew the motion.

MSUC (Stillman/Jasek) that the RCC recommend to the Planning Commission that green building technology be implemented in the construction of this project wherever feasible. **Vote:** (7-0)

} **D-3**

1. Off-Highway Vehicle (OHV) Update

Mr. Ed Batchelder (*Advance Planning Manager*) gave a presentation regarding the exploration of creating a potential State Vehicular Recreation Area near the Otay Landfill.

D-1 Language has been added to Section 5.8 of the Final EIR to clarify that the increase of 0.053 mgd of sewage generated by the project would not exceed the City's 19.843 mgd contracted capacity rights with the San Diego Metropolitan Wastewater System.

The EIR analyzes noise impacts for all four floors of each building. As noted in Table 3 of the Noise Technical Report and *Table 5.5-7* in the Draft EIR, mitigation wall requirements are identified for fourth floor units.

D-2 Comment noted. This issue pertains to City policies relative to minimum parking requirements and does not reflect on the adequacy of the EIR; therefore no additional response is necessary.

D-3 Comment noted. This issue pertains to City policies relative to green building technologies and does not reflect on the adequacy of the EIR, therefore no additional response is necessary.

RCC Minutes

- 3 -

May 15, 2006

ENVIRONMENTAL REVIEW COORDINATOR COMMENTS

Ms. Marilyn Pongeggi (*Environmental Review Coordinator*) clarified for the Commissioners that, whenever they do not vote in favor of a motion, they must state their reason(s) for the record.

Ms. Pongeggi indicated that there might not be an RCC meeting on July 3, 2006 due to lack of agenda items. She polled the Commissioners in case there should be a need for a meeting. Four members would be available for the July 3 meeting.

CHAIR COMMENTS: None.

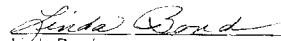
COMMISSIONER COMMENTS

Commissioner Gilgun asked if the Commission could get someone to give a presentation on the new energy institute. **Ms. Pongeggi** stated that it is on the schedule for next month.

Commissioner Mosolgo voiced his concern regarding the lack of parking at Salt Creek Park especially now that the Little League fields are active. He stated that there are petitions going around. **Ms. Pongeggi** suggested that those who are concerned about the issue can go to the City Council or send a letter but that is not within the purview of the RCC.

ADJOURNMENT: Chair Reid adjourned the meeting at 5:49 p.m. to a regular meeting on Monday, June 5, 2006, at 4:30 p.m. in the Ken Lee Building Conference Room, 430 "F" Street, Chula Vista, CA 91910.

Prepared by:



Linda Bond
Recording Secretary

(J:\Planning\RCC\2006\RCC051506Mins)

Comment Letter E

Verbatim Transcript of the
 Special Planning Commission Meeting
 on May 31, 2006 to consider
 EIR 05-02; Close of 45-day public review period for the Draft
 Subsequent Environmental Impact Report and the Eastlake III
 Senior Housing Project

Marni Borg, Environmental Projects Manager for the Eastlake III Senior Housing Project gave an opening statement announcing the purpose for the meeting, as well as a brief overview of the DEIR.

COMMISSION COMMENTS:

Cmr. Bensoussan – In your presentation you said 490 units and in the document it says 1,235 new residents, so residents meaning if you take 490 units you get 1,200 and something residents?

Marni Borg - They're one, two and three bedroom units, so we're projecting a certain number of residents per unit.

Cmr. Bensoussan - I have a couple of concerns. We talk in the document going from Commercial Tourist to Residential High Density. I'd like to know what mitigation has happened to provide a replacement for the Tourist Commercial; has that happened? Because when the General Plan was developed, that area was earmarked for Commercial Tourist because it's a prime spot next to the Olympic Training Center and the lakes and so it would have been a natural spot for a resort hotel and restaurant to service the training center and the tourist that come.

E-1

Jim Hare - Cmr. Bensoussan; what we'll do is we'll take these questions as we've indicated and we're not going to respond to you directly this evening. So you put these questions on the record and they are what environmental staff is obligated to respond to in the final document.

Cmr. Bensoussan - Okay, I understand. That's one because I didn't see that addressed in here and it may or may not be any environmental issues and it may be a gray area, but to me it's an environmental issue because we're asking for a General Plan Amendment and I'd like to see how that's mitigated; the loss of that structure for that zoning.

In the table of the impacts it says under transportation and traffic the level of service at the project driveway in Olympic Parkway will degrade to F as a result of the project from vehicles entering and exiting project. And then we have the mitigation measures, but then it says Level of Significance after Mitigation, Less than Significant, but I'd like to know what that translates to in terms of grade level; is it F, D, E; what is it. So maybe you can respond to that.

E-2

**RESPONSE TO LETTER E
 VERBATIM TRANSCRIPT OF THE
 SPECIAL PLANNING COMMISSION MEETING
 (May 31, 2006)**

E-1

Section 5.1 of the Draft EIR contains an extensive analysis of land use consistency for the project, considering both the General Plan and the EastLake III General Development Plan. The project was found to be consistent with the relevant policies of those plans, and as such no significant impact relative to plan consistency was identified. The adopted commercial tourist use has not been viable at this location because the site has been vacant for over 10 years, and due to lack of interest in the Olympic Training Center as a tourist attraction. As noted in Table 5.1-1 of the Draft EIR, since the zoning of the subject property for commercial tourist use, several other locations in Eastern Chula Vista have been planned for resort/hotel uses. These locations, including Otay Ranch Village 13 (located west of Otay Lakes) and the Eastern Urban Center (EUC), both less than 2.5 miles from the site are better suited for resort/hotel development based on their surrounding land uses.

E-2

As noted in *Table 5.5-11* of the Draft EIR, the LOS after mitigation for the intersection of Olympic Parkway and the Project Driveway will be LOS A.

I'd like to know...throughout the General Plan and the Zoning, we talk about transitions. We have transitions between low rise and high-rise and low density and high density and some middle areas, and so this high density goes right next to Open Space, so I'd like to know what mitigation measures are in place for that transition. I didn't see that anywhere being addressed.

E-3

Another thing that concerns me is that the mitigation measures to ensure that there won't be any degradation of the water quality since this is located next to an extremely sensitive water source; I know this was a concern at the Resource Conservation Commission and I looked at the mitigation measures and I wasn't wholly convinced that this...maybe Marilyn can address...oh, not now; maybe later. I don't think that that's delved into enough in what monitoring would take place once the project is built; if during the landscaping some architect or maintenance person decides to use certain types of fertilizers that are toxic and they end up in the water source; I think those are issues that are not addressed well enough.

E-4

I had some questions about the senior market rate housing, but I guess that's more project-specific and not environmental-specific. So I'll reserve those, so that's about it.

Cmr. Felber - Are there any more questions from the Commission? If not, then I'll close the public hearing on the Draft EIR.

E-3

The EIR addresses the issue of development/open space transition. Table 5.1-1 in Section 5.1 analyzes the project's compatibility with existing land uses and with policies and requirements of the General Plan and EastLake III GDP that pertain to land use compatibility and land use interfaces. As discussed in Table 5.1-1, the project is required to maintain a minimum building setback of 20 feet from the top of slope along the entire edge of the site. An average of 75 feet of setback must be maintained along Olympic Parkway measured from back of curb. No specific setback dimension is stipulated for setback along Wueste Road. The proposed project is in full compliance with the SPA with respect to setbacks with the nearest building to Olympic Parkway approximately 90 feet in back of curb and approximately 150 feet from Wueste Road, thus there would be no impact to scenic Olympic Parkway or Wueste Road.

Additionally, the project is designed to step back, or transition, from scenic Olympic Parkway and Wueste Road and the Lower Otoy Reservoir to minimize massing. The single story element (the recreational center) would be in the eastern portion of the site, closest to the reservoir and open space. Grading of the site would result in an increase in elevation toward the western portion of the site. Multiple floor plans would be used to vary each elevation, and buildings would be rotated to avoid a "wall" effect on all sides of the property. The architecture would be Andalusian (southern Spain), with multiple balconies, recessed features, varied use of exterior colors and tiles, and extensive landscaping. Open space will be retained on adjacent slopes. In summary, the proposed development would not negatively impact the surrounding community character.

The General Plan Urban Form provisions do not prohibit high density development along open space but requires that the development edge be appropriately treated such as tiered grading, setbacks, massing and enhanced landscaping. In compliance with the City's standard review procedures, the Design Review Committee will review and have approval of the design of the project including but not limited to setbacks, building treatment and landscaping.

The proposed buildings are a minimum of 160 feet from the Preserve. Wueste Road, the Greenbelt Trail and existing landscaped manufactured slopes separate the proposed building site from the MSCP Preserve. The EIR

	<p>addresses adjacency issues relative to the MSCP Preserve. Section 7.5.2 of the Chula Vista MSCP Subarea Plan includes Adjacency Management Issues for the Central City PMA, which provides guidelines for specific measures to be implemented by new development that are located adjacent to the Preserve. Those guidelines contain specific measures related to drainage, toxics substances, lighting, noise and invasive species. Each of those issues is specifically addressed in <i>Section 5.9.4</i> of the Draft EIR (pages 5.9-13 and 14, under the subheading “Consistency with Subarea Plan: Adjacency Requirements”). With implementation of these measures, no significant impacts related to preserve adjacency would result.</p> <p>E-4 Section 5.4 of the Draft EIR addresses hydrology and water quality. This section of the EIR recognizes the significance of water quality associated with this site and the proximity to the Lower Otay Reservoir. As a requirement of the EastLake III master grading, the site was originally graded to drain toward the northwest away from the reservoir and into the City’s storm drain system. Offsite slopes that surround the site are required to be irrigated with potable water, and fertilizers and chemical weed control measures are prohibited on these slopes. The proposed project would maintain the existing drainage pattern away from the reservoir. Landscaping onsite will be with potable water. The proposed project will not affect the ongoing irrigation and maintenance requirement of the offsite slopes.</p> <p>The Draft EIR recognizes that even with onsite drainage away from the reservoir, there could potentially be significant water quality impacts. Page 5.4-19 through 5.4-22 identify mitigation measures to demonstrated compliance with the Clean Water Act, State Water Resources Control Board NPDES General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity, and provisions of the City of Chula Vista’s Municipal Code and Standard Urban Storm Water Mitigation Plan (SUSMP) and City of San Diego’s Source Water Protection Guidelines for New Development (2004). Implementation of mitigation measures 5.4a-k would reduce potential water quality impacts to below significance.</p> <p>All of the mitigation measures identified in the EIR will be enforced through implementation of the Mitigation Monitoring and Reporting Program (MMRP). Specifically, the City will require monitoring, at the duration and intervals specified in the MMRP, by a qualified mitigation monitor, at the direction of City Staff.</p>
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SECTION 1.0

EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of Chula Vista (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) Public Resources Code 21000 et. seq., and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.). This EIR has been prepared to evaluate the environmental effects of the proposed EastLake III Senior Housing Project.

1.2 PURPOSE AND NEED

As discussed in the proposed EastLake III SPA Amendment, the objectives for the SPA Plan are to:

- Assure a high quality of development, consistent with City and Community goals and objectives, the Chula Vista General Plan and EastLake III General Development Plan.
- Create an economically viable plan that can be realistically implemented within current and projected economic conditions.
- Provide for orderly planning and long-range development of the project to ensure community compatibility.
- Establish the necessary framework for an identified financing mechanisms to facilitate adequate community facilities, such as transportation, water, flood control, sewage disposal, schools and parks and provide adequate assurance that approved development will provide the necessary infrastructure, when needed, to serve the future residents of EastLake III.
- Preserve open space and natural amenities.
- Establish a planning and development framework which will allow diverse land uses to exist in harmony within the community.

1.3 PROJECT LOCATION

As depicted on *Figures 1-1, 1-2 and 1-3*, the project is located within the eastern portion of the EastLake Community of the City of Chula Vista. The project area is situated adjacent to the Olympic Training Center and directly west of the Lower Otay Reservoir.

1.4 PROJECT DESCRIPTION

The proposed project involves amendments to the General Plan, EastLake III General Development Plan (GDP) and EastLake III SPA Plan to allow for the proposed land use change from visitor-serving commercial to high density residential. The General Plan Amendment would consist of redesignating 18.4 acres to “Residential-High.” The 1.2 acres of designated Open Space around the site would remain unchanged. The EastLake III GDP would also be amended to redesignate 18.4 acres of “CT-Commercial-Tourist” uses to “H-Residential High (18-27+ dwelling units per acre). The remaining 1.2 acre “Open Space” designation would remain unchanged. Finally, the EastLake III SPA would also be amended, specifically to eliminate the Commercial Tourist uses previously envired east of the OTC and instead provide for high density residential development. Components of the SPA, including the Planned Community District Regulations, Design Guidelines and Public Facilities Finance Plan (PFFP) would all be modified to reflect this proposed change in land use. The SPA also includes a specific Affordable Housing Program, Air Quality Improvement Plan and Water Conservation Plan for the proposed seniors project.

The 494-unit senior housing project would consist of 13 courtyard style buildings, each four stories tall over a parking structure (see *Figure 1-4*). The project would also include fitness facilities, recreational rooms, two view corridor/parks and a pedestrian paseo around the outer perimeter. An on- and off-site emergency access would also be constructed. This emergency access would be located in the southwestern portion of the site, and would allow emergency vehicles a second access to the site via the Olympic Training Center parking lot. This senior housing community would be gated, and housing units would be “for sale.” The densities and unit numbers proposed would result in approximately 1,235 new residents.

The project architecture will consist of southern Spanish designs, and be arranged to mirror Mediterranean hillside towns. Buildings will include deeply recessed balconies, attached roofs, canopies, trellises and courtyards to provide visual breaks in the building façade. The rotation of each building was an intentional effort to break-up the appearance of building mass. The single

Figure 1-1 Regional Map

Figure 1-2 Vicinity Map

Figure 1-3 Project Location Map

Figure 1-4 Proposed Site Development Plan/Grading Plan

level recreational club will be located at the eastern edge of the property. The recreational club will serve as a focal point for the project.

The site has been graded in accordance with approved grading permits. However, portions of the site will need to be raised four to five feet to create a gradual elevation change on the eastern portion of the site. This would result in a “stepped” effect away from the Lower Otay Reservoir and would maximize the views of all residential units. This will require a total of 173,500 cubic yards of fill. Simultaneously, the underground parking garages will need to be excavated approximately 10 feet to establish a 12-foot underground garage space. The excavation will generate approximately 173,500 cubic yards of excess soil. The cut and fill requirements of the site will balance, thereby eliminating the need to export or import fill material. Finished first floor elevations will range from 560.5 to 578 feet.

A total of 963 spaces will be provided on the project site, meeting the City’s parking requirements for the intended land use.

Discretionary actions for the EastLake III Senior Housing project include:

- General Plan Amendment
- EastLake III General Development Plan (GDP) Amendment
- EastLake III Sectional Planning Area (SPA) Amendment
- Tentative Map for the EastLake III Senior Housing Project.

The following additional permits/approvals may be required of other Responsible Agencies:

- San Diego Regional Water Quality Control Board: CWA 401 Water Quality Certification (potential), Storm Water Discharge Permit and approval of the Storm Water Pollution Prevention Plan (SWPPP)

Optional Facilities

The proposed buildings will be constructed in several phases. In order to avoid potential conflicts between project residents and construction activities, the applicant is proposing a temporary, off-site construction access road will be constructed south of the existing graded pad. The proposed road would be approximately 20 feet wide and approximately 600 feet long and would extend from Wueste Road to the edge of the project boundary. The roadway area will encompass approximately 15,000 square feet (0.50 acre) and will not exceed a 12 percent slope.

The graded roadway will be covered with stabilized decomposed granite to allow for drainage. Once construction has been completed, the road would be removed, regraded and revegetated to preexisting slope conditions. This temporary construction access road is not required for construction of the project and is therefore identified in this EIR as an “optional” project feature.

An off-site trail connecting the proposed project with the Olympic Training Center to the west, is also being analyzed in this EIR. This offsite trail would connect the proposed project (via the southwest corner) with the OTC trail system. This trail would be approximately 5 feet in width and entail dedication of a 30 foot easement across OTC property. The trail would be constructed with a pervious surface, such as decomposed granite, to allow for unimpeded drainage. This trail is being considered by the applicant as an “optional” facility and is analyzed in this EIR.

Impact characterizations are broken out for each optional facility in the impact sections of the EIR.

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

Initial scoping of the project concluded that, the proposed project would not significantly affect the following environmental categories: agricultural resources, cultural resources, hazards/risk of upset, mineral resources and housing and population. Based on the initial scoping, the City determined that an EIR was required to more fully investigate project effects to landform alteration and aesthetics, air quality, biological resources, geology and soils, water quality and hydrology, land use and planning, noise, traffic and transportation, public services and utilities and paleontological resources.

The following table, *Table 1-1*, provides a summary of environmental impacts and mitigation measures related to the proposed project:

1.6 PROJECT ALTERNATIVES

In developing alternatives to be addressed in this EIR, consideration was given regarding their ability to: (1) meet the basic objectives of the project described in *Section 3.0*; and (2) eliminate significant environmental impacts as identified in *Section 5.0* of this EIR. Based on the above parameters, three alternatives were identified. The Alternatives discussion in this EIR addresses the no development alternative, an alternative that would result in the continued development of the site under the Commercial-Tourist land use designation and reduced density alternative (single family residential similar to surrounding development).

**TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation**

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Land Use and Planning		
None	None	N/A
Landform Alteration and Aesthetics		
The project would introduce a new source of light and glare which would be potentially significant.	5.2-a Prior to approval of the Tentative Parcel map, the applicant shall submit a lighting plan as a part of the Design Review application for the project. The lighting plan shall demonstrate that project lighting is shielded from surrounding properties and that only the minimum amount of lighting required for safety purposes is provided to avoid adverse effects on surrounding areas. In general, lighting fixtures shall be shielded downward and away from adjacent residential land uses, MSCP Preserve areas and Lower Otay Reservoir.	Less than significant.
In FSEIR #01-01, significant unmitigable impacts to visual quality were identified as a result of landform alteration. This impact must therefore be carried forward. This project would have an incremental contribution to the cumulative impact identified in FSEIR #01-01.	The mitigation for project impacts would be applicable for cumulative impacts to landform alteration and visual quality associated with the proposed project.	Significant (cumulative).
Geology and Soils		
Impacts associated with slope instability would potentially be significant.	5.3-a Prior to approval of grading plans, the following conditions are required to be on the plans. The proposed project's grading plans shall demonstrate compliance with remediation recommendations in the June 10, 2005 Geotechnical Investigation for the project prepared by Geotechnics Incorporated, including but not limited to: a) Upper soil layers shall be removed to a depth of two to three feet during initial construction periods and replaced with competent compacted fill.	Less than significant.

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	b) Replacement of native soils with compacted fill shall be required to eliminate the potential for liquefaction. c) Any areas subjected to new fill or structural loads shall be prepared with compacted fill.	
Erosion during construction, although short-term in nature, could be significant without erosion control measures.	5.3-b Prior to approval of grading plans, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the project that identifies specific Best Management Practices (BMPs) to minimize erosion and control sedimentation. A copy of the SWPPP will be kept onsite and issued to all supervisory staff working on the project. Project activities resulting in excess erosion shall be halted and BMPs adjusted to ensure off-site sedimentation is avoided.	Less than significant.
Structures will be located over underground parking. Potentially significant impacts to foundations and structures could occur if expansive soils are encountered.	See Mitigation Measure 5.3-a	Less than significant.
Potential impacts resulting from other geological hazards such as seismic activity would be significant.	See Mitigation Measure 5.3-a	Less than significant.
Water Quality and Hydrology		
Water quality impacts resulting from construction and operational activities would be significant.	5.4-a Prior to approval of a grading permit the Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) NPDES General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. In accordance with said Permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be developed and implemented concurrent with the commencement of	Less than significant.

**TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation**

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>grading activities. The SWPPP shall specify both construction and post-construction structural and non-structural pollution prevention measures. The SWPPP shall also address operation and maintenance of post-construction pollution prevention measures, including short-term and long-term funding sources and the party or parties that will be responsible for the implementation of said measures.</p> <p>A complete and accurate Notice-of-Intent (NOI) shall be filed with the SWRCB. A copy of the acknowledgement from the SWRCB that a NOI has been received for this project shall be filed with the City of Chula Vista when received. Further, a copy of the completed NOI from the SWRCB showing the Permit Number for this project shall be filed with the City of Chula Vista when received.</p> <p>5.4-b Prior to approval of grading and construction plans, the Applicant shall demonstrate to the satisfaction of the City Engineer compliance with all of the applicable provisions of the Municipal Code and the City of Chula Vista SUSMP. The Applicant shall incorporate into the project planning and design an effective combination of site design, source control, and treatment control post-construction BMPs and provide all necessary studies and reports demonstrating compliance with the applicable regulations and standards. Post-construction BMPs shall be identified and implemented as to abate identified pollutants of concern to the maximum extent practicable standard described in the City of Chula Vista SUSMP.</p>	

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>5.4-c Prior to issuance of a grading permit for any area of the project (including offsite areas) draining towards the Lower Otay Reservoir, the applicant shall:</p> <ol style="list-style-type: none"> 1) Obtain the approval of the City of Chula Vista and all other applicable agencies for any proposed structural drainage runoff detention and/or diversion facilities within the Otay Lakes Watershed. 2) Obtain the approval of the City of Chula Vista and all other applicable agencies of all operational and maintenance agreements associated with any proposed structural drainage runoff detention and/or diversion facilities within the Otay Lakes Watershed. <p>5.4-d Prior to approval of the grading plan, the Applicant shall verify that surface drainage has been designed to collect and discharge runoff into natural stream channels or drainage structures. In order to avoid indirect impacts to the Lower Otay Reservoir, fertilizers, herbicides, and pesticides shall not be applied to the manufactured slopes along the northern property of the property. Potable water shall be used for irrigation. All drainage systems shall be designed in accordance with the City's Engineering Standards and to the City of San Diego's Source Water Protection Guidelines for New Developments (2004).</p> <p>5.4-e The applicant shall design surface and subsurface drainage to preclude ponding outside of designated areas, as well as flow down slopes or over disturbed areas.</p>	

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>5.4-f Prior to the approval of a grading permit, the Applicant shall verify that runoff diversion facilities (e.g., inlet pipes and brow ditches) have been used to preclude runoff flow down graded slopes. Drainage terraces for slopes in excess of 40 feet in vertical height shall only be required for stabilization purposes. Slopes in excess of 40 feet in height may not require terraces provided that slope-specific analysis demonstrates that such measures are not needed in order to achieve the intent of the City's grading ordinance. Energy-dissipating structures (e.g., detention ponds, riprap, or drop structures) shall be used at storm drain outlets, drainage crossings, and/or downstream of all culverts, pipe outlets, and brow ditches to reduce velocity and prevent erosion. The applicant shall demonstrate compliance in grading plans prior to issuance of a grading permit.</p> <p>Prior to issuance of the grading permit for any site in the drainage area, the Applicant shall demonstrate that the proposed detention facilities would reduce 50-year post-development peak flows to equal to or less than pre-development conditions. The proposed onsite detention facilities shall be designed to ensure that there is no increase in downstream (i.e., south of Olympic Parkway) velocities in Salt Creek. For areas with the greatest potential for groundwater seepage, impacts could be reduced to a less than significant level through installation of subsurface drains as determined by the Soils Engineer and approved by the City Engineer. Implementation of these measures is the responsibility of the applicant.</p> <p>Prior to the start of grading activities, the brow ditch located at the base of the slope between the Lower</p>	

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Otay Reservoir and the project site shall be inspected and sediment that could cause runoff to breach the ditch shall be removed. The brow ditch shall be inspected after each 0.5 inch.</p> <p>5.4-g Prior to approval of the final map, and/or building permits (as determined by the City Engineer), the Applicant shall submit a maintenance program for the proposed post-construction BMPs and all private drainage facilities within common development areas to the satisfaction of the City Engineer. The maintenance program shall include, but not be limited to: (1) a manual describing the maintenance activities of said facilities, (2) an estimate of the cost of such maintenance activities, and (3) a funding mechanism for financing the maintenance program. In addition, the Developer shall enter into a Maintenance Agreement with the City to ensure the maintenance and operation of said facilities.</p> <p>5.4-h Regular maintenance of the Greenbelt and Community trails shall be the responsibility of the Eastlake III HOA, depending on designation, to minimize the potential for erosion into Lower Otay Reservoir. Prior to the approval of the TM, the applicant shall submit a Landscape Responsibility map to identify funding for all areas within the project.</p> <p>5.4-i The following urban runoff control measures shall be shown as notes on the Tentative Map. These measures shall be made a condition of the Tentative Map and shall be implemented on the final grading and improvement plans. Implementation of these measures is the responsibility of the applicant.</p>	

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>1) Per the Clean Water Act, BMPs to control pollutants and sediment from entering storm water runoff are required for the project area. Source control BMPs via landscaping of all slopes and street rights-of-way shall be provided to prevent erosion. Any other applicable source control or BMPs which may be implemented on a city-wide basis in conjunction with the City's Municipal NPDES permit shall be incorporated into the specific plan. The size, capacity, and location of any other pollution control devices which would be used to capture urban pollutants onsite will be determined as part of the project-specific drainage studies prior to the approval of future subdivision maps.</p> <p>2) The City's Department of Planning and Building shall verify that the mitigation measures are conditions for the approval of the tentative map and that they are implemented on the grading plans for the project.</p> <p>5.4-j Prior to the issuance of any building permit, the applicant shall demonstrate to the satisfaction of the Director of Planning and Building that hazardous materials shall not be stored along the eastern edge of the site. All hazardous materials shall be stored within secondary containment capable of holding 150 percent of the largest container. Hazardous materials shall be stored in a secure area that can be locked during non-working hours. This will help prevent any unintended hazardous material spills which could impact quality of runoff water from the site.</p>	

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	5.4-k Silt fence or a similar approved sediment barrier shall be installed along the eastern perimeter of the project site, or as directed by a qualified erosion control specialist, to prevent sediment transport into the Lower Otay Reservoir. Spoil stockpiles shall be stored at least 20 feet from the perimeter of the site. A qualified monitor shall inspect all erosion and sediment control devices onsite prior to anticipated storm events, during extended storm events, and after each storm event to ensure that the structures are functioning properly. Inspection logs shall be kept onsite and submitted to the City upon request.	
Transportation and Traffic		
The level of service at the project driveway and Olympic Parkway will degrade to F as a result of the project from vehicles entering and exiting the project, which would be a significant direct impact of the proposed project.	5.5-a Prior to approval of the grading plan, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal including interconnect wiring, mast arms, signal heads and associated equipment, underground improvements, standards and luminaires at the Olympic Parkway/Project Driveway intersection. The design of the signal shall be to the satisfaction of the City Engineer and conform to City standards. The applicant shall provide the following intersection geometry: <i>Westbound:</i> One left-turn lane (with 100 feet of storage) and two through lanes <i>Southbound:</i> None <i>Northbound:</i> One left-turn lane and one right-turn lane (With a storage length of 75 feet in each) <i>Eastbound:</i> One shared through/right lane and one through lane.	Less than significant.

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>A signal shall be installed at the project driveway and two outbound (northbound) lanes, one left-turn and one right-turn lane, and two inbound (southbound) lanes be provided.</p> <p>5.5-b Prior to approval of building permits, the median opening on Olympic Parkway further shall be relocated west from its current location to accommodate the proposed project driveway.</p> <p>5.5-c Prior to approval of building permits, a “No U Turn” sign for eastbound traffic on Olympic Parkway at the Olympic Parkway/Wueste Road intersection shall be installed.</p>	
<p>The potential conflict between construction-related traffic and vehicular, pedestrian and bicycle traffic on Wueste Road and the adjacent trail would be a significant direct impact of the optional construction access road.</p>	<p>5.5-d Prior to approval of the grading permit for the temporary construction access road, a Traffic Control Plan shall be prepared to the satisfaction of the City Engineer for the Wueste Road/access road intersection. The Traffic Control Plan shall be implemented for the duration of the use of the temporary access road. The Traffic Control Plan shall address methods to avoid conflicts between vehicles on Wueste Road/pedestrians and bicyclists on the trail adjacent to Wueste Road and construction vehicles entering and exiting the site.</p>	<p>Less than significant.</p>
<p>In FSEIR #01-01, significant unmitigable impacts to traffic and circulation patterns were determined for 2005, 2010, 2015, 2020 and build-out conditions. Impacts to freeway operations were also identified as significant. This impact from FSEIR #01-01 must therefore be carried forward. Because the proposed project is part of the buildout of the overall EastLake III community, a significant cumulative unmitigable</p>	<p>Specific mitigation measures were identified to reduce potential significant impacts, however cumulative impacts would be unmitigable.</p>	<p>Significant (cumulative).</p>

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>traffic impact was identified for buildout of the community, and the proposed project would result in an incremental contribution to the traffic from buildout of the community, therefore a significant cumulative unmitigated traffic impact would occur.</p>		
Air Quality		
<p>During construction, ROC emissions would exceed the daily standard. This impact is considered significant.</p>	<p>5.6-a To the maximum extent feasible, the project developer shall use zero-Volatile Organic Compounds (VOC)-content architectural coatings during project construction/application of paints and other architectural coatings to reduce ozone precursors. If zero-VOC paint cannot be utilized, the developer shall avoid to the maximum extent feasible, application of architectural coatings during the peak smog season: July, August, and September.</p>	<p>Less than significant.</p>
<p>Although construction-related emissions would not surpass PM₁₀ thresholds, the project will generate nuisance dust and fine particulate matter.</p>	<p>5.6-b Prior to approval of any grading permit, the following measures shall be placed as notes on all grading plans and implemented during grading to reduce dust and exhaust emissions (PM₁₀) and ozone precursors (ROC and NOx):</p> <ul style="list-style-type: none"> a) Minimize simultaneous operation of multiple construction equipment units b) Use low pollutant-emitting equipment c) Use catalytic reduction for gasoline-powered equipment d) Use injection timing retard for diesel-powered equipment e) Water the grading areas a minimum of twice daily to minimize fugitive dust f) Stabilize graded areas as quickly as possible to minimize fugitive dust 	<p>Less than significant.</p>

**TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation**

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none"> g) Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry h) Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads i) Remove any visible track-out into traveled public streets within 30 minutes of occurrence j) Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred k) Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads l) Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling m) Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph n) Cover/ water onsite stockpiles of excavated material; and o) Enforce a 20 mile-per-hour speed limit on unpaved surfaces. 	
<p>In FSEIR #01-01, significant unmitigable impacts to air quality were documented as a result of nonconformance with regional air quality plans and overall project (entire EastLake III development) impacts on regional air quality. This impact identified in FSEIR #01-01 must therefore be carried forward. While the proposed project would generate less than half of the projected traffic for the site under the existing land use designation, it would still contribute</p>	<p>None</p>	<p>Significant (cumulative).</p>

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
incrementally to overall cumulative vehicular emissions generated by buildout of the area.		
Noise		
Potential exposure to interior noise levels greater than the City's allowable limit of 45 dB CNEL would be considered significant.	5.7-a Prior to issuance of building permits, where exterior noise levels on internal roadways exceed 60 CNEL, additional measures shall be required to attenuate interior noise to the City's 45 CNEL standard, such as inoperable or double-paned windows. For those units that require the windows to be closed to achieve the interior noise standard, forced-air circulation or air conditioning shall be provided by the applicant. An acoustical analysis shall be conducted for Buildings 1, 2 and 13 that are adjacent to Olympic Parkway concurrent with the submittal of construction drawings and shall be approved by the Director of Planning and Building and the Environmental Review Coordinator prior to approval of building permits. The acoustical analysis shall demonstrate that interior noise levels due to exterior noise sources would be below the 45 CNEL standard.	Less than significant.
Potential exposure of future residents to exterior noise levels (from patio and balcony areas) greater than the City's allowable limit of 65 dB CNEL would be considered significant.	5.7-b Five foot high noise barriers around the perimeter of the individual private patio and balconies at some of the dwelling units in Buildings 1, 2 and 13 (adjacent to Olympic Parkway) would be required to mitigate for traffic noise impacts. Sound walls may be constructed of any masonry material, or material such as tempered glass or Plexiglas with a surface density of at least three pounds per square foot. The sound wall should have no openings or cracks. <i>Table 5.7-7, Dwelling Units Requiring Sound Walls around Patios or Balconies (included in Section 5.7, Noise, of the EIR),</i>	Less than significant.

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	provides a summary of required walls that would achieve 65 CNEL at the exterior patios/balconies.	
Public Services and Utilities		
<p>The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental contribution of solid waste, and demand on water and sewer service, parks, fire, police, emergency services, libraries and schools would be significant.</p>	<p>5.8-a Prior to approval the Final Map, the applicant shall demonstrate compliance with recycling policies in the City's General Plan and Municipal Code. Demonstration of compliance with these policies shall include construction of onsite recycling facilities, recycling program establishment, etc.</p> <p>5.8-b Prior to approval of the Final Map, a minimum of 3.86 acres of parkland will be established within the project area in accordance with the City of Chula Vista Municipal Code Section 17.10.40. Any shortfall in parkland acreage dedication shall result in payment of the park acquisition component of the Park Acquisition and Development (PAD Fee). Given the lack of available acreage that could be acquired to serve the development, the acquisition component of the PAD Fee will be waived and a payment of \$4.1 million (including the development portion of the fee and land acquisition fee adjusted over dedication at Eastlake Vistas neighborhood park) will be made which can be utilized to fund construction of park and public facilities serving the EastLake Community. Any excess funds that remain once these facilities are complete can be utilized on other park or public facilities serving the Eastern Territories of Chula Vista. The Developer will pay the development component of the PAD Fee as required by the City (EastLake III SPA Plan, February 20, 2006 and personal communication with Jack Griffin, City of Chula Vista April 3, 2006).</p> <p>5.8-c Prior to issuance of building permits, the applicant shall be required to pay the Public Facilities Development</p>	Less than significant.

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Impact Fees (PFDIF) at the rate in effect at the time building permits are issued as determined by the City Engineer, to offset impacts on City fire, police, emergency services and libraries.</p> <p>5.8-d Prior to approval of the Tentative Map, the applicant shall submit plans showing fire flow and fire hydrant locations to the City of Chula Vista Fire Prevention Division for review and approval.</p> <p>5.8-e Prior to approval of building permits, the applicant shall pay all required school mitigation fees at the rate in effect at the time building permits are issued or enter into an agreement to help finance the needed facilities and services for the Chula Vista Elementary School District and Sweetwater Union High School District.</p> <p>5.8-f Water and sewer facility improvements shall be financed or installed on- and off-site in accordance with the fees and phasing in the approved Public Facilities Financing Plan for the SPA Plan.</p> <p>5.8-g The City of Chula Vista shall continue to monitor Police and Fire Department responses to emergency calls and report the results to the Growth Management Oversight Committee on an annual basis.</p>	
<p>Safety issues for recreational trail users directly exposed to crossing construction traffic due to the optional temporary construction access road are considered significant.</p>	<p>5.8-h Prior to approval of the grading permit for the optional construction access road, a traffic control plan shall be prepared to the satisfaction of the City Engineer that addresses pedestrian, bicycle and vehicular safety during construction at the intersection of Wueste Road and the option construction access road.</p>	<p>Less than significant.</p>

**TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation**

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Biological Resources		
<p>Potential indirect impacts to lands intended for conservation adjacent to the project site (associated with Otay Valley Regional Park) are considered significant.</p>	<p>5.9-a In accordance with the adjacency guidelines contained in the Subarea Plan, mitigation to minimize indirect impacts to sensitive wildlife species, sensitive plant communities and functions of the Preserve as envisioned in the City's Subarea Plan are as follows:</p> <p>Drainage and Toxic Substances</p> <ul style="list-style-type: none"> • Pollution reduction measures, such as oil and water separators, shall be installed in all drainage systems at the property line to eliminate introduction of contaminants into the Preserve. Such measures shall be indicated on grading plans and approved by the City prior to issuance of any land development permit, including clearing and grubbing and grading permits. The installation of these pollution reduction measures shall be verified by the City during project construction. • Additional best management practices for reduction to impacts to drainages include: slopes and channels will be protected from erosion; storm drain stenciling and signage will be employed, and control of post-development peak storm water runoff discharge rates and velocities will be enacted to maintain or reduce downstream erosion and to protect stream habitat. These measures shall be further outlined in the project SWPPP. 	<p>Less than significant.</p>

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Lighting</p> <ul style="list-style-type: none"> Light shielding to protect the Preserve from spill-over during construction activities shall be required. In addition, lighting proposed for the residential development shall be directed away and shielded from the Preserve. Low sodium lighting shall also be utilized. Prior to issuance of a building permit, a lighting plan shall be submitted to the City's Environmental Review Coordinator for review and approval. The lighting plan shall illustrate the location of the proposed lighting standards and type of shielding measures. Low-pressure sodium lighting shall be used if feasible and shall be subject to the approval of the City's Environmental Review Coordinator and City Engineer. <p>Noise</p> <ul style="list-style-type: none"> Construction activities shall include noise reduction measures or be conducted outside the breeding season of sensitive bird species. In particular, grading restrictions shall be implemented during the breeding season (February 15 through August 15) of the California gnatcatcher, and if construction is proposed during the breeding season, noise levels shall not exceed 60 dB(A) L_{eq} within 500 feet of an active gnatcatcher nest. Noise impacts adjacent to the preserve shall be minimized through installation of berms or walls adjacent to the residential areas and any other use that may introduce noises that could impact or interfere with wildlife utilization of the Preserve. 	

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Invasives</p> <ul style="list-style-type: none"> Native vegetation shall be used for revegetating the temporary access road, and shall be incorporated into the landscape plan to the satisfaction of the Director of Planning and Building. Such measures shall be indicated on grading plans and approved by the City prior to issuance of any land development permit, including clearing and grubbing and grading permits. Prior to issuance of a grading permit, landscape plans shall be submitted to the City for review and approval. 	
<p>Potential direct impacts to narrow endemic plant species that may occur within the optional off-site trail and optional construction access road are considered significant.</p>	<p>5.9-b Prior to issuance of any land development permit, including clearing and grubbing and grading permits, for the optional trail and temporary construction access road, the applicant shall retain a City-approved biologist to conduct a Narrow Endemic species survey. Once surveys have been completed, an impact analysis shall be prepared to determine the impacts to any narrow endemic species found in those areas and include mitigation measures in accordance with Section 5.2.3 of the City's Subarea Plan. Finally, the impact analysis shall be submitted to the City's Environmental Review Coordinator for review and approval prior to initiating any construction activities. If a narrow endemic plant population is discovered, impacts shall be limited to 20% of the population within the project area, and appropriate mitigation shall be provided to meet the requirements of biological equivalency in Section 5.2.3.6 of the Subarea Plan. The City shall prepare findings of equivalency to authorize "Take" of the portion of the plant population.</p>	<p>Less than significant.</p>

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>If, after the comprehensive consideration of avoidance and minimization measures, impacts exceed 20% of the covered Narrow Endemic Species population within the project area, the City must make a determination of biologically superior preservation consistent with Section 5.2.3.7 of the Subarea Plan. This determination shall be based on appropriate mitigation sufficient to meet the requirements established for biologically superior preservation identified in Section 5.2.3.7 of the Subarea Plan. The City shall process the appropriate findings in accordance with Section 5.2.3.3 of the Subarea Plan. If such findings cannot be made for either or both of these optional project features, the feature(s) that are not consistent with the policies related to narrow endemic species shall not be implemented.</p>	
<p>The project could potentially be inconsistent with the HLIT Ordinance which would constitute a significant impact.</p>	<p>See Mitigation Measures 5.9-a and 5.9-b.</p>	<p>Less than significant.</p>
Paleontological Resources		
<p>Impacts to previously undisturbed soils as a result of column borings would be a significant impact.</p>	<p>5.10-a Prior to issuance of a grading permit, the applicant shall confirm in writing to the City of Chula Vista that a qualified paleontologist has been retained to carry out the mitigation described herein. A qualified paleontologist is defined as an individual with a M.S. or Ph. D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified paleontologist. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and who is working under the supervision of a qualified paleontologist.</p>	<p>Less than significant.</p>

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>5.10-b The qualified paleontologist or paleontological monitor shall attend preconstruction meeting to consult with the grading and excavation contractors. The paleontologist's duties shall include monitoring of grading, salvaging, preparation of collected materials for storage at a scientific institution that houses paleontological collections, and preparation of a monitoring results report. For each step below, the paleontologist should present results to the City of Chula Vista for review. These duties are defined as follows:</p> <ul style="list-style-type: none"> • The paleontologist or paleontological monitor shall be on-site during the original cutting of previously undisturbed sediments of the Otay Formation to inspect cuts for fossils contained therein. The Sweetwater Formation should be monitored on an as-needed basis as determined by the paleontologist or paleontological monitor. The frequency of inspections would depend upon the rate of excavation, the materials excavated, and the abundance of fossils. The paleontologist would work with the contractor to determine the monitoring locations and amount of time necessary to ensure adequate monitoring of the project site. • In the event that fossils are encountered, the paleontologist (or paleontological monitor) shall have the authority to divert or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains in a timely fashion. Because of the potential for recovery of small fossil remains, it may be necessary to set up a screen-washing operation on-site. 	

TABLE 1-1
Senior Housing Project – Summary of Environmental Impacts and Mitigation

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none">• Fossil remains shall be cleaned, sorted, repaired, cataloged, and then stored in a local scientific institution that houses paleontological collections, such as the San Diego Natural History Museum.• A monitoring results report with appropriate graphics summarizing the results (even if negative), analyses, and conclusions of the above program shall be prepared and submitted to the City of Chula Vista within 90 days following the termination of the paleontological monitoring program.	

No Project/No Development Alternative

The No Development Alternative assumes that the project site would not be developed and the entire project site would remain undeveloped.

Existing Land Use Designation (Commercial - Tourist) Alternative

The existing land use designation for the project site is for Commercial-Tourist uses. The Existing Land Use Designation Alternative would result in the continued development of the site for Commercial-Tourist uses. No amendments to the General Plan or EastLake III GDP would be necessary. Since the FSEIR #01-01 addressed the development of the project site for commercial-tourist uses; the impact characterization is a summary of conclusions from the FSEIR #01-01. In cases where FSEIR #01-01 did not differentiate the impacts related to the specific project site and instead referred to impacts from development of the larger Woods and Vistas project, an independent analysis was provided.

Reduced Density Alternative (single family residential [Similar to surrounding development])

The Reduced Density Alternative would consist of single family residential uses that are typical of the surrounding environment. In addition, the amount of units would be less, approximately 56 for the entire site. This was estimated by assuming that these single family residential units would be similar in size and style and be located on lots similar in size to surrounding developments.

Table 1-2, Comparison of Project Alternatives, gives a summary of all project alternatives.

**TABLE 1-2
COMPARISON OF PROJECT ALTERNATIVES**

Issue Area	Proposed Project	No Development Alternative	Existing Land Use Designation (Commercial - Tourist) Alternative	Reduced Density Alternative
Land Use, Planning and Zoning	Significant and mitigated to below significance.	No impact.	No impact to the project site. Similar to proposed project with regard to construction access road and trail.	Similar to the proposed project.
Landform Alteration and Aesthetics	Significant and mitigated to below significance.	No impact.	Similar to the proposed project.	Similar to the proposed project.
Agricultural Resources	No impact.	No impact.	No impact.	No impact.
Biological Resources	Significant and mitigated to below significance.	No impact.	Similar to the proposed project.	Similar to the proposed project.
Cultural Resources	No impact.	No impact.	Similar to the proposed project.	Similar to the proposed project.
Geology and Soils	Significant and mitigated to below significance.	No impact.	Similar to the proposed project.	Similar to the proposed project.
Paleontological Resources	Significant and mitigated to below significance.	No impact.	Similar to the proposed project.	Similar to the proposed project.
Water Quality and Hydrology	Significant and mitigated to below significance.	No impact.	Similar to the proposed project.	Similar to the proposed project.
Transportation, Circulation and Access	Significant and mitigated to below significance.	No impact.	More impacts than proposed project. Similar design measures could be incorporated as the proposed project to mitigate below significance.	Less impact than proposed project.
Air Quality	Significant and unmitigated.	No impact.	More impacts than proposed project.	Less impact than proposed project.
Noise	Significant and mitigated to below significance.	No impact.	More impacts than proposed project.	Less impact than proposed project.

**TABLE 1-2
COMPARISON OF PROJECT ALTERNATIVES**

Issue Area	Proposed Project	No Development Alternative	Existing Land Use Designation (Commercial - Tourist) Alternative	Reduced Density Alternative
Public Services and Utilities	Significant and mitigated to below significance.	No impact	Less impact than proposed project	Less impact than proposed project.
Hazards/Risk of Upset	No impact.	No impact.	Similar to the proposed project.	Similar to the proposed project.

SECTION 2.0

INTRODUCTION

2.1 PURPOSE AND SCOPE OF THE EIR

Environmental Impact Reports (EIR) are informational documents “which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project” (Section 15121 of the CEQA Guidelines). The purpose of this EIR is to evaluate the environmental effects of the proposed EastLake III Senior Housing Project, hereinafter referred to as “the proposed project,” which involves proposed amendments to the City of Chula Vista General Plan, EastLake III General Development Plan (GDP) and EastLake III Sectional Planning Area (SPA) Plan and associated regulatory documents as well as a Tentative Map (TM). The proposed General Plan, GDP and SPA amendments involve a change to the currently approved land use designation for the site. The proposed EastLake Seniors Housing Project conceptual TM provides lotting and public improvement details for proposed multi-family housing and accessory uses.

This EIR is intended for use by both decision makers and the public. It provides relevant information concerning the potential environmental effects associated with the construction and operation of an active senior housing residential project. The Lead Agency for the project is the City of Chula Vista.

To understand the purpose and scope of this EIR, a short history of the planning and environmental review conducted to-date on the proposed project site in the EastLake Planned Community is necessary. Development of the EastLake Planned Community has occurred in phases beginning with EastLake I, followed by EastLake II and then finally EastLake III (EastLake I and EastLake II were later combined so in effect there are currently two planning areas – EastLake II and EastLake III). The planning of each portion of the EastLake Planned Community began in 1982 and has occurred through several planning phases – starting with general parameters and culminating with specific guidelines. A GDP was prepared for each development phase within the EastLake community. A GDP provides a policy bridge between the Chula Vista General Plan and detailed project development planning provided in a SPA Plan. SPA Plans were then developed for each of the specific neighborhoods/development areas. SPA plans refine and implement the development concepts outlined in the GDPs. In general, the EastLake SPA plans define the land use mix, design criteria, primary circulation patterns, open space and recreation concepts and infrastructure requirements.

Environmental documentation pursuant to the California Environmental Quality Act (CEQA) has mirrored the tiered planning approach described above. Because of the size, complexity of issues and extended build-out time frame of the EastLake development, both the planning and environmental documentation associated with EastLake were tiered from the general to the specific. The first tier of planning and approvals included the EastLake Planned Community Master EIR (EIR #81-03) in February 1982. Subsequent EIRs have been prepared for GDP Amendments and SPA Plans within EastLake I, II and III, including the Final EIR for EastLake Greens SPA and EastLake Trails Pre-zone and Annexation (EIR #86-04) in 1989 and the Final EIR for the EastLake Greens and EastLake Trails Replanning Program (EIR #97-04) in 1998. The Final EIR for EastLake III, Olympic Training Center (OTC) (EIR #89-09) was prepared in October 1989 and included the SPA plan for the OTC. It also included the GDP for all of EastLake III as well as a proposal to annex EastLake II and the Trails (EastLake II) from the unincorporated area of San Diego County into the City of Chula Vista. The most recent environmental document prepared for the site is the Final Subsequent Environmental Impact Report for the EastLake III Woods and Vistas Replanning Program (FSEIR #01-01) dated June 2001 and addendum dated May 2001. This Subsequent EIR addressed the EastLake III GDP and SPA.

As described in CEQA sections 15152 and 15153, tiering is a process by which agencies can adopt an overall project with a programmatic, or “first tier”, EIR focusing on the “big picture” and then use subsequent CEQA review for individual projects that are more specific components of such a first tier decision. This approach eliminates repetitive discussions of the same issues and focuses the EIR on the actual issues required for decision at each level of environmental review.

The proposed project is located in the Vistas community of the EastLake III SPA plan area. This analysis tiers from the June 2001 FSEIR #01-01 which in turn tiers off the original October 1989 Final EIR for EastLake III, Olympic Training Center, EastLake Trails Prezone and Annexation (hereinafter referred to as EIR #89-09). Therefore, this EIR is a subsequent EIR to the June 2001 FSEIR (FSEIR #01-01). Under such tiering principals, the proposed GDP Amendment analysis is presented and should be reviewed at a subsequent, first-tier level of review. The SPA Amendment analysis is presented and should be reviewed at a second-tier EIR level of review (project-level).

While a second-tier analysis can rely on a first-tier analysis, it has the obligation to discuss any changed circumstances or new information that might alter the first-tier analysis. Under principals of tiering, if a first-tier document found significant impacts, then the second-tier EIR must require the mitigation measures unless the analysis explains that the measures are not applicable or that other mitigation measures can replace the previous measures and similarly

reduce the impacts to a level of insignificance. As such, each environmental analysis section in this EIR identifies the avoidable and unavoidable significant environmental impacts previously identified in FSEIR #01-01 and EIR #89-09 and the required mitigation measures. This EIR also evaluates whether the previously required mitigation measures pertaining to this portion of the SPA plan are still applicable, or whether there are other feasible mitigation measures that were not previously considered that might similarly reduce the stated impacts to less than significant. The Executive Summary and Mitigation, Monitoring and Reporting Program list all mitigation measures that apply to the proposed project from previous tiers of environmental review as well as new measures required by this analysis.

The environmental impacts of the implementation of the proposed General Plan, GDP and SPA amendments are analyzed in *Sections 5.0 through 9.0* of this EIR. *Sections 5.1 through 5.9* consist of the following:

- Introduction and Methodology (including a summary of applicable impacts from previous EIRs).
- Existing Conditions
- Thresholds of Significance
- Environmental Impacts
- Level of Significance Prior to Mitigation
- Mitigation Measures (including applicable mitigation measures from previous EIRs)
- Residual Impacts/Level of Significance after Mitigation

It should be noted that the EastLake III GDP, as currently adopted, is consistent with the adopted City of Chula Vista General Plan (December 2005). The proposed GDP amendments would therefore also require an amendment to the General Plan to maintain consistency with the City's overarching land use planning guide. The General Plan amendments would consist of revisions to the text and map of the General Plan, as described in more detail in *Section 3.0, Project Description*. The physical environmental effects of the General Plan amendments would generally not be different from those associated with the proposed GDP amendments since the proposed changes to the General Plan are consistent with the proposed GDP amendments.

2.2 CEQA REQUIREMENTS

CEQA Compliance

This EIR has been prepared in accordance with CEQA (Public Resources Code Sections 21000 et. seq); the CEQA Guidelines published by the Resources Agency of the State of California

(California Code of Regulations Sections 15000 et. seq, as amended) and the City of Chula Vista Environmental Review Procedures. Pursuant to Sections 15150 and 15152 of the CEQA Guidelines, this document is prepared as a subsequent EIR. This EIR also references each relevant previous EIR that has amended the General Plan or GDP, such as EIR #89-09 and FSEIR #01-01.

According to Section 15150 of the CEQA Guidelines, a lead agency may incorporate all or portions of another environmental document available to the public to avoid redundancy in the environmental review process. Applicable sections from the previous environmental documents have been summarized and incorporated into this EIR. All documents incorporated by reference are available for review at the City of Chula Vista. These documents include the following:

- October 1989 Final EIR for EastLake III, Olympic Training Center, EastLake Trails Prezone and Annexation (EIR #89-09)
- June 2001 Final Subsequent Environmental Impact Report for the EastLake III Woods and Vistas Replanning Program and subsequent Addendum (FSEIR #01-01)

Notice of Preparation

In compliance with Section 15082 of the CEQA Guidelines, the City of Chula Vista Planning and Building Department circulated a Notice of Preparation (NOP), dated September 2, 2005, to interested agencies, groups and individuals. All comments received during the NOP public notice period were considered during the preparation of the Draft EIR. The NOP and comments are included in *Appendix A* of this EIR. Based on the scope of analysis for this EIR, the following issues were determined to be potentially significant and are therefore addressed in *Sections 5.0* through *9.0* of this document:

- Land Use, Planning and Zoning
- Landform Alteration/Aesthetics
- Geology and Soils
- Water Resources and Water Quality
- Transportation, Circulation and Access
- Air Quality
- Noise
- Public Services and Utilities
- Biological Resources

2.3 USES OF THIS EIR

As the designated Lead Agency, the City has assumed responsibility for preparing this document. The City will use the information included in this EIR to consider potential impacts to the physical environment associated with the project when making the decision to implement the project. The Draft EIR was made available for review to the public and public agencies for 45 days to provide comments on the “sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (Section 15204 of the CEQA Guidelines). The public review period ran from April 14, 2006 to May 30, 2006.

The City will use the EIR and supporting documentation in its decision to issue discretionary permits and approvals, including a General Plan Amendment (GPA), General Development Plan Amendment (GDPA), EastLake III SPA Plan Amendment (SPA Plan Amendment) and Tentative Subdivision Map (TM).

The Regional Water Quality Control Board (RWQCB) will use the EIR and supporting documentation in its decision to issue water quality permits in accordance with the Porter-Cologne Act, such as a National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

2.4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

None known at time of EIR publication.

SECTION 3.0

PROJECT DESCRIPTION

3.1 SITE LOCATION

The proposed project is located within the eastern portion of the EastLake Community of the City of Chula Vista (*Figure 3-1, Regional Map* and *Figure 3-2, Vicinity Map*). The proposed project site is generally located in the east central portion of the EastLake III SPA area and includes approximately 19.6 acres. The proposed project area is generally bordered on the west by the Olympic Training Center (OTC), the east and south by revegetated slopes and Wueste Road and the Lower Otay Reservoir, and the north by Olympic Parkway and planned commercial and residential development in the EastLake III SPA area (see *Figure 3-3, Project Location Map*).

Regional access to the project area is currently provided by I-805, which is located approximately six miles west of the project area. The future construction of SR-125, located approximately 2.5 miles west of the project site, would provide additional north-south regional access. Regional east-west traffic would utilize State Route 54 (SR-54), located approximately six miles northwest of the project area. Primary access to the project site would be provided by Olympic Parkway, a six-lane prime arterial roadway.

Three off-site facilities are addressed in this EIR. One of the off-site facilities is included as part of the proposed project; the other two facilities are being considered by the applicant, but are not required components of the project, and thus are considered optional in this EIR. The off-site facility that is part of the project is a 0.01-acre piece of property located west and adjacent to the site on the Olympic Training Center (OTC) property. The 0.01-acre property would only be used to access the onsite emergency access to the southern portion of the site.

The two optional off-site facilities include a temporary, off-site construction access road connecting the southern edge of the project site with Wueste Road to the south and an off-site trail connecting the southwestern corner of the proposed project with the OTC to the west. All of the offsite facilities are shown in the *Figure 3-4, Proposed Site Development Plan/Grading Plan*.

3.2 PROJECT HISTORY

The proposed project is located in the Vistas community of the EastLake III Planned Community. Development of the site was most recently addressed in the Final Subsequent Environmental Impact Report for the EastLake III Woods and Vistas Replanning Program which was approved in June 2001 (FSEIR #01-01; SCH #2000071019). An addendum to

Figure 3-1 Regional Map

Figure 3-2 Vicinity Map

Figure 3-3 Project Location Map

Figure 3-4, Proposed Site Development Plan/Grading Plan

FSEIR #01-01 was also prepared to clarify the traffic model methodology and analysis in May 2001. FSEIR #01-01 analyzed the EastLake III GDP and SPA plan, which designated the proposed project site for Commercial-Tourist use. As envisioned in the approved EastLake III GDP and SPA, the project site would accommodate the visitor commercial component of the GDP, which could support a hotel or small destination resort due to its proximity to the OTC. The EastLake III SPA describes the site's intended use as "a tourist commercial site that would provide visitor accommodations and restaurant use adjacent to the OTC, specifically overnight lodging, conference space and food service in a resort setting." This facility was intended to be part of the OTC Village Center.

The site was rough graded in 2002 in accordance with approved grading permits for the Vistas community of Eastlake III. Slopes adjacent to the site were landscaped in accordance with approved landscape plans. The adjacent slopes are currently irrigated with potable water.

3.3 PROJECT OBJECTIVES

The planning of the EastLake community, which commenced in 1979, began with the concept of a balanced community where its residents could "Work, Shop and Play." It has evolved based on that fundamental goal to include housing for all income levels, business parks and a variety of shopping opportunities for its residents. Senior market rate housing has not been provided in eastern Chula Vista. The proposed project is intended to expand the diversity of product types within the residential market.

As discussed in the proposed EastLake III SPA Amendment, the objectives for the SPA Plan are to:

- Assure a high quality of development, consistent with City and Community goals and objectives, the Chula Vista General Plan and EastLake III General Development Plan.
- Create an economically viable plan that can be realistically implemented within current and projected economic conditions.
- Provide for orderly planning and long-range development of the project to ensure community compatibility.
- Establish the necessary framework for and identify financing mechanisms to facilitate adequate community facilities, such as transportation, water, flood control, sewage disposal, schools and parks and provide adequate assurance that approved development will provide the necessary infrastructure, when needed, to serve the future residents of EastLake III.
- Preserve open space and natural amenities.
- Establish a planning and development framework which will allow diverse land uses to exist in harmony within the community.

3.4 PROJECT CHARACTERISTICS

The proposed project involves amendments to the General Plan, EastLake III GDP, EastLake III SPA Plan to allow for the proposed land use change from visitor-serving commercial to high density residential. Each of these actions are described below:

General Plan Amendment

The proposed 19.6-acre project site is currently designated as 18.4-acres of “Commercial Visitor” and 1.2 acres of “Open Space” on the City of Chula Vista General Plan Land Use designation map. As proposed, the 18.4 acres of the project site would be redesignated to “Residential-High” and the 1.2 acres of Open Space designation would remain unchanged. *Figure 3-5, Existing and Proposed General Plan Land Uses* shows the existing and proposed land use designations for the proposed project site.

EastLake III General Development Plan Amendment

The 19.6-acre project site is currently designated as 18.4 acres of “CT-Commercial-Tourist” use and 1.2 acres of “Open Space” in the EastLake III GDP. As proposed, 18.4 acres of the project site would be redesignated to “H-Residential High (18-27+ dwelling units per acre)” and the remaining 1.2 acres of open space would remain unchanged. *Figure 3-6, Adopted and Proposed GDP Land Uses* compare the adopted and proposed GDP land use maps. As shown on *Figure 3-6*, the acreage of Commercial-Tourist use in the EastLake III GDP would be eliminated. Correspondingly, the total acreage of Residential-High use would change from 12.3 to 30.7 acres. The Open Space acreage would not change. The GDP Amendment would result in a corresponding increase of residential land uses from 52% of the entire EastLake III area to 54% and a decrease of commercial land uses from 3.3% to 1.2%. Amendments to the GDP also include a provision for encroachment into the 50 foot setback/landscape buffer area along Olympic Parkway.

An amendment to the previously adopted Affordable Housing Program for EastLake will be adopted with the proposed EastLake III GDP Amendment. Because implementation of almost all of the residential development in the EastLake III GDP has already occurred, there are limited opportunities within the GDP boundaries for land set-asides. The GDP Amendment would provide for optional locations to satisfy the affordable housing requirements, including the OTC or a yet to be determined offsite location, or payment of an in-lieu fee as may be adopted by the City Council.

Figure 3-5, Existing and Proposed General Plan Land Uses

Figure 3-6, Adopted and Proposed GDP Land Uses

EastLake III Sectional Planning Area (SPA) Plan Amendment

The SPA Plan refines and implements the development concept of the EastLake III GDP which itself refines and implements the development designated for the project site in the Chula Vista General Plan. The SPA Plan defines, in more detailed terms, the development parameters for the EastLake III planned community, including the land use mix, design criteria, primary circulation pattern, open space and recreation concept, and infrastructure requirements.

The primary amendment to the EastLake III SPA Plan involves elimination of the Commercial Tourist use previously envisioned east of the OTC. The proposed high density residential use proposed for the site is discussed throughout this document. This change in land use, and associated addition of residents in the EastLake III planned community, require an amendment to the total acreage required for Community Purpose Facilities (CPF) from 8.3 to 10.2. Amendments to the SPA also include refinements to the community structure, specifically the activity center envisioned in the OTC area from that of commercial (north of the OTC) and resort (east of the OTC) uses to commercial (north of the OTC) and high density senior housing (east of the OTC). The SPA Plan has also been amended to clarify that any shortfall in parkland dedication can be mitigated by payment of the park acquisition component of the Park Acquisition and Development Fee (PAD Fee). Finally, amendments were made to the SPA Plan to update references to the status of planned infrastructure or public works projects and City guidelines/policies that have been completed/adopted since the adoption of the SPA Plan in July 2001.

SPA Components

The components of the SPA Plan and proposed amendments are described below:

Planned Community District Regulations

The Planned Community (PC) District Regulations are a component of the SPA and establish land use districts and regulations within those districts pursuant to Title 19 (Zoning Ordinance) of the Municipal Code. These regulations are intended to safeguard and enhance the appearance and quality of development in the EastLake III community, and promote the health, safety and general welfare of the EastLake III residents and the City of Chula Vista as a whole. The PC District Regulations are intended to ensure that the SPA Plan is prepared and implemented in accordance with the provision of the EastLake III GDP, implement the Chula Vista General Plan for the Eastern Territories, promote the orderly planning and long term phased development of the EastLake III GDP area and establish conditions which will enable EastLake III and its component SPA(s) to exist in harmony within the larger community.

The EastLake III PC District Regulations would be amended to allow for the proposed senior housing use within the EastLake III community. Specifically, the PC District Regulations will be amended to include a new land use district, “RMS, Multi-family Seniors > 15 du/acre” (*see Figure 3-7, Proposed Land Use Districts*). The CT – Tourist Commercial land use district would be eliminated. The RMS District is similar to the RM District, but intended to be suitable for housing seniors. Development standards addressed for this district include, but are not limited to, stacked units and group parking which would be expected at densities greater than 15 du/ac front, side and rear yard setback restrictions and provisions for encroachment into the Olympic Parkway building setback zone. Building height in the RMS District would be limited to a maximum of 50 feet although architectural features may extend up to 65 feet in height.

In addition, the Site Utilization Plan would be modified. As proposed, 18.4 acres of the 19.6-acre site would change from “C2-Commercial Tourist” use (CT) to “VR-13 - Multi-Family Seniors” use. The remaining 1.2 acres of the site would remain open space as currently designated. The existing site utilization plan and proposed change in land use are depicted on *Figure 3-8, Adopted and Proposed Site Utilization Plan*. As shown on *Figure 3-8*, the Commercial-Tourist acreage would be eliminated. Correspondingly, the total acreage of VR-13 land use would be 18.4 acres.

Design Guidelines

Design Guidelines are provided in a manual to guide the site planning, building architecture and landscape architecture within the different neighborhoods and land uses of EastLake III. They illustrate the Master Developer’s philosophy and commitment to high quality planned development standards. This portion of the SPA specifies the process each builder will go through to ensure that proposed site designs are consistent with both the master developer’s plans as well as the City’s.

The EastLake III SPA Plan Design Guidelines would be amended to specifically address the proposed senior housing project. Amendments to the design guidelines include highlighting the fact that expansive views to the east, across the lake should be incorporated into “common” spaces within the facility. These guidelines also indicate that fencing shall be coordinated with the OTC fencing design scheme, and the project entry should be coordinated with any other parcel entries in close proximity to the north side of Olympic Parkway. The guidelines recommend a strong pedestrian/bicycle connection to the retail commercial site and Greenbelt trail along the lake. Landscaping shall be unified with the OTC and commercial parcel to the north and shall be designed in conformance with the City of San Diego’s Watershed Protection Guidelines. The amended guidelines allow for surface parking stalls to be constructed as landscaped areas, provided assurance is provided that will allow these areas to be converted to paved parking if needed.

Figure 3-7 Proposed Land Use Districts

Figure 3-8, Adopted and Proposed Site Utilization Plan

Public Facilities Finance Plan (PFFP)

The purpose of the PFFP is to implement the City's Growth Management Program and to meet the goals and objectives outlined in the Growth Management Element of the City's General Plan. The PFFP ensures that development of EastLake III occurs only when necessary public facilities and services exist or are provided concurrent with the demands of new development. The PFFP also identifies a preliminary cost estimate for each improvement installation, phasing and appropriate funding sources. This document is intended to be flexible and dynamic; changes should occur at an administration level to reflect funding or regulatory changes. A PFFP has been prepared for the proposed EastLake III Senior Housing project.

Affordable Housing Program

In order to guarantee the provision of affordable housing opportunities, the City requires that a specific Affordable Housing Program and agreement be prepared consistent with the Housing Element of the General Plan. An Affordable Housing Program is intended to delineate how, when and where the required affordable housing units will be provided; intended subsidies, income rent restrictions and method of verifying compliance. The program may be implemented through various mechanisms, including development agreements, tentative map conditions or specific housing purchase agreements. The EastLake III Affordable Housing Program is consistent with the City's affordable housing goals which require that residential development of fifty or more dwelling units provide a minimum of ten percent of all units be reserved for lower income groups.

An Affordable Housing Program has been prepared for the proposed EastLake Senior Housing project. Consistent with the City's requirements, 25 low- and 25-moderate income housing units will be required. The Affordable Housing Program provides options to satisfy this obligation including constructing the units on the OTC property or an alternative site yet to be determined or payment of an in-lieu fee, as may be adopted by the City Council.

Air Quality Improvement Plan

The purpose of the Air Quality Improvement Plan (AQIP) is to respond to the Growth Management policies of the City of Chula Vista. The Air Quality Improvement Plan provides an analysis of air pollution impacts resulting from the project and demonstrates the best available design to reduce emissions. The AQIP also addresses the action measures contained in the Chula Vista Carbon Dioxide (CO₂) Reduction Plan. Consistent with the Chula Vista AQIP Guidelines, the EastLake III Senior Housing Air Quality Improvement Plan specifies compliance with the City's GreenStar Building Efficiency Program. The majority (50% or greater) of the structures shall be designed to exceed the California 2001 Title 24, Part 6, Energy Efficiency Standards Title 24 by 10%. The specific program will be identified with application for building permits and approved prior to issuance of a building permit. The number of dwelling units committed to participation in the Greenstar program is a minimum of 247 units.

Water Conservation Plan

The purpose of the Water Conservation Plan (WCP) is to respond to the Growth Management policies of the City of Chula Vista. The Water Conservation Plan is intended to respond to the long-term need to conserve water in new development, establishing water conservation standards for future residents of EastLake III. The WCP provides an analysis of water usage, conservation measures and other means of reducing per capita water consumption within the project. The EastLake III Senior Housing Water Conservation Plan contains both indoor and outdoor water conservation measures consistent with the City's WCP Guidelines. Specific provisions in the plan include hot water pipe insulation, pressure reducing valves, water efficient dishwashers, dual flush toilets and water efficient landscaping.

Development Concept

As discussed above, the proposed amendments to the General Plan, and EastLake III GDP and SPA would allow for the development of an active seniors community. Additionally, the project will require a General Plan Amendment, EastLake III General Development Plan (GDP) Amendment, and EastLake III Sectional Planning Area (SPA) Amendment. The 494-unit senior housing project would consist of 13 buildings, each four stories tall over a subterranean parking structure. The project would also include a 14,000 square foot, single-story recreational facility, which includes fitness and activity spaces, meeting rooms, spa and indoor pool. Outside recreational elements include an outdoor pool and spa, BBQ facility, multifunctional passive green spaces and a pedestrian paseo around the outer perimeter (see *Figure 3-4, Proposed Site Development Plan/Grading Plan*). This senior housing community would be restricted to 55 and over, would be gated, and housing units would be "for sale." The densities and unit numbers proposed would result in approximately 1,235 new residents (based on 2.5 people/dwelling unit).

The site planning, architectural design and landscape design is intended to respect the project location on the hillside plateau overlooking the lake. The project architecture will consist of southern Spanish/Andalusian designs, and be arranged to mirror Mediterranean hillside towns. Each elevation will have a different appearance. There will be five plan models with units ranging in size from approximately 1,000 to 1,350 square feet. Buildings will include deeply recessed balconies, attached roofs, canopies, trellises and courtyards to provide visual breaks in the building façade. Deeply recessed balconies, attached roofs, canopies, trellises and courtyards reinforce the village character of the project. Each building would step from three to four stories to provide articulation in building height. Several corner units have been removed to provide further distinction between building features and reduce massing. In addition, each of the 13 courtyard style podium buildings have been rotated to break-up the appearance of building mass.

The proposed courtyard style podium buildings would have direct elevator access to basement parking. Parking below grade would reduce the portion of the project site devoted to surface

parking and increase landscape areas dedicated to passive and active recreation, paseos and exercise trails. The single level recreation club house and expansive landscaped open areas are planned for the eastern perimeter of the site to maximize landscape buffering and enhance views.

As noted previously, the site has been graded in accordance with approved grading permits. However, portions of the site will be raised four to five feet to create a gradual elevation change from the eastern portion of the site up to the western portion of the site. This would result in a “stepped” effect away from the Lower Otay Reservoir and would maximize the views of all residential units. This will require a total of 173,500 cubic yards of fill. Simultaneously, the underground parking garages will need to be excavated approximately 10 feet to establish a 12 foot underground garage space. The excavation will generate approximately 173,500 cubic yards of excess soil. The cut and fill requirements of the site will therefore balance eliminating the need to export or import fill material. Finished first floor elevations will range from 560.5 to 578 feet (see *Figure 3-4, Site Development Plan/Grading Plan*).

The project’s 494 multi-family units will require the following parking spaces:

91 1-bedroom units @ 1.3 spaces per dwelling unit	=	118 spaces
312 2-bedroom units @ 2.0 spaces per dwelling unit	=	624 spaces
91 3-bedroom units @ 2.3 spaces per dwelling unit	=	209 spaces
Total Parking Required		951 spaces

A total of 963 spaces will be provided on the project site, meeting the City’s parking requirements for the intended land use. Approximately 85% of the required parking would be located below-ground with the balance, primarily visitor parking, located in surface parking areas.

As part of the project, an emergency access road would be graded in the southwestern corner of the property. The access road would primarily be onsite with the exception of a 0.01-acre offsite segment that would be on the OTC property (see *Figure 3-4, Site Development Plan/Grading Plan*). This segment would allow emergency vehicles access to the southern portion of the property should the main entrance to the site be obstructed.

Optional Facilities

As briefly discussed in *Section 3.1*, two offsite facilities are being proposed that are being considered by the applicant but are not necessary components of the project. These facilities are therefore considered optional. The applicant may include these features in the project at a later date. Therefore, a separate environmental analysis of each of these features is included in this EIR.

Temporary Construction Access Road: The proposed residential buildings will be constructed in several phases with each building taking about one year to complete. Units will be sold and occupied while subsequent buildings are being constructed. According to the preliminary phasing plan, buildings in the northern portion of the property would be constructed first, with subsequent development occurring in the eastern and southern portions of the site.

To avoid temporary onsite conflicts between project residents and construction equipment, a temporary, off-site construction access road is being considered by the applicant. The road would connect Wueste Road, south of the site, to the southern edge of the project site (see *Figure 3-4, Site Development Plan/Grading Plan*). The proposed road would be a maximum of 20 feet wide and approximately 540 feet long. The roadway area will encompass approximately 15,000 square feet (0.50 acre) and will not exceed a 12 percent slope. The graded roadway will be covered with decomposed granite to allow for drainage while reducing erosion and dust emissions. This roadway is intended to service approximately 10% of the project's construction access needs prior to construction of the first four buildings and approximately 25% of the construction traffic once these units are constructed. The remaining construction traffic, would enter and exit the site at the main entrance on Olympic Parkway. Once construction has been completed, the temporary construction access road would be removed, regraded and revegetated to preexisting slope conditions.

Trail Connection to OTC: An additional optional facility is being considered that would involve an off-site trail connection to the OTC to the west. This offsite trail would connect the proposed project (via the southwest corner) with the OTC trail system. This trail would be approximately 5 feet in width and 375 feet in length and would be located within a 30-foot wide disturbance area on the OTC property (see *Figure 3-4, Site Development Plan/Grading Plan*). The trail would be constructed with a pervious surface, such as decomposed granite, to allow for unimpeded drainage. Trail construction will require scraping the topsoil within the 5-foot swath to create a level walking surface. Establishment of cut/fill slopes or import/export of soil will not be necessary.

Tentative Map

The applicant is concurrently processing a Tentative Map (TM) for the proposed project. The TM would establish infrastructure requirements for the project. Prior to approval, TMs are considered conceptual lotting studies. The proposed conceptual lotting study for the proposed project is shown in *Figure 3-9, Conceptual Lotting Study*

Figure 3-9, Conceptual Lotting Study

3.5 DISCRETIONARY ACTIONS

Implementation of the proposed project requires a number of discretionary actions from various public agencies. The proposed General Plan, EastLake III GDP and EastLake III SPA Plan amendments would be reviewed and approved by the Planning Commission and City Council. The following is a summary of actions that would be required by the City of Chula Vista in order to implement the proposed project:

- General Plan Amendment to change 18.4 acres of “Visitor Commercial” use to “Residential High”;
- EastLake III General Development Plan (GDP) Amendment to change 18.4 acre of “CT-Commercial Tourist” use to “Residential High (18-27+ du/ac)”;
- EastLake III Sectional Planning Area (SPA) Amendment to change 18.4 acres of “Commercial-Tourist” use to “VR-13, Multi-Family Seniors” and establish a new land use district, “RMS, Multi-family Seniors > 15 du/acre”. Amendments to the SPA would also include amendments to the SPA’s AQIP and WCP to ensure consistency with the City’s AQIP and WCP Guidelines. Additionally, an EastLake III SPA’s Affordable Housing Program would be amended to meet the City’s affordable housing requirements;
- Tentative Map for the EastLake III Senior Housing Project.

The following additional permits/approvals may be required of other Responsible Agencies:

- San Diego Regional Water Quality Control Board: CWA 401 Water Quality Certification (potential), and Storm Water Discharge Permit.

SECTION 4.0

ENVIRONMENTAL SETTING

In accordance with Section 15125 of the CEQA Guidelines, the general environmental setting for the project area is provided in this section. More detailed descriptions of the setting specifically pertaining to each environmental issue are provided at the beginning of each impact issue area addressed in *Section 5.0*.

4.1 PHYSICAL SETTING

The proposed project would consist of 19.6 acres, plus a portion of the eastern edge of the OTC, all of which will be developed. The site is located within the EastLake III GDP area in the eastern portion of the Chula Vista city limits, immediately east of the EastLake Trails SPA and EastLake Business Center II (see *Figure 3-2, Vicinity Map*). Land uses in the project area consist of multi-family residential, open space, park, and commercial uses associated with the Eastlake Vistas neighborhood to the north. Lower Otay Reservoir, an open water storage facility (lake) owned and operated by the City of San Diego, is located to the east. The Olympic Training Center (OTC) is located adjacent and west of the project site. Other nearby residential communities include EastLake Woods and Rolling Hills Ranch to the north, EastLake Trails and EastLake Greens to the northwest and Otay Ranch to the south and west.

The site is flat with downward sloping areas to the north, east and south and upward sloping areas to the west. The OTC is located upslope from the project site (to the west) while the Lower Otay Reservoir is located at a lower elevation (to the east). An existing detention basin is located in the northern portion of the site. The basin is approximately 10 to 20 feet below the ground elevation of the existing graded pad. The project site is approximately 565 feet above mean sea level. The site is surrounded by undeveloped and/or designated open space areas to the east and south.

The developable portion of the project site is currently vacant and has been graded as part of previously approved grading permits. The topography in the project vicinity is characterized as gently rolling with Salt Creek forming a dominant natural feature approximately one mile to the west of the project site. The Otay Lakes are prominent features immediately to the east. Salt Creek forms the western branch of the Chula Vista Greenbelt. The Eastern Greenbelt Corridor is located between the eastern edge of the EastLake III SPA and the western edge of Lower Otay Reservoir.

Regional access to the project area is provided by I-805. Regional east-west traffic would utilize Olympic Parkway. Additional future regional access to and from the east will be provided by future extensions of State Route 125 currently under construction.

4.2 APPLICABLE LAND USE PLANS

Section 15125 (d) of the CEQA Guidelines requires that a discussion of inconsistencies between the proposed project and applicable general plans and regional plans be provided. The consistency analysis for the proposed project with applicable plans, policies and regulations is provided in *Section 5.0* of this EIR. The following is a list of plans, policies and regulations that are applicable to the proposed project.

- City of Chula Vista General Plan;
- City of Chula Vista Zoning Code;
- Chula Vista MSCP Subarea Plan;
- Congestion Management Plan;
- San Diego Air Pollution Control District Regional Air Quality Strategies;
- Chula Vista Greenbelt Master Plan;
- EastLake III General Development Plan and Sectional Planning Area Plan; and
- City of Chula Vista Growth Management Program and Ordinance.

5.1 LAND USE, PLANNING AND ZONING

5.1.1 Introduction and Methodology

Land Use and planning issues were analyzed as part of FSEIR #01-01 for the entire EastLake III development, of which this project is a small part. FSEIR #01-01 concluded that the EastLake III GDP and SPA proposed at that time would not result in adverse onsite land use compatibility conflicts with respect to noise, light, hydrology, aesthetics and public safety. Any potential land use conflicts would be avoided by providing grade differences between the land uses, separation by intervening roadways and landscaping. Landform and contour grading would be used whenever feasible to minimize internal aesthetic impacts. FSEIR #01-01 also concluded that the EastLake III GDP and SPA would not conflict with surrounding land uses.

FSEIR #01-01 analyzed the EastLake III GDP and SPA's consistency with local plans and policies. FSEIR #01-01 concluded that EastLake III was inconsistent with the General Plan land use and circulation and these inconsistencies account for the amendments proposed as part of the EastLake III project at that time. FSEIR #01-01 concluded that EastLake III was consistent with the Eastern Territories Area Plan with implementation of provisions described in the project design and Public Facilities Financing Plan. As described in FSEIR #01-01, the EastLake III project included amendments to the 1990 GDP to address the changes in boundaries and densities of residential areas, conversion of open space to parkland, conversion of a small portion of residential to retail commercial and commercial tourist and relocation of schools. The overall reduction in open space was not considered significant because the open space acreage proposed under the EastLake III project would still achieve the goals of the General Plan and was consistent with General Plan policies. The changes in boundaries and densities of land uses were not considered significant because the proposed changes would not result in significant land use incompatibility impacts.

In addition, FSEIR #01-01 concluded that the conceptual Tentative Map prepared for the EastLake III project would be consistent with the SPA Plan, and no significant impacts would occur. As stated in FSEIR #01-01, EastLake III is located outside of areas designated for conservation by the MSCP. EastLake III is subject to the Habitat Loss and Incidental Take (HLIT) Ordinance. FSEIR #01-01 concluded that the EastLake III project would be consistent with the SANDAG Regional Growth Management Strategy regarding air quality and transportation/congestion management. Design elements incorporated into the EastLake III project as well as the air quality and traffic mitigation measures reduce impacts associated with air quality and transportation/congestion management.

The following discussion focuses on the project-specific impacts to land use, planning and zoning that would result from the proposed EastLake III Senior Housing General Plan, GDP and SPA Amendments. The character of existing land use was analyzed based on a review of aerial photographs as well as site visits. In order to analyze impacts to city planning documents and policies, research into each applicable plan and policy was conducted. Research included a review of all elements of each plan or ordinance. A consistency analysis was performed for each relevant policy.

Aside from impacts to the existing and planned land uses analyzed by this section, a number of additional land use compatibility topics are addressed elsewhere in this EIR. *Aesthetics* is discussed in *Section 5.2*; *Traffic* issues are discussed in *Section 5.5*; *Air Quality* issues are described in *Section 5.6*; and *Noise* is discussed in *Section 5.7*.

5.1.2 Existing Conditions

Existing Site Conditions and Surrounding Land Uses

As shown in *Figure 5.1-1, Existing Land Use*, the 19.6-acre project site is currently undeveloped. Historically, the site was used for ranching, grazing and dry farming (EastLake III SPA Plan, July 2001). In 2002, the project site was rough graded as part of the mass grading activities associated with EastLake III. As such, the project site is relatively flat and is disturbed with patches of weedy plant species. A detention basin is located in the northern portion of the site, and the southern portion has been used as a staging area for temporary storage of building materials for development of other portions of EastLake III. The onsite slopes on the north and west sides of the site have been landscaped with either ornamental or native plant species. Slopes to the east and south of the site are not included within the project site. These slopes have been revegetated with native and ornamental habitat. All slopes surrounding the site are irrigated with potable water.

The area immediately surrounding the project site has been developed or is under construction and consists of a mix of land uses. To the west and south is the OTC; to the east is Lower Otay Reservoir; and to the north are developing commercial uses associated with the EastLake Vistas neighborhood. The OTC was opened in 1995 and provides residential and athletic facilities for US Olympic athletes. The EastLake Vistas neighborhood is approximately 229 acres and provides a range of residential housing types. The Vistas neighborhood is currently under construction. The parcel immediately to the north of the project site across Olympic Parkway is planned for commercial uses. Lower Otay Reservoir serves as a potable water reservoir and is maintained and operated by the City of San Diego. The slope area between the project site and Lower Otay Reservoir is designated as open space as part of the City of Chula Vista Eastern

Figure 5.1-1 Existing Land Use

Greenbelt and will be maintained by the EastLake III Homeowners Association, per the EastLake III development agreement.

Other nearby residential communities to the north include EastLake Woods, Rolling Hills Ranch, EastLake Trails, and EastLake Greens. To the west of the OTC are lands under the ownership of Otay Ranch. The Otay Ranch area is currently being developed in accordance with a GDP approved in 1993 by the City and County of San Diego (City of Chula Vista, 2001). South of the OTC is the “panhandle” parcel of EastLake III. The parcel is approximately 45 acres and is designated as Public/Quasi-Public land. To the east of the Otay Reservoirs is land within unincorporated areas of the County which consists of undeveloped land or agricultural fields.

Roadways that provide primary access to the project site include Olympic Parkway to the north and Wueste Road to the east. Olympic Parkway provides east-west access to the project site and is classified as a four lane major roadway east of Hunte Parkway. Wueste Road borders the project site to the east and is classified as a two-lane Class III collector roadway. Wueste Road is a windy two-lane road extending from Otay Lakes Road to the southern city limits.

Land Use Plans and Policies

Chula Vista General Plan

The adopted Chula Vista General Plan (December, 2005) establishes goals and objectives to provide guidance for the growth of the City. The General Plan contains six elements: Land Use and Transportation, Economic Development, Housing, Public Facilities and Services, and Environmental and Growth Management. The General Plan designates the site as Commercial Visitor, therefore, the proposed project would be in conflict with the adopted General Plan, and require a General Plan Amendment.

The following General Plan policies are applicable to the proposed project and are shown in *Table 5.1-1*.

Land Use and Transportation. The Land Use and Transportation Element establishes plans and policies to identify the general distribution of housing, businesses, industry, open space (including parks), education facilities and public buildings. In addition, policies and standards for the system of roadways, transit service, and bicycle and pedestrian facilities are established. Relevant land use and transportation objectives and policies are provided in *Table 5.1-1*. As a condition of the Tentative Map for the project, the applicant will be required to make a deposit to the City for future transit/bus stop improvements within the City.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
CITY OF CHULA VISTA GENERAL PLAN		
Land Use and Transportation Element		
LUT 1.1	Ensure that land uses develop in accordance with the Land Use Diagram and Zoning Code in an effort to attain land use compatibility.	The proposed project is currently inconsistent with the land use designation and Zoning Code and therefore would be inconsistent with this policy. The proposed project will include a General Plan Amendment, which would change the existing land use designation from Commercial Visitor to Residential-High (18-27 Du/Ac). The project's density is proposed at nearly 27 Du/Ac. The proposed project would result in a loss of 18.4 acres of Commercial Visitor designation at this location. The project site was originally intended to provide hotel, meeting and other support uses for the OTC. According to the applicant, the site is not as viable for commercial visitor use as originally anticipated based on less demand for this use by the adjacent OTC. There are two (2) sites, located approximately 2.5 miles to the east and southwest from the site designated as Commercial Visitor, and may be more suitable for Hotel and Resort uses than at the subject site. The proposal for a high density senior active community at the site would provide housing for a segment of retiring age population that is not currently being met in the City of Chula Vista. With the proposed General Plan Amendment the project would be consistent with the General Plan. The proposed development will maintain the standards set in the General Plan's vision for the residential high designation. The project will be reviewed by the Design Review Committee to ensure that design guidelines and zoning standards are met.
LUT 1.8	Pursue higher density residential categories and retail demand that are not being met within the City.	The project includes the development of a 494-unit senior housing project on 19.6 acres with a density of nearly 27 du/ac. The project is therefore consistent with Policy LUT 1.8 by providing high density residential development.
LUT 1.9	Provide opportunities for development of housing that respond to diverse community needs in terms of density, size, location, and cost.	The proposed development provides high density housing opportunities to supplement the supply of single-family residential development in the EastLake area. The development will be dedicated for seniors and include a variety of housing sizes and price points. The project would be consistent with this policy.
LUT 1.10	Maintain an adequate supply of land designated and zoned for residential use at appropriate densities to meet housing needs, consistent with the objective of maintaining a balance of land uses.	The project would include development of 494 senior housing units which would increase the City's housing supply. The proposed project would be consistent with this policy. Additionally, see discussion for Policy LUT 1.1.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
LUT 1.19	Evaluate land use intensities in conjunction with the review of any zone change and/or General Plan Amendment to permit density or modify intensity. Factors to be considered include, but are not limited to, the maximum intensity allowed for the applicable land use designation in the General Plan, traffic circulation patterns, environmental constraints, and compatibility with surrounding land uses.	The project would be compatible from a traffic and urban intensity perspective with surrounding development. The proposed project would be located adjacent to the terminus of Olympic Parkway (4-lane Major road), which would provide adequate access to the site and would not be significantly impacted by traffic from the proposed project. The project is surrounded by existing development including the Olympic Training Center to the east, a proposed 60,000 sq. ft. church and high density, residential development to the west of the OTC, and a future 12-acre commercial center directly north of project site, across Olympic Parkway and single-family residential development north of the commercial center. The site is graded and as such does not have significant environmental constraints. Thus, the proposed General Plan Amendment/Zone Change would not conflict with this policy.
LUT 3.2	Any such urban design guidelines and/or other development regulations shall also be consistent with other, related policies and provisions in this General Plan, including Sections LUT 7.3, 7.4, 7.5 and 7.6.	See discussion for Policy LUT 4.3 and 13.1. The project will be designed in accordance with the design guidelines of the amended SPA Plan. Development of the site therefore would not conflict with intended OTC buffering and presentation of Wueste Road aesthetics. The proposed project does not include any commercial or industrial uses, as discussed in LUT 7.3, therefore a consistency with LUT 7.3 is not provided. The project would include landscaped areas adjacent to the dedicated open space areas to the east and south of the proposed project site to be consistent with LUT 7.4. The project is not located within a TFA as outlined in LUT 7.5 and 7.6, therefore a determination of the project's consistency with these policies is not necessary.
LUT 4.3	Require that new development, or redevelopment, through consideration of site and building design, and appropriate transition and edge treatments does not negatively affect the nature and character of nearby established neighborhoods or development.	The proposed senior housing would be compatible with existing and proposed surrounding land uses including the OTC, Wueste Road and open space associated with the Chula Vista Greenbelt, and Olympic Parkway and the EastLake Vistas neighborhood which will include a mix of commercial and residential uses. The project's proposed 494-unit active senior housing project would result in approximately 1,235 new residents. The proposed buildings would be located on the graded portion of the site, with open space surrounding the development, most of which would serve as a buffer along Olympic Parkway and Wueste Road, which are designated scenic roadways in the General Plan and reflected in the GDP. The proposed project is located on one of the last two developable sites in EastLake III (the other being the 12-acre commercial center to the north), and could be classified as infill development; the site has always been planned for development. The project is required to maintain a minimum building setback of 20 feet from the top of slope along the entire edge of the site, which would have no impact to scenic

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
		<p>Olympic Parkway, Wueste Road or the adjacent trail. Additionally, the project is designed to step up from the lake to minimize massing. The single story element (the recreational center) would be in the eastern portion of the site, closest to the reservoir and open space. Grading of the site would result in an increase in elevation toward the eastern portion of the site. Multiple floor plans would be used to vary each elevation, and buildings would be rotated to avoid a “wall” effect on all sides of the property. The architecture would be Andalusian (southern Spain), with multiple balconies, recessed features, varied use of exterior colors and tiles, and extensive landscaping. Open space will be retained on adjacent slopes. In summary, this new development would not negatively impact the surrounding community character. The project will transition up from the reservoir and Wueste Road.</p>
LUT 5.1	<p>Promote mixed use development, where appropriate, to ensure a pedestrian-friendly environment, parks, and recreation in close proximity to one another.</p>	<p>The proposed project introduces high density residential development to the project site but does not include other elements associated with mixed-use development. The project proposes two view corridor/parks and a pedestrian path around the outer perimeter. An optional trail could link the project site to the existing OTC trail system, which connects to the City’s regional trail along Wueste Road. The majority of parking will be underground to allow for an extra 0.5 acres of open space. Although many amenities provide for parks and open space next to residences onsite, the project does not represent an addition of mixed use development; however, due to adjacent land uses, a mixed use community would occur. The project is located in a pedestrian friendly environment adjacent to a recreation trail. Additionally, the project is located within walking distance to the public park approximately ¼ mile to the north and commercial development directly to the north.</p>
LUT 5.2	<p>Ensure new development that is organized around compact, walkable, mixed use neighborhoods and districts in order to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.</p>	<p>The proposed project site has always been proposed for development. The project represents infill development as it is surrounded by existing development on the south, west and north and the Lower Otay Reservoir to the east. Existing infrastructure is available to the project site. The mixture of land uses within this area of Chula Vista is intended to function as mixed use, with a variety of residential densities supported by commercial and recreational uses. Therefore, the project would not conflict with this policy. The project is located within walking distance to the public and commercial development to the north and walking trails along the western perimeter of Lower Otay Reservoir to the east. See also discussion for LUT 5.1.</p>

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
LUT 5.13	<p>Higher density residential and mixed use residential/commercial development should be designed to:</p> <ul style="list-style-type: none"> ○ Create a pleasant walking environment to encourage pedestrian activity. ○ Maximize transit usage. ○ Provide opportunities for residents to conduct routine errands close to their residence. ○ Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project. ○ Use architectural elements or themes from the surrounding neighborhood. ○ Provide appropriate transition between land use designations to minimize neighbor compatibility conflicts. 	<p>The proposed project is consistent with this policy. The project is within walking distance of support uses such as a community park and commercial uses. The project would provide multiuse open space and a pedestrian path around the outer perimeter. If the optional trail is constructed, it would link the project site to the existing OTC trail system. The existing regional trail along the western perimeter of the Lower Olay Reservoir is adjacent and east of the site. With respect to transit, the project will be conditioned to provide \$20,000 for future transit improvements as determined by the City's transit coordinator. The developing commercial center to the north would provide shopping opportunities within walking distance. Other commercial amenities are offered within a short driving distance at EastLake Parkway and Olympic Parkway. The proposed multi-family residential use would be compatible with adjacent uses including residential uses to the north, within the OTC and west of the OTC. See architectural treatment discussion for Policy LUT 4.3. Transitions to adjacent uses are provided by open space and Olympic Parkway to the north, and open space and elevation differences offered to the west between the proposed development and the OTC parking lot. Open space is the adjacent land use to the east and south.</p>
LUT 6.1	<p>Ensure through adherence with design guidelines and zoning standards that the design review process guarantees excellence in design, and that new construction and alterations to existing buildings are compatible with the best character elements of the area.</p>	<p>See discussion of Policy LUT 1.1 and 4.3.</p>
LUT 6.2	<p>Require that proposed development plans and projects consider and minimize project impacts upon surrounding neighbors.</p>	<p>Sections 5.2, 5.3, 5.4 and 5.9 of this EIR address potential impacts to significant natural and environmental resources. The site has been graded and has no natural features. With the implementation of mitigation measures discussed in these sections, impacts on surrounding neighborhoods would be less than significant. See also discussion of Policy 5.13.</p>
LUT 6.3	<p>Require that the design of new residential, commercial or public development is sensitive to the character of existing neighborhoods through consideration of access, compatible building massing, and building height transitions, while maintaining the goals and values set</p>	<p>The project proposes to construct a multi-unit senior housing facility that would be located across Olympic Parkway from the EastLake Vistas single-family neighborhood and commercial development area. The proposed project would be of similar architecture as the other surrounding development and would not be more than four stories in height. The existing PC District regulations height limit for structures is 45 feet, thus the project would be inconsistent by</p>

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
	forth in the General Plan.	exceeding the current height limit by five feet. However, the PC District Regulations are being augmented to allow buildings heights to extend to 50 feet,. The revisions to the PC District Regulations also include provision for architectural features up to 65 feet in height. See architectural design treatment discussion for Policy LUT 4.3 and 13.1. Additionally, a newly proposed 20-foot building setback from the top of slope, and an open-space buffer along the eastern side of the property and Wueste Road would remain to soften the appearance along this edge. The open-space buffer will be undisturbed. The site grading will result in a terracing effect on the site thereby allowing the proposed development to meld into the topography. Furthermore, the existing landscaping buffer present between this site and the OTC will remain. Development of the site therefore would not conflict with intended OTC buffering and preservation of aesthetic qualities currently afforded to Wueste Road motorists/cyclists. The proposed project would be consistent with this policy.
LUT 6.7	Require that outdoor storage areas or salvage yards be screened from any public right-of-way.	The on-site trash enclosure will be screened from view of public rights-of-way, therefore the project would be consistent with this policy.
LUT 6.9	Coordinate with adjacent landowners, cities, and the County of San Diego in establishing compatible land uses for areas adjacent to the City's boundaries.	The project is located adjacent to the City of San Diego Lower Otay Reservoir which serves as a drinking water storage facility. All runoff from the site will be controlled and diverted away from the Lake to avoid impacts to the City of San Diego's drinking water. The land to the east of the site (surrounding Otay Lake) is part of the City of San Diego's MSCP preserve, the project would incorporate adjacency measures to avoid indirect impacts to sensitive biological resources. Development of the site would be compatible with uses at the OTC and would incorporate buffering between the two uses.
LUT 7.1	Protect adjacent stable residential neighborhoods by establishing guidelines that reduce the potential impacts of higher intensity mixed use, commercial, and urban residential developments (i.e., transitional areas).	Although the proposed project is a high density residential development, it would not be considered a transitional project area, but rather an in-fill area that has always been planned for development. The subject site is one of the two last remaining properties (beside the commercial site to the north) to be developed at the edge of the EastLake Vistas neighborhood, which is nearly 70% build out. It is also part of a master planned community development program with complimentary land uses to ensure a stable community. The proposed project does not include any mixed-use or commercial components that could potentially impact the surrounding single-family residential and OTC uses. The project is consistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
LUT 7.2	Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.	The project site has always been planned for development. The proposed EastLake Senior Housing Project is located on the west side of Wueste Road which acts as a buffer between the proposed development and the Lower Otay Reservoir. Thus, the proposed project will not be developed at the shoreline, and the public will continue to have access to Lower Otay Reservoir. The project is consistent with this policy.
LUT 7.4	Require landscape and/or open space buffers to maintain a naturalized or softer edge for proposed private development directly adjacent to natural and public open space areas.	The proposed development will include an open-space buffer along the eastern side of the property that borders Wueste Road. The open-space buffer will be undisturbed. The site grading will result in a terracing effect on the site thereby allowing the proposed development to meld into the topography. Furthermore, the existing landscaping buffer present between this site and the OTC will remain. Development of the site therefore would not conflict with intended OTC buffering and presentation of Wueste Road aesthetics.
LUT 8.4	Encourage and require where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways, paseos, and plazas, into public improvements and private projects.	Onsite recreational areas will be provided as part of the project and will be owned and maintained by a homeowners association for the benefit of residents. The project would also include fitness facilities, recreational rooms, two view corridor/parks and a pedestrian paseo around the outer perimeter for use by residents. The project would also be required to contribute a fair share to public open space development. Therefore, the project would be consistent with this policy.
LUT 10.4	Prior to the approval of projects that include walls that back onto roadways, the City shall require that the design achieves a uniform appearance from the street. The walls shall be uniform in height, use of materials and color, but also incorporate elements that add visual interest, such as pilasters.	Surrounding walls, as well as any noise attenuation walls, will follow the design guidelines outlined in the SPA Plan including textured surface material, periodic recessing or pilasters to break up the monotony of the walls and landscaping to soften the wall appearance. Therefore, the proposed project would be consistent with this policy. Wall treatments will be addressed in the design guidelines, and considered as part of the project's Design Review process to ensure quality urban design.
LUT 11.1	Promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape, mountain and bay site lines, and important gateways into the City.	The project will not directly enhance a major public street, cityscape, bay site lines or important gateways to the City, but would enhance the project site by constructing aesthetically pleasing buildings with a planned theme on an existing graded flat pad. The proposed project would not significantly diminish views of distant mountains.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
LUT 11.2	Promote and place a high priority on quality architecture, landscape, and site design to enhance the image of Chula Vista, and create a vital and attractive environment for businesses, residents and visitors.	The project will be reviewed by the Design Review Committee to ensure that a vital and attractive environment for residents and visitors is provided at the site. Therefore, the project would be consistent with this policy. See also discussion for Policy LUT 4.3.
LUT 11.3	The City shall, through the development of regulations and guidelines, ensure that good project landscape and site design creates places that are well planned, attractive, efficient, safe and pedestrian-friendly.	The project site would include the landscaping onsite to provide visual interest to the building facades. A portion of the north-facing manufactured slope adjacent to Olympic Parkway and associated with the project entry would be recontoured and landscaped to be consistent with other slopes adjacent to the site. The site will be stepped back (westward) from the lake to reduce massing as well as southward from Olympic Parkway. Considerable open space areas will be provided onsite with landscaping. The project would be consistent with this policy. The EastLake III SPA Amendment includes required design guidelines. The proposed project would be subject to design review to assure consistency with the SPA amendment as well as the surrounding community.
LUT 11.4	Actively promote architectural and design excellence in buildings, open space, and urban design.	See discussion of Policy LUT 1.1 and 4.3.
LUT 11.5	Require a design review process for all public and private discretionary projects (which includes architectural, site plan, landscape and signage design) to review and evaluate projects prior to issuance of building permits to determine their compliance with the objectives and specific requirements of the City's Design Manual, General Plan, and appropriate zone or Area Development Plans.	See discussion of Policy LUT 1.1 and 4.3.
LUT 12.7	Continue to assess and mitigate the potential impacts of private development and public facilities and infrastructure to historic resources in accordance with the California Environmental Quality Act.	FSEIR #01-01 indicates that all cultural resources discovered in the Woods and Vistas community plan areas did not meet the significance criteria under CEQA. Therefore, because the project site has already been graded, and significant cultural resources were not noted in FSEIR #01-01 and associated Technical Cultural Resource Report, impacts to cultural resources have been adequately analyzed in previous environmental reviews. Cultural resources are therefore included as an effect found not significant.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
LUT 13.1	Identify and protect important public viewpoints and view sheds throughout the Planning Area including features within and outside the planning area, such as mountains, native habitat areas, San Diego Bay, and historic resources.	The buildings are arranged with the majority internal to the site and oriented in offsetting manner with 3-story instead of 4-story elements at the corners to minimize massing and maximize viewshed corridors. The project site would include the landscaping of existing north-facing slopes adjacent to Olympic Parkway to improve the visual appearance above existing conditions. The project would also provide landscaping on the level portion of the project site to provide visual interest to the building facades. The site will be stepped back (westward) from the lake to reduce massing as well as southward from Olympic Parkway. The proposed buildings would be located on the graded portion of the site, with 10.9 acres of open space surrounding the development, most of which would serve as a buffer along Wueste Road, a designated scenic roadway in the General Plan and reflected in the GDP.
LUT 13.2	Continue to implement the City's planned open space network.	The proposed senior housing would be compatible with existing and proposed surrounding land uses including the Olympic Training Center, Wueste Road and open space associated with the Chula Vista Greenbelt, and Olympic Parkway and the EastLake Vistas neighborhood which will include a mix of commercial and residential uses. The proposed buildings would be located on the graded building pad, with open space surrounding the development. The project would be consistent with this policy.
LUT 13.4	Any discretionary projects proposed adjacent to scenic routes, with the exception of individual single-family dwellings, shall be subject to design review to ensure that the design of the development proposal will enhance the scenic quality of the route. Review should include site design, architectural design, height, landscaping, signage, and utilities. Development adjacent to designated scenic routes shall be designed to: <ul style="list-style-type: none"> o Create substantial open areas adjacent to scenic routes through clustering development; o Create a pleasing streetscape through landscaping and varied building setbacks; and 	The proposed development is adjacent to an open-space buffer along the northern, eastern and southern sides of the property. The open-space buffer will be undisturbed. The site grading will result in a terracing effect on the site thereby allowing the proposed development to meld into the topography. Furthermore, the existing landscaping buffer present between this site and the OTC will remain. Development of the site therefore would not conflict with intended OTC buffering and presentation of Wueste Road aesthetics. The project will be reviewed by the Design Review Committee to ensure that open space area adjacent to scenic routes are provided.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
	<ul style="list-style-type: none"> ○ Coordinate signage, graphics and/or signage requirements, and standards. 	
LUT 16.2	Ensure that new development and community activity centers have adequate transportation and pedestrian facilities.	Residents at the EastLake Senior Housing project will be able to walk to the adjacent community shopping center and community park. Access to larger commercial centers and libraries would require private vehicles. Sidewalks, bicycle paths and recreational trails are provided onsite, as well as throughout the EastLake community. A transit stop will be constructed at the commercial center north of the project. The project will be conditioned to provide \$20,000 for future transit improvements as determined by the City's Transit Coordinator, in the event that a transit facility is necessary to serve the project. Therefore, the project would be consistent with this policy.
LUT 23.1	Encourage the use of bicycles and walking as alternatives to driving.	See discussion of Policy 16.2.
LUT 23.8	Provide and maintain a safe and efficient system of sidewalks, trails, and pedestrian crossings.	Sidewalks will be provided throughout the development and will connect to existing sidewalks and trails along Wueste Road and Olympic Parkway. The HOA will be responsible for maintenance of sidewalks, trail connections and pedestrian crossings.
LUT 23.9	Promote walking by providing short, direct, safe and pleasant routes between residential areas and transit stations and/or activity centers.	The proposed project would be located directly south of a future 12-acre commercial center, which is planned to have a transit facility. Additionally, surrounding residential neighborhoods will be accessible via connecting sidewalks along Olympic Parkway. Therefore, this project is consistent with this policy.
LUT 23.10	Promote the system of trails envisioned within the Chula Vista Greenbelt.	The project proposes an optional trail connecting the development to the recreational trail along the OTC. Further, greenbelt trails exist adjacent and east of the site consistent with the Chula Vista Greenbelt Plan. Therefore, the project would be consistent with this policy.
LUT 23.12	Provide opportunities for use of personal mobility devices.	Sidewalks and paths within the development will be designed to accommodate use of personal mobility devices including wheel chairs, golf carts, etc. Public sidewalks are required to adhere to ADA standards. Therefore, the project would be consistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
LUT 23.14	Require new development projects to provide internal bikeway systems with connections to the citywide bicycle network.	The proposed project does not provide an on-site internal bikeway system due to its relatively small size. However, bicycle friendly recreational trails exist adjacent to the site and would be accessible from the site. Therefore, the proposed project would be consistent with this policy.
LUT 29.1	Clustering in response to site constraints must accomplish one or more of the following: preservation of natural landforms, significant reduction in the amount and extent of grading, response to geologic, soil or other hazards, and/or protection of sensitive biological resources.	See discussion of Policy 6.2.
LUT 29.2	Clustering may also be allowed where it clearly accomplishes one or more of the following: aggregates open space with the project for amenity and recreational purposes, improves the visual and functional qualities of the project.	The project's building arrangement has been clustered as much as possible to reduce viewshed impacts and enhance recreational and amenity opportunities. The project is consistent with this policy.
LUT 31.5	Encourage consolidation of surface parking lots into structured parking facilities, where appropriately located and well-designed.	All resident parking would be provided in underground parking garages. Primarily visitor parking would be provided in surface lots. Placing the majority of the parking under the buildings allows for maximum open space on the site. This would allow for an extra 0.5 acres of open space. The project would be consistent with this policy.
LUT 33.1	Off-street surface parking areas should be located and designed in a manner that supports and does not conflict with pedestrian activity, such as to the side or rear of buildings wherever feasible. In pedestrian oriented areas, locate surface parking lots to the rear or side of buildings wherever feasible.	The majority of parking will be underground and will therefore not conflict with pedestrian activity on the project site. Surface parking spaces would be located along driveway areas, which would remain separate from pedestrian facilities including sidewalks, etc. The project is therefore consistent with this policy.
LUT 61.1	Adhere to the regulations established in existing GDP's and SPA's.	See discussion for Policy LUT 1.1.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
LUT 61.3	Require all future community identification and signs and monuments to recognize communities as part of the City of Chula Vista.	The project entry way sign would be designed to be consistent with the EastLake III Design Guidelines, and require Design Review approval to ensure compatibility and quality urban design within the EastLake III community. City emblems would not be reflected on signage.
LUT 62.1	Require developments within the East Planning Area to provide resource management plans for water, air quality, recycling, solid waste management, and energy.	The proposed project would be required to provide Resource Management Plans in accordance with their Specific Plan. Therefore, the project would be consistent with this policy.
LUT 69.1	The policies and regulations within GDP's and SPA Plans that are specific to each community shall continue to guide the completion of development activities.	The project would be consistent with the GDP and SPA Plans upon approval of a GDP and SPA Plan Amendment by the City The project is required to adhere to design and resource protection directives in these planning documents.
Economic Development Element		
ED 1.5	Consider fiscal implementations of General Plan amendments that propose changes to industrial and commercial lands.	The proposed project would result in a General Plan Amendment requesting a change in the designation of the site from Commercial- Visitor to High density residential uses. This would cause a decrease in the potential for fiscal gains. This issue is addressed in the project's Public Facilities Finance Plan; which contains a Fiscal analysis and is included in the SPA Plan. The decision-makers will consider the PFFP when taking action on the proposed project. The project would be consistent with this policy.
ED 1.6	Promote economic development that fosters job availability, economic revitalization and tax revenues	The development of the proposed project would generate the need for construction and landscaping jobs; but it would not result in the fostering of long term job availability. The development of senior residential housing units would generate tax revenues for the City. Therefore, the project would be consistent with this policy.
ED 2.3	Pursue a diverse supply of housing types and costs, as well as a diverse supply of jobs with varying income potential, to balance local job and housing opportunities.	The project proposes to construct senior housing units for a diversity of incomes. The developer would be required to comply with the City's affordable housing requirements. Although this project would create a demand for construction labor, it would not in and of itself create a significant amount of job opportunities. The project is a active senior facility which may generate volunteers for the local community. The proposed project is not inconsistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
ED 2.4	Encourage home based businesses, as permitted by the Chula Vista Zoning Ordinance, where operations are compatible with the surrounding neighborhood	The project would create for sale residential living for seniors. The proposed project would not limit the creation of home-based businesses for future residents. The project would be consistent with this policy.
ED 2.6	Leverage economic development incentives to provide high quality jobs for Chula Vista residents.	See ED 2.3.
ED 6.1	Pursue actions to support development of tourism in the City.	Elimination of Commercial-Tourism uses on this site would render this project inconsistent with this policy. The site as zoned (Visitor/Tourist Commercial) was designed to support the activities resulting from the development of the Olympic Training Center (OTC). The original studies for the OTC concluded that based on the projected number of visitors, the OTC would be the number three tourist attraction in San Diego County. As of today, some 10 years after the opening of the OTC, the number of visitors has been far less than projected. With the visitor count below expectations, the development of the site as zoned is not economically viable. Since the zoning of this property, several other locations in Eastern Chula Vista have been planned for resort/hotel. These locations, Otay Ranch Village 13 (located west of Otay Lakes) and the EUC, both less than 2.5 miles from the site are better suited for resort/hotel development based on their surrounding land uses.
ED 6.3	Through subsequent planning programs, develop and promote various portions of the City, including the Chula Vista Bayfront, the Third Avenue District, Eastlake and the area surrounding Otay Lakes, as regional visitor destinations that could include hotels, meeting space and conference facilities.	See ED 6.1 discussion. The project would be inconsistent with this policy as it would not create hotels, or conference facilities.
ED 6.4	Plan and develop regional-serving commercial centers in identified areas throughout the City.	The project is inconsistent with this policy as it would not involve construction of new commercial services. See ED 6.1 discussion.
ED 6.6	Promote the City's natural amenities to visitors. (See also Objective EE-13 and Policy EE 13.1 in the Environmental Element regarding ecotourism.)	The proposed project would not impact a natural amenity. While the project would not discourage appreciation of Eastern Chula Vista's natural amenities, it does not specifically promote this appreciation. The proposed project is not a visitor serving use. See ED 6.1 discussion.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
Housing Element		
3.1.1	Balanced Communities - The Community Development Department shall continue to achieve a balanced residential community through integration of low-income housing throughout the City, and the adequate dispersal of such housing to preclude establishment of specific low-income enclaves. Assure that programs create housing for large families and accommodate the needs of seniors and disabled persons.	The proposed project would develop housing for active seniors and is required to comply with the City's affordable housing requirements. The project will provide 25 -low and 25-moderate priced units offsite or pay in-lieu fee as established by the City Council in accordance with the EastLake III Supplemental Phase IV Affordable Housing Program. This requirement would result in a diversity of housing types and prices. The project would therefore be consistent with this policy..
3.1.2	Affordable Housing Requirement - A minimum of ten percent of each residential development of 50 or more units must be restricted for occupancy by and affordable to low- and moderate-income households, with at least one half of those units (five percent of project total units) for low income households.	See discussion of policy 3.1.1. The project would be consistent with this policy.
3.4.4	Special Needs of the Elderly, Disabled and Single-Parent Households - The Community Development Department shall encourage the development of housing suitable for the elderly and disabled persons as well as single-parent households to be in close proximity to public transportation and community services. This includes easy accessibility to special services such as day care, elder care, medical services or recreation.	The proposed project would result in construction of approximately 494 units of active senior housing. See discussion of LUT 5.1, 16.2 and 23.9 policies. The proposed project will not require day care services. The project is an active seniors community that will not provide assisted living care or onsite medical services. The proposed project would be consistent with this policy.
4.1.1	Affordable Housing Program – The Community Development department shall continue to work closely with developers to encourage that a portion of the low/moderate-income housing required under the City's Affordable Housing Program is built for home-ownership.	See discussion of policy 3.1.1. The project would be consistent with this policy..

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
6.1.1	Implement Federal and State Conservation Laws - The Planning and Building department shall require new developments to comply with applicable Federal, State, regional, and local policies and regulations regarding energy and water conservation and air quality improvement.	The developer would be required to comply with City policies and regulations regarding energy and water conservation for landscape plans and construction processes. As part of the SPA, the developer has prepared a Water Conservation Plan and an Air Quality Improvement Plan. These plans identify methods to achieve the City's water conservation and energy emissions standards. See discussion in Section 3.0 of this EIR regarding the content and purpose of these plans. The project would therefore be consistent with this policy.
6.1.3	Dual Piping, Housing Element - The Engineering Department shall continue to require the installation of dual-piping systems in new subdivisions to accommodate the use of reclaimed water for landscaping and other applications as feasible.	See discussion of Policy EE 3.3.
7.1.1	Affirmative Fair Marketing Plans - All developers of housing projects which contain more than 20 dwelling units are required to prepare an "Affirmative Fair Market Plan," which should be designed to attract prospective homebuyers and/or tenants within the proposed market area, regardless of gender, age, race, national origin, or religion.	The developer would be required to comply with the Affirmative Fair – Market Plan requirements to ensure that a diversity of future residents are attracted to the project. The project would be consistent with this policy.
Public Facilities and Services Element		
PFS 1.1	Coordinate with water districts by providing growth forecast information to allow the districts to plan and design water facilities to ensure adequate supply needed to accommodate anticipated growth.	The developer has presented the project to the Otay Water District (OWD) and has received a "will serve letter" indicating that water supplies are available to service the project. The proposed project is consistent with this policy,
PFS 1.2	Plan for adequate systems and facilities to manage the City's wastewater generation, treatment and disposal.	The proposed project would require more sewer capacity than the previously proposed Commercial-Tourist use. However, the Olympic Parkway Sewer and Salt Creek Trunk Sewer are adequately sized to accommodate the proposed increase in outflows. , The proposed project is consistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
PFS 1.3	Plan and design drainage facilities, and upgrade existing facilities as necessary to meet current needs, accommodate growth and to satisfy state and federal requirements.	The proposed land use would not require new or expanded storm water drainage facilities. See discussion in Section 5.4, <i>Water Quality and Hydrology</i> . Therefore, the project would be consistent with this policy.
PFS 1.4	For new development, require on-site detention of storm water flows such that, where practical, existing downstream structures will not be overloaded. Slow runoff and maximize on-site infiltration runoff.	Mitigation measure 5.4-q would require that the proposed project shall comply with the City's Standard Urban Stormwater Management Plan (SUSMP). In addition, prior to issuance of grading permits the City Engineer shall approve all post construction BMPs including but not limited to the use of detention basins and erosion controls. Further, the project would be required to assure that post- development runoff volumes do not exceed pre-development volumes. These mitigation measures would ensure that drainage facility impacts do not occur. See also discussion in Section 5.4, <i>Water Quality and Hydrology</i> . Therefore, the project would be consistent with this policy.
PFS 2.2	As part of project construction and design, assure that drainage facilities in new development incorporate stormwater runoff and sediment control, including state-of-the-art technologies where appropriate.	As discussed in Section 5.4, all onsite drainages shall be treated onsite with stormwater treatment facilities. See discussion in Section 5.4, <i>Water Quality and Hydrology</i> . Therefore, the project is consistent with this policy.
PFS 2.3	In designing water, wastewater and drainage facilities, limit the disruption of natural landforms and water bodies. Encourage the use of natural channels that simulate natural drainage ways while protecting property.	Mitigation measure 5.4-d would require the applicant to design surface drainage to collect and discharge runoff into existing drainage structures. All drainage systems shall be designed in accordance with the City's Engineering Standards. See discussion in Section 5.4, <i>Water Quality and Hydrology</i> . Therefore, the project is consistent with this policy.
PFS 4.1	Continually monitor wastewater flows and anticipate future wastewater increases that may result from changes in adopted land use patterns.	See response to PSF 1.2 above. The City, as part of their standard monitoring program will ensure that systems are not over loaded once construction is completed. Therefore, project is consistent with this policy.
PSF 5.1	Continue to adequately equip and staff the Fire Department to ensure that established service standards for emergency calls are met.	Mitigation measure 5.8-h would require the City to monitor Police and Fire Department responses to emergency calls and report the results to the GMOC on an annual basis. Further, the project would be required to pay a fair share fee to help sustain police and fire levels of

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
		service. See discussion in Section 5.8, <i>Public Services and Utilities</i> . Therefore, the project would be consistent with this policy.
PSF 5.2	Upgrade fire and emergency medical equipment as required to protect the public from hazards and to ensure the safety of fire fighters	The developer would be required to pay public facility fees for fire services. In addition, mitigation measure 5.8-h would require the City to monitor Police and Fire Department responses to emergency calls and report the results to the GMOC on an annual basis. See discussion in Section 5.8, <i>Public Services and Utilities</i> . Therefore, the project would be consistent with this policy.
PSF 5.3	Support the provision of new fire stations as deemed necessary through the existing or updated Fire Station Master Plan.	See discussion for policy PSF 5.1 and 5.2. Therefore, the project is consistent with this policy.
PSF 5.4	Provide adequate law enforcement staff and equipment pursuant to Police Department strategic plans to meet established service standards.	See discussion for policy PSF 5.1 and 5.2. Therefore, the project would be consistent with this policy.
PFS 5.6	Encourage crime watch programs in all neighborhoods.	The proposed project would not preclude initiation of a crime watch programs. The project would not be inconsistent with this policy.
PSF 5.7	Prior to approval of any discretionary projects, ensure that construction is phased with provision of police and fire protection services such that services are provided prior to or concurrent with need.	See discussion for policy PSF 5.1 and 5.2. Therefore, the project would be consistent with this policy..
PFS 6.1	Continue to require new development and redevelopment projects to demonstrate adequate access for fire and police vehicles.	The City's Fire Department was contacted and have indicated that adequate resources are available to service the project. Therefore, the project is consistent with this policy.
PFS 6.2	Require new development and redevelopment projects to demonstrate adequate water pressure to new buildings.	The developer shall demonstrate that the proposed development would provide adequate water pressure prior to final map approval. Therefore, the project would be consistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
PFS 6.3	Encourage Crime Prevention Through Environmental Design (CPTED) techniques in new development and redevelopment projects.	The police department reviews all development plans during the design review process, and requires project features as necessary to prevent crime. The proposed project would be consistent with this policy.
PSF 9.1	Coordinate with local school districts during review of applicable discretionary approval to provide adequate school facilities, to meet needs generated by development and to avoid overcrowding in accordance with the guidelines and limitations of Government Code 65996(b).	As indicated in Section 5.8 of this EIR, the project would be required to pay a fair share fee for school impacts. Payment of this fee would reduce the potential for overcrowding at local schools. The proposed project would be consistent with this policy.
PSF 11.1	Coordinate with the Chula Vista Public Library during review of land use issues requiring discretionary approval to provide adequate library facilities that meet the needs generated by development.	As indicated in Section 5.8, the project would be required to pay fair share library impact fees to off-set new demand on library services. Therefore the project is consistent with this policy.
PSF 14.1	Maximize the use of existing parks and recreation facilities through upgrades and additions/changes to programs to meet the needs of the community.	The developer would be required to comply with the Chula Vista Municipal Code Section 17.10.4; which requires developers to dedicate land and provide improvements for park and recreational purposes. As indicated in the SPA Plan amendment, parkland dedication can be mitigated by payment of the park acquisition component of the Park Acquisition and Development Fee (PAD Fee) Contribution to the development of future parks in a coordinated fashion or payment of the above referenced fees would be consistent with this policy.
PSF 14.2	Construct new parks and recreation facilities that reflect the interests and needs of the community.	The proposed project would construct a recreational building onsite for the use of its residents. In addition, the project entails an optional trail feature that would connect the proposed project with the OTC facility. These recreational facilities would cater to the needs/interests of the 55 plus community which would ensure consistency with this policy.
PFS 14.5 & PSF 15.7	Work with proponents of new development projects and redevelopment projects at the earliest stages to ensure that parks, recreation, trails and open space facilities are designed to meet City standards and are built in a timely manner to meet the needs of residents they will serve.	See discussion for PSF 14.1 above. The project would be consistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
PSF 23.4	Assure that utility facilities safely integrate into the developed landscape.	All utilities will be designed in accordance with generally accepted safety measures including casing, installation of markers, etc. Therefore, the project is consistent with this policy.
Environmental Element		
EE 1.1	Implement the City of Chula Vista MSCP Subarea Plan.	The proposed project would be consistent with the City's MSCP Subarea Plan (see Section 5.8, <i>Biological Resources</i>); and therefore it would be consistent with this policy.
EE 2.1	Ensure safely swimmable and fishable surface waters through careful management of land uses and activities within Chula Vista.	Construction of the proposed project has the potential for short-term impacts to surface water quality due to increased runoff and sediment transport from the site. Urban runoff would be directed to Olympic Parkway. Approximately 10 of the 19.6 acre site would consist of an impervious surface (P&D Consultants, 2005). Mitigation measures, including adherence to the SWRCB NPDES General Permit, development of a SWPPP, post-construction erosion control measures, obtaining approval for structural drainage design and operation and other BMPs will ensure that the project is consistent with Policy EE 2.1. Any urban runoff that drains to the Lower Otay Reservoir would comply with the City of San Diego Source Water Protection Guidelines (2004) for new development.
EE 2.2	Pursue safe alternatives to traditional pest management methods in order to reduce toxics in urban runoff and large open uses of land (e.g., golf courses, parks, agricultural lands).	The project's HOA will be responsible for ensuring that pest management companies servicing the project are using safe alternatives to traditional pest management. Therefore, the project would be consistent with this policy.
EE 2.4	Ensure compliance with current federal and state water quality regulations, including the implementation of applicable NPDES requirements and the City's Pollution Prevention Policy.	The project includes mitigation to ensure that federal and state water quality regulations are met. See Section 5.4, <i>Water Quality and Hydrology</i> . Therefore the project would be consistent with this policy.
EE 2.5	Encourage and facilitate construction and land development techniques that minimize water quality impacts from urban development.	See discussion of Policy EE 2.1. The proposed project would be consistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
EE 3.1	Promote state-of-the-art water conservation practices in existing and new development, where proven to be safe and environmentally sound.	The project will use native, drought tolerant plants for revegetation of the offsite optional construction access road and onsite landscaping, which will reduce watering requirements. Therefore, the project would be consistent with this policy.
EE 3.2	Promote the use of low water demand landscaping and drought tolerant plant materials in both existing and new development.	See discussion of Policy EE.3.1. The proposed project is consistent with this policy.
EE 3.3	Where safe and feasible, promote and facilitate the continued use of recycled water in new developments, and explore opportunities for the use of recycled water in new redevelopment projects.	Due to the proximity of the project to the Lower Otay Reservoir, the use of recycled water for landscaping is prohibited. Slopes that drain toward the reservoir are currently irrigated with potable water. The proposed project will be required to comply with the City of San Diego's Source Water Protection Guidelines for New Development [2004]. The project would not be inconsistent with this policy due to the overriding requirements associated with the site's location adjacent to a drinking water source.
EE 3.5	Require the preparation and implementation of Water Conservation Plans for large development and redevelopment projects in accordance with the City's Water Conservation Plan Guidelines or its equivalent, pursuant to the City's Growth Management Program.	A Water Conservation Plan for the project has been prepared and is incorporated into the SPA Plan. Final approval of the Water Conservation Plan will occur during final project approvals to ensure that the policies of the City's Growth Management Program are incorporated.
EE 6.7	Encourage innovative energy conservation practices and air quality improvements in new development and redevelopment projects consistent with the City's Air Quality Improvement Plan Guidelines or its equivalent, pursuant to the City's Growth Management Program.	An Air Quality Improvement Plan for the project has been prepared and is incorporated into the SPA Plan. Final approval of the Air Quality Improvement Plan will occur during final project approvals to ensure that the policies of the Growth Management Program are incorporated. During construction, BMPs to facilitate less vehicle idling, spay-down of soil stockpiles, etc. will be promoted. Further, should the project include the optional trail, this feature would facilitate non-motorized transportation between the project and OTC.
EE 6.10	The siting of new sensitive receivers within 500 feet of highways resulting from development or redevelopment Projects shall require the preparation of a health risk assessment as part of CEQA review of the project.	The project site is not located within 500 feet of a highway and would therefore not be required to conduct a health risk assessment.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
	Attendant health risks identified in the HRA shall be feasibly mitigated to the maximum extent practicable in accordance with CEQA, in order to help ensure that applicable federal and state standards are not exceeded.	
EE 6.11	Develop strategies to minimize CO hot spots that address all modes of transportation.	The proposed project would not contribute to CO hotspots. For further discussion see Section 5.6 Air Quality.
EE 7.1	Promote development of regulations and building design standards that maximize energy-efficiency through appropriate site and building design and through the use of energy-efficient materials, equipment and appliances.	The project will be reviewed by the Design Review Committee and through building and planning plan check to ensure that building design maximizes energy-efficient materials, equipment and appliances. Therefore, the project would be consistent with this policy.
EE 8.2	Support the development of composting programs for commercial and residential development.	The proposed project would not have a specific area dedicated to composting. However, the project covenants would not prohibit the HOA from developing such a program/location. Therefore the project would not preclude establishment of a composting program.
EE 8.3	Implement source reduction strategies, including curbside recycling, use of small collection facilities for recycling, and composting.	Prior to approval of final site plans, the applicant shall demonstrate compliance with recycling policies in the City's General Plan and Municipal Code. Demonstration of compliance with these policies shall include construction of onsite recycling facilities, recycling program establishment, etc. See also response to policy EE 18.1 and EE 18.2.
EE 8.5	Encourage the reduction of household hazardous waste generation and disposal by promoting the use of safe substitutes and by promoting and facilitating recycling of household hazardous waste.	See response to Policies EE 8.3, EE 18.1, EE 18.2 and EE 18.3.
EE 9.1	Continue to assess and mitigate the potential impacts of private development and public facilities and infrastructure to cultural resources in accordance with the California Environmental Quality Act.	FSEIR #01-01 indicates that all cultural resources discovered in the Woods and Vistas community plan areas did not meet the significance criteria under CEQA. Therefore, because the project site has already been graded, and significant cultural resources were not noted in FSEIR #01-01 and associated Technical Cultural Resource Report, impacts to cultural resources would not occur. Therefore the project would be consistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
EE 9.3	Discourage disruption, demolition, and other negative impacts to historic cultural resources.	There are no historic resources located on the project site, therefore conflicts with this policy will not occur. See also response to Policy EE 9.1.
EE 10.1	Continue to assess and mitigate the potential impacts of private development and public facilities and infrastructure to paleontological resources in accordance with the California Environmental Quality Act.	A qualified paleontologist will be retained during project grading to analyze any paleontological resources that may be unearthed during construction activities; therefore, the project would be consistent with this policy.
EE 11.1	Provide an integrated network of open space areas as needed throughout the City to serve residents as well as to serve as a regional asset and attractor of visitors (e.g., on the Bayfront and within the Otay River Valley).	The project would include two view corridor/parks and a pedestrian paseo around the outer perimeter. While these facilities would serve future residents, these facilities would not be open to the public. Therefore, the project would be inconsistent with this policy.
EE 11.5	Encourage the creation of connected paseos and trails between community activity areas and enhance with kiosks and rest stations.	The project would include two view corridor/parks and a pedestrian paseo around the outer perimeter. These facilities would be equipped with rest areas, therefore the project would be consistent with this policy.
EE 11.10	Encourage the retention of open space area, including undeveloped natural areas and utility corridors, wildlife corridors, and key scenic corridors.	The project will include planned open space areas and may also provide a trail connection to a recreational trail along the OTC. The project site is currently devoid of any natural areas, utility corridors or wildlife corridors. The project site is, however, adjacent to Olympic Parkway and Wueste Road, both designated as scenic highways. The buildings will be stepped back (westward) from Wueste Road to reduce massing as well as southward from Olympic Parkway. This scaling technique will help reduce the appearance of an intrusion into the view corridor.
EE 14.1	To the maximum extent practicable, protect against injury, loss of life, and major property damage through engineering analysis of potential seismic hazards, appropriate engineering design, and the stringent enforcement of all applicable regulations and standards.	The project includes mitigation to minimize injury, loss of life and property damage as a result of potential seismic hazards (see Section 5.3, Geology and Soils). Adherence to these mitigation measures will enable the project to be consistent with this policy.
EE 14.2	Prohibit the subdivision, grading or development of lands subject to potential geologic hazards in the absence of	The project includes mitigation to minimize potential geotechnical risks (see Section 5.3 Geology and Soils). As a condition of grading permit issuance, a geotechnical/soils report will be

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
	adequate evidence demonstrating that such development would not be adversely affected by such hazards and would not adversely affect surrounding properties.	provided to the City Engineer to ensure that project design is consistent with recommendations outlined in the report.
EE 14.3	Require site-specific geotechnical investigations for proposals within areas subject to potential geologic hazards and ensure that all measures deemed necessary by the City Engineer and/or Building Official to avoid or adequately mitigate such hazards will be implemented.	A detailed geotechnical/soils report will be provided to the City Engineer prior to issuance of a building permit (see Section 5.3 Geology and Soils). The report would contain all necessary specifics related to construction techniques, building construction designs, etc. that would ensure geotechnical safety.
EE 15.1	Prohibit the subdivision, grading or development of lands subject to potential flood hazards in the absence of adequate evidence demonstrating that such proposals would not be adversely affected by such hazards and that such proposals would not adversely affect surrounding properties. Require site-specific hydrologic investigations for proposals within areas subject to potential flood hazards and ensure that all measures deemed necessary by the City Engineer to avoid or adequately mitigate such hazards will be implemented.	The project area is not located within a 100-year flood zone that could adversely affect the project site. Therefore, the project would be consistent with this policy.
EE 18.1	Provide convenient and affordable household hazardous waste collection facilities and services for residents and small businesses, including City facilities, community collection events, and curbside collection.	The project's trash handling area would be equipped with hazardous household waste recycling opportunities.
EE 18.2	Minimize the use of toxic products by residents and small businesses through public education on alternative products and methods.	The proposed project would not involve the routine transport, use or disposal of hazardous material. The proposed project would neither encourage nor discourage the use of toxic products by residents.
EE 20.2	Through the environmental review of proposed developments in accordance with the California	No hazardous wastes or substances are located on the project site or proposed for use, manufacture or distribution from the site (less landscape fertilizers, household cleaners, etc.).

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
	Environmental Quality Act, the City shall ensure that significant and potentially significant adverse effects from facilities using, storing and handling hazardous materials and waste to existing and planned surrounding land uses will be avoided.	Additionally, there are no hazardous facilities in the vicinity of the project site that may impact future residents of the facility.
EE 21.1	Apply the exterior land use noise compatibility guidelines contained in Table 9-1 of the Environmental Element to new development where applicable and in light of project-specific considerations.	The exterior noise level would comply with the City's exterior noise requirement, as discussed in Section 5.7 Noise.
EE 21.2	Where applicable, the assessment and mitigation of interior noise levels shall adhere to the applicable requirements of the California Building Code with local amendments and other applicable established City standards.	The project has the potential to expose future residents to interior noise levels greater than the City's allowable limit of 45 dB CNEL. The use of inoperable or double paned windows will address these impacts. Therefore, the project would be consistent with this policy.
EE 21.3	Promote the use of available technologies in building construction to improve noise attenuation capacities.	Buildings will be designed with materials to reduce noise impacts to the maximum extent practicable. Therefore, the project would be consistent with this policy.
EE 22.1	Work to stabilize traffic volumes in residential neighborhoods by limiting throughways and by facilitating the use of alternative routes around, rather than through neighborhoods.	The project would be gated and does not include through roads. Therefore, the project would not promote traffic patterns that would become a nuisance, therefore rendering the project consistent with this policy.
EE 22.4	Encourage walking, biking, carpooling, use of public transit, and other alternative modes of transportation to minimize vehicular use and associated traffic noise.	Sidewalks will be provided throughout the project site and will link to existing sidewalks along Olympic Parkway. Should the optional trail be constructed, an additional connection to the OTC via non-motorized transport would be provided. Therefore, the project would be consistent.
EE 22.5	Require projects to construct appropriate mitigation measures in order to attenuate existing and projected traffic noise levels in accordance with applicable	The exterior noise level would be mitigated in accordance with the City's noise thresholds (see Section 5.7, Noise). The project would therefore be consistent with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
	standards, including the exterior land use noise compatibility guidelines in Table 9-1 of the Environmental Element.	
EE 23.1	Provide public outreach efforts and public involvement opportunities for residents affected by proposed City projects.	The proposed project is a private development project, therefore public outreach efforts expected of City sponsored projects would not be necessary.
EE 23.2	Plan for the equitable distribution of public facilities and services.	The project is part of the larger EastLake III development that provides a number of public facilities and services to the project site and surrounding area. These facilities are dispersed in an orderly/equal manner across the EastLake neighborhoods. Development of the proposed project would not result in a reallocation of those resources; therefore, the project would be consistent with this policy.
EE 23.4	Build new schools and residential dwellings with sufficient separation and buffering from industrial facilities and uses that pose a significant hazard to human health and safety.	The project is not located in the vicinity of any industrial uses and is not located on or in the vicinity of a hazardous materials site. Therefore, the project would be consistent with this policy.
EE 23.5	Promote more livable communities by expanding opportunities for transit-oriented development.	The project does not include any components for transit-oriented development. However, should the applicant choose to construct the trail, non-motorized transportation opportunities between the project and OTC would result. Finally, the location of dense residential development near proposed commercial center will help congregate population in a single area to take advantage of transit should the trail be constructed.
Growth Management Element		
GM 1.5	As part of the Growth Management Program, conduct an ongoing Development Monitoring Program focused on new development activity and related infrastructure and public facility construction to determine compliance with Threshold Standards and other City policies and programs.	The developer would be required to comply with City requirements related to the Development Monitoring Program. Therefore the project would not preclude the City from maintaining consistency with this policy.

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
GM 1.8	Adopt and periodically update Development Impact Fee Programs that assure that new development contributes a proportional share of funding for necessary municipal infrastructure and public facilities.	The developer would be required to pay their fair share of Development Impacts Fees for necessary municipal infrastructure and public facilities. Therefore, the project would be consistent with this policy.
GM 1.9	Require that all Major Development projects prepare a Public Facilities Financing Plan (PFFP) that articulates infrastructure and public facilities requirements and costs and funding mechanisms.	A PFFP has been prepared for the proposed project and is included in the SPA Plan. Therefore, the project is consistent with this policy.
GM 2.2	Require a Fiscal Impact Analysis to be conducted for Major Development Projects that documents the project's effect upon the City's operating budget over time.	A PFFP has been prepared for the proposed project, which contains a Fiscal analysis and is included within the SPA Plan. The PFFP discusses this subject, and has been reviewed by the City's Finance department for fiscal impacts to the City's budget. The Finance department has indicated that there are no fiscal impacts to the City's budget as a result of the proposed project. Therefore, the project would be consistent with this policy.
GM 3.3	Assure that all new infill development within existing urban areas pays it proportional share of the cost for urban infrastructure and public facilities required to maintain the Threshold Standards as adopted for its area of impact.	The developer would be required to pay a fair share cost of urban infrastructure and public facilities required to maintain the Threshold Standards set by the City's Growth Management Ordinance. Therefore, the project would be consistent with this policy.
GM 3.8	Encourage the creation of vibrant and varied neighborhoods and a diversity of housing types including housing affordable to a range of income groups, consistent with Housing Element objectives.	The proposed project would provide senior housing within a single family residential community. In addition, the proposed project is required to comply with the City's affordable housing requirements; which would result in a variety of sale prices offered to the senior community. The project would be consistent with this policy.
EASTLAKE III GENERAL DEVELOPMENT PLAN		
1.1.3.3 – Residential Goals		
	Provide an opportunity to create unique private communities overlooking the Otay Reservoirs and mountains along the eastern edge of the plan.	The proposed project would be consistent with this policy as it consists of a unique high-density "Active Adult Community" private residential development along the eastern edge of the planning area overlooking Lower Otay Reservoir and the mountains to the east. The project will be an age restricted "for sale" residential "gated" community on a 19.6 acre site. Residents will be

**TABLE 5.1-1
General Plan and General Development Plan Policy Consistency with the Proposed Project**

Policy Number	Policy Text	Consistency Analysis
		restricted to age 55 and over. The residential component will consist of 494 condominium units resulting in a density of approximately 27 units/acre. The proposed project would be the first "Active Adult Community" of this type in Chula Vista and South San Diego County.
	To promote new home opportunities for all economic levels, economic stability and the enhancement of property values	The project would be consistent with this policy: in accordance with the City's affordable housing requirements, the project is proposing to provide 50 units (25 low and 25 moderate) in a nearby offsite location. The project will consist of for-sale housing which will help to enhance surrounding property values. Finally, due to the Active Adult nature of the project, the residents will help provide a community anchor in support of nearby commercial development, the OTC and nearby residential neighborhoods.
	Identify the private costs of public policies for housing and development and balance them with the intended benefits to the community, recognizing these costs are paid by new home buyers.	The policies of the GDP, SPA and other planning documents result in the private land owner shouldering a portion of the costs of providing visually appealing developments, maintenance of view corridors and provision of community facilities. Due to the various set backs, architecture, building placement and amenities built into the project, the developer is providing these benefits. The developer) will also bear the costs of building 50 affordable housing units on a site within the EastLake community or pay an in-lieu fee. This constitutes a private entity sharing in the cost of public housing policies.
	Encourage emerging housing concepts and provide a variety of housing types to meet the needs of various age groups, income levels and family sizes.	This project would provide multi-family dwellings specifically reserved for seniors in a community largely dominated by single family residential units. This project would include one, two and three bedroom dwellings which could accommodate a variety of family sizes. Finally, the project would result in 25 new low and 24 new moderate income housing units in the eastern EastLake community.
	Provide for a range of intensity and product type consistent with each residential land use designation.	The proposed project would provide multi-family residential dwelling units in an area largely dominated by single family residences, thereby supporting this policy of creating a mix in residential housing types within the EastLake community.
	Adopt development standards that encourage design innovation in housing and site planning concepts that are consistent with quality residential development.	The project is subject to review and approval by the City's Design Review Commission. The project incorporates numerous architectural features including different roof types and material, a multitude of exterior colors, undulation in building shape, multiple floor plans and elevations, building rotation, recessed balconies and absent corner units to reduce massing and create a

**TABLE 5.1-1
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Policy Number	Policy Text	Consistency Analysis
		unique urban community. The project would feature different roof types and material, a multitude of exterior colors, undulation in building shape and rotation and recessed balconies and absent corner units to provide the appearance of a unique urban community. Landscape plans for the site would also help reduce the appearance of massing and increase undulation at the edges of the development.
<i>1.1.3.4 - Commercial Goals</i>		
	Provide for development of commercial and employment uses that enhance public and private economic interests.	The proposed project would not result in development of a commercial facility. Limited employment would occur during construction and upon sale of homes. Employment may include home care nurses or assistants, landscape and/or maintenance staff and facility/activity directors associated with the community center. These jobs would be limited; the project would not constitute a significant increase in local employment opportunities.
	Create strong linkages between the City of Chula Vista, EastLake and the Olympic Training Center.	Location of a senior residential community adjacent to the OTC would help strengthen the connection between this facility and existing and future residents of the Chula Vista community. Should the applicant build the optional pedestrian trail connection, direct access to the OTC could be established which would further foster a pedestrian linkage between the facility and surrounding residential community.
	Encourage facilities that support emerging shopping trends.	The proposed project is a residential development which would support shopping areas, such as the community shopping center directly north of the project site, the Otay Ranch Freeway Commercial site, located approximately 1.8 miles, and the Eastern Urban Center (EUC) , approximately 2.5 miles west of the project site.

East Area Plan. The City of Chula Vista General Plan includes four area plans: Southwest Area Plan, Northwest Area Plan, East Area Plan and Bayfront. The project site is located within the East Area Plan, the largest planning area in Chula Vista. The plans and policies contained within the East Area Plan are extensions and additions to those contained in the various elements of the General Plan. Applicable plans and policies focused on the East Area Plan are listed in *Table 5.1-1*.

Economic Development. The Economic Development Element of the General Plan is designed to help develop and guide employment and business opportunities in Chula Vista, and encourage appropriate economic development. Applicable economic development policies are listed in *Table 5.1-1*.

Housing. The Housing Element provides a comprehensive analysis of basic housing data and population growth projections. The analysis forms the basis from which goals, objectives, and action plans are developed in order to address housing-related issues. Applicable housing policies related to the proposed project are listed in *Table 5.1-1*.

Public Facilities and Services. The Public Facilities and Services Element describes the facilities and services provided by the City or other public agencies and include: water, sewer, drainage, police, fire protection, emergency services, schools, libraries, parks and recreation, art and culture, childcare, health and human services, civic facilities, energy and power, telecommunications and solid waste. Applicable policies identified in the Public Facilities and Service Element are listed in *Table 5.1-1*:

Environmental. The Environmental Element describes the policy framework for improving sustainability through the responsible stewardship of Chula Vista's natural and cultural resources, promotion of environmental health, and protection of persons and property from environmental hazards and noise. Applicable policies identified in the Environmental Element are listed in *Table 5.1-1*.

Growth Management. The Growth Management Element directs the pattern of community development through a set of comprehensive goals, objectives and planning policies. The applicable growth management policies are listed in *Table 5.1-1*.

EastLake III General Development Plan

The land use designations for the EastLake III community are specified by the approved EastLake III GDP for those incorporated areas of the City of Chula Vista generally located east of Salt Creek, west of Otay Lakes, south of Proctor Valley Road and north of the city limits of

San Diego. The EastLake III GDP area consists of the EastLake Woods residential development, EastLake Vistas neighborhood, the OTC and the “panhandle” parcel. The Chula Vista City Council adopted the EastLake III GDP July 17, 2001 with Resolution No. 2001-220. The major components of the GDP include the goals and objectives of the GDP, adopted GDP land use map with development and conservation standards, and implementation plan for development phasing and community facilities and improvements.

The adopted GDP contemplates Commercial-Tourist uses at the project site in order to accommodate the visitor commercial component of the GDP. Suitable Commercial-Tourist uses may include a hotel or small destination resort that would support the OTC.

EastLake III SPA Plan

The July 2001 SPA Plan refines and implements the goals, objectives and policies of the General Plan and GDP. The SPA Plan describes the site’s intended use as “a tourist commercial site that would provide visitor accommodations and restaurant use adjacent to the OTC, specifically overnight lodging, conference space and food service in a resort setting.”

City of Chula Vista MSCP Subarea Plan

The overall purpose of the Chula Vista Multiple Species Habitat Conservation Plan (MSCP) Subarea Plan is to provide conservation of sensitive habitats and species within the MSCP preserve system. The Subarea Plan provides specific assurances that much of the remaining natural habitat within the City is preserved and managed to provide for the survival of sensitive plant and wildlife species in perpetuity. The EastLake III SPA Plan area, which encompasses the project site, is outside of areas proposed for inclusion in the MSCP preserve system (see *Figure 5.9-1, MSCP Subarea Plan* in *Section 5.9, Biological Resources*). However, the EastLake III GDP is subject to the Habitat Loss and Incidental Take (HLIT) ordinance for impacts to least Bell’s vireo (*Vireo bellii pusillus*) and Otay tarplant (*Deinandra conjugens*).

In order to protect the MSCP Preserve, adjacency requirements and guidelines have been included in the Subarea Plan (City of Chula Vista 2003). All new developments are required to adhere to these guidelines. These guidelines fall into six main categories; drainage, toxic substances, lighting, noise, invasives and buffers. A summary of each category is provided below:

Drainage

- All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the Preserve.
- Developments must implement urban runoff and drainage plans which will create the least impact practicable for all development adjacent to the Preserve.
- Pursuant to the San Diego Regional Water Quality Control Board Municipal Permit, and the City of Chula Vista Storm Water Management Standards Requirements Manual, all development and redevelopment located within or directly adjacent to or discharging directly to an environmentally sensitive area are required to implement site design, source control and the treatment control BMPs listed in *Section 5.4* of this EIR.
- All National Pollution Discharge Elimination System (NPDES)-regulated projects shall implement a combination of BMPs as close to potential pollutant sources as feasible.
- The project shall conform to the City of San Diego's Source Water Protection Guidelines for New Development [2004].

Toxic Substances. All uses that generate substances that are potentially toxic or impactful to wildlife, sensitive species, habitat or water quality need to incorporate methods on their site to reduce impacts caused by the application and/or drainage of such materials into the Preserve. Methods shall be consistent with requirements of the Regional Water Quality Control Board (RWQCB) and NPDES standards.

Lighting. Lighting of all developed areas adjacent to the Preserve should be directed away from the Preserve wherever feasible and consistent with public safety. Where necessary, development shall provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the Preserve and sensitive species from night lighting. Consideration shall be given to the use of low-pressure sodium lighting.

Noise. Uses in or adjacent to the Preserve should be designed to minimize noise impacts. Berms or walls shall be constructed adjacent to commercial areas and any other use that may introduce noises that could impact or interfere with wildlife utilization of the Preserve. Excessively noisy uses or activities adjacent to breeding areas, including temporary grading activities, must incorporate noise reduction measures or be curtailed during the breeding season of sensitive bird species, consistent with Table 3-5 of the MSCP Subregional Plan (City of Chula Vista 2003).

Invasives. No invasive non-native plant species shall be introduced into areas immediately adjacent to the Preserve. All open space slopes immediately adjacent to the Preserve shall be planted with native species that reflect the adjacent native habitat. Appendix L of the Subarea Plan contains the “Wildland/Urban Interface: Fuel Modification Standards” which contains a plant list for mitigation or buffer plan consultation (City of Chula Vista 2003).

City of Chula Vista Greenbelt Master Plan

Since FSEIR #01-01 was approved, the City has adopted the Chula Vista Greenbelt Master Plan. The Land Use and Transportation Element of the City’s General Plan discusses the concept of a greenbelt surrounding the City, describes the major components and includes a diagram of the physical layout of the Open Space network. The Greenbelt Master Plan provides guidance and continuity for planning open space and constructing and maintaining trails that encircle the City. For planning purposes, the Greenbelt is divided into eight segments, one of which is the Otay Lakes Segment. The proposed project site is located immediately to the west of the Otay Lakes Segment of the Chula Vista Greenbelt.

The Otay Lakes Segment encompasses both Upper and Lower Otay Reservoir and connects to the Salt Creek Segment to the west, Otay Valley Regional Park Segment to the south and the San Miguel Segment to the north. Recreational amenities associated with the Otay Lakes Segment include bike paths, a pedestrian path, views of Otay Lakes, and equestrian trails. The developer will be required to construct any additional improvements, if needed, to achieve the continuity of the pedestrian trail throughout the project.

SANDAG Regional Growth Management Strategy

The San Diego Association of Governments (SANDAG) Regional Growth Management Strategy (1993) addresses growth management with a quality of life approach. This strategy includes standards, objectives and recommended actions for nine quality of life factors: air quality, transportation/congestion management, water sewage disposal, sensitive lands and open space preservation and protection, solid waste management, hazardous waste management, housing and economic prosperity.

City of Chula Vista Municipal Zoning Code

The City of Chula Vista’s zoning standards are found in Title 19 of the City’s municipal code. As previously mentioned, the project site is within the East Area Plan, which is zoned as Planned Community (P-C). As defined in Section 19.48.010, the purpose of the P-C zone is the following:

- To provide for the orderly preplanning and long-term development of large tracts of land which may contain a variety of land uses, but are under unified ownership or development control, so that the entire tract will provide an environment of stable and desirable character;
- To give the developer reasonable assurance that sectional development plans prepared by him in accordance with an approved general development plan will be acceptable to the city. Sectional development plans may include subdivision plans and /or planned unit development as provided for in this title; and
- To enable the city to adopt measures providing for the development of the surrounding area compatible with the planned community zone.

5.1.3 Thresholds of Significance

The following significance criteria included in Appendix G of the CEQA guidelines will determine the significance of a land use impact.

Would the project:

- 1) Physically divide an established community?
- 2) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- 3) Conflict with any applicable habitat conservation plan or natural community conservation plan?

5.1.4 Environmental Impacts

Land Use Compatibility

The proposed EastLake Senior Housing project would include the development of 13 four-story buildings, on-site circulation and park/recreation facilities. This multi-family residential development will occur adjacent to single- and multi-family residential and commercial uses associated with the EastLake Vistas neighborhood to the north and in the vicinity of single- and multi-family residential uses. The Lower Otay Reservoir, an open water storage facility (lake) owned and operated by the City of San Diego, is located to the east. The OTC is located adjacent and to the west of the project site. Other nearby residential communities include

EastLake Woods and Rolling Hills Ranch to the north, EastLake Trails and EastLake Greens to the northwest and Otay Ranch to the south and west. Activities and events that occur at the OTC may adversely affect the project site with regard to noise, however, due to the sporadic timing of these events and the fact that they would be considered temporary, impacts are considered less than significant.

Optional Construction Road: Due to the temporary nature of this optional feature, incompatibility issues with surrounding land uses including the OTC would be less than significant. However, this road may present temporary safety hazards to Wueste Road and recreational trail uses who pass by the facility at the base of the hill. In order to protect the public from this potential land use incompatibility, mitigation is provided (see *Section 5.5, Traffic Circulation and Access*).

Optional Pedestrian Trail: Development of the optional trail feature would help unify the seniors community with neighboring OTC. This trail would not create a barrier between these two distinct communities, but would instead provide an avenue to interact. Therefore, no land use compatibility impact would result.

Would the project physically divide an established community?

The project would not physically divide an established community. The proposed project would be located in an area planned for urban land uses. Therefore, community interaction that occurs as a result of uses to the north and west would not be disrupted as a result of the project. Additionally, the project has always been planned for development, therefore, impacts related to division of established communities are considered to be less than significant.

Optional Construction Road: The optional temporary construction access road would not divide an established community as it is proposed for location on an undeveloped slope. The roadway would cross an existing recreational trail at the base of the proposed roadway grade, although this facility would not preclude pedestrians/bicyclists from using the trail, temporary use of this access road by construction vehicles may result in a potential conflict. However, placement of this feature in its proposed location would not impact the contiguity of an established community.

Optional Pedestrian Trail: The optional trail would not divide an established community as it is proposed for location on an undeveloped hillside between the proposed project site and OTC. Development of this trail would actually serve to connect the proposed project and OTC, thereby creating an opportunity to enhance coordination and interaction across the two distinct communities. In summary, placement of the trail in its intended location would not impact the

contiguity of an established community. The trail would serve as a benefit in that it would foster interaction between the proposed senior and OTC communities.

Would the project conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Chula Vista General Plan

As stated previously, the City of Chula Vista General Plan (December 2005) establishes goals and objectives to provide guidance in the growth of the City. The proposed project is inconsistent with the current General Plan designation and will require a General Plan Amendment (Tourist-Commercial to Residential-High designation). See *Figure 3-4, Adopted and Proposed General Plan Land Use Designations*.

Table 5.1-1, General Plan Policy Consistency with the Proposed Project below lists the policies in the City of Chula Vista's General Plan that are related to the proposed EastLake III Senior Housing Project and includes a discussion of the proposed project's consistency with each relevant policy. Based on the analysis contained in *Table 5.1-1*, the project would be consistent with many of the General Plan policies that have been adopted to reduce environmental effects, but would be inconsistent with the following policies:

ED 6.1 – Pursue actions to support development of tourism in the City.

ED 6.3 – Through subsequent planning programs, develop and promote various portions of the City, including the Chula Vista Bayfront, the Third Avenue District, Eastlake and the area surrounding Otay Lakes, as regional visitor destinations that could include hotels, meeting space and conference facilities.

ED 6.4 – Plan and develop regional-serving commercial centers in identified areas throughout the City.

Housing Element 6.1.1 – Implement Federal and State Conservation Laws - The Planning and Building department shall require new developments to comply with applicable Federal, State, regional, and local policies and regulations regarding energy and water conservation and air quality improvement.

PFS 5.6 – Encourage crime watch programs in all neighborhoods.

PFS 6.3 – Encourage Crime Prevention Through Environmental Design (CPTED) techniques in new development and redevelopment projects.

EE 3.3 – Where safe and feasible, promote and facilitate the continued use of recycled water in new developments, and explore opportunities for the use of recycled water in new redevelopment projects.

EE 11.1 – Provide an integrated network of open space areas as needed throughout the City to serve residents as well as to serve as a regional asset and attractor of visitors (e.g., on the Bayfront and within the Otay River Valley).

EastLake III General Development Plan

Features of the GDP that would be affected by the proposed GDP Amendment include Olympic Parkway and the land use designation for the proposed project site. The project's relationship to residential and commercial goals of the GDP are included in *Table 5.1-1, General Plan and General Development Plan Policy Consistency with the Proposed Project*. Olympic Parkway is currently signalized at the entrance of the OTC and at Wueste Road. An amendment to the GDP is needed to change the project site from Commercial Tourist to Residential-High; adding 494 dwelling units, changing the total permitted units from 2,061 to 2,555. See *Figure 3-5, Adopted and Proposed General Development Plan*. The project site has always been planned for development as part of the EastLake community. The changes in land uses are not considered significant because the proposed changes would not result in significant land use incompatibility impacts. The change in land use would mean that goals and objectives related to commercial development in the GDP would not be met. However, the goals and policies related to residential development would be fulfilled, including providing unique private communities overlooking the Lower Otay Reservoir and mountains along the eastern edge of the plan area; and encouraging emerging housing concepts and provide a variety of housing types to meet the needs of various age groups, income levels and family sizes. Therefore, the proposed project would not result in inconsistencies with policies of the EastLake III General Development Plan that have been adopted to avoid environmental impacts, and would therefore not result in significant impacts.

EastLake III SPA Plan

The EastLake Senior Housing Project area is designated as Tourist Commercial in the EastLake III SPA Plan. The proposed project would conflict with this designation and would be amended

to Residential-High to accommodate the proposed development. See *Figure 3-6 Adopted and Proposed Site Utilization Plan* from the SPA. The SPA conceptualized the project parcel as being a semi-destination resort, in part related to the OTC. The proposed land use does not relate to this concept but rather provides for an active senior community. Upon amending the land use designation, the concept for the parcel will also change to reflect the proposed project.

The SPA indicated that entry from the project onto Olympic Parkway should be coordinated with the commercial area to the north of the project parcel. Additionally, fencing should be coordinated with the OTC, a greenbelt edge should be provided, and landscaping along Olympic Parkway and Wueste Road should be consistent and unify with adjacent parcels. The project will be consistent with these design guidelines and regulations of the SPA. The project is consistent with policies of the EastLake III SPA Plan that are adopted to reduce environmental impacts therefore any impact would be less than significant. The SPA states that “a cluster of increased intensity development is located at the southern end of the EastLake Vistas neighborhood to complement and enhance uses at the OTC. Residential development in the medium, medium high and high density categories is proposed along with retail tourist oriented commercial uses” (EastLake III SPA Plan, July 2001). Therefore, as stated in the SPA, increased intensity development, such as the proposed project, complements the uses at the OTC. The project will require a SPA Amendment which will eliminate the inconsistency in proposed land use.

City of Chula Vista Greenbelt Master Plan

The proposed project is located within the Otay Lakes Segment of the Greenbelt Master Plan and is not within a designated greenbelt area (Figure 15, City of Chula Vista Greenbelt Master Plan Draft, City of Chula Vista, 2003). Specific recommendations are given in the plan regarding trails and greenbelt, however, none of these recommendations are directly related to the proposed EastLake III Senior Housing Project. However, a trail spur from the existing trail west of Wueste Road would connect the project site to the regional trail system thus providing residents with access to recreational amenities which would further the goals of the Greenbelt Master Plan, as shown in *Figure 5.1-2, Eastlake III SPA Trails Plan*. The proposed project would not conflict with the Greenbelt Master Plan.

Figure 5.1-2, Eastlake III SPA Trails Plan

SANDAG Regional Growth Management Strategy

The EastLake Senior Housing project would be consistent with the SANDAG Regional Growth Management Strategy in that mitigation measures have been incorporated into the project to reduce impacts associated with transportation/congestion management, water sewage disposal, sensitive lands and open space preservation and protection, and solid waste management.

Chula Vista Municipal Zoning Code

The project would not involve a change of zoning designation. The project is located adjacent to two scenic highways and is therefore subject to the provisions for the Precise Plan Modifying District (“P” District), as established in Chapter 19.56 of the City of Chula Vista Municipal Code (City of Chula Vista 1998). The purpose of the Precise Plan Modifying District is to allow diversification in the spatial relationship of land uses, density, buildings, structures, landscaping and open spaces, as well as design review of architecture and signs through the adoption of specific conditions of approval for development of property in the City (City of Chula Vista, 1998). Multiple-family dwelling units within this District are required to be reviewed by the design review committee. The proposed project will follow the regulations as outlined in the Municipal Code and will be subject to design review. Therefore, there is no policy conflict with the City’s Zoning Ordinance or any provision of the Zoning Ordinance adopted for the purposes of avoiding or mitigating an environmental impact, therefore impacts are less than significant.

Optional Construction Road: Construction of the temporary access road would not result in permanent inconsistencies with General Plan or other city planning/policy documents. The optional road may result in inconsistencies with policies related to conformance with the City’s open space and habitat conservation plans, however mitigation is provided to reduce these potentially significant temporary impacts (see *Section 5.5, Traffic Circulation and Access and Section 5.9, Biological Resources*).

Optional Pedestrian Trail: As indicated in *Table 5.1-1*, the addition of this optional project feature would help the project be consistent with policies related to promotion of non-motorized transportation opportunities, support of the City’s trail system and other recreational directives. The trail’s potential impact to sensitive biological resources (encapsulated in several General Plan policies and the City’s MSCP Subarea Plan), would be potentially significant. To reduce the potential for significant biological resources impacts, mitigation is provided (see *Section 5.9, Biological Resources*).

Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed project would consist of the 19.6 acre developed site and a 0.01 acre off-site emergency access connection to the OTC. The project would be located within an area proposed for development in the City's MSCP Subarea Plan. The project site is not a "covered project" within the MSCP Subarea Plan. Due to lack of impacts to sensitive biological resources on the project site, consistency with the Subarea Plan would occur regardless of the fact that the site is not a "covered project." However, the project site is located adjacent to land that is intended for conservation as part of the City of San Diego's Subarea Plan (City of San Diego "Cornerstone Lands"), therefore indirect impacts to conservation areas could potentially occur. In order to minimize potential indirect impacts from occurring, mitigation is provided (see *Section 5.9, Biological Resources*).

Optional Construction Road: This optional feature would impact disturbed habitat located south of the project site. The area proposed for the road was disturbed during original grading of the site and was revegetated with ornamental vegetation. Disturbed habitat is not considered significant in the City's Subarea Plan, therefore impacts would be less than significant and mitigation would not be required. However, this feature's location within an area containing suitable habitat for narrow endemic plants would result in a potentially significant impact. No sensitive narrow endemics were identified during the site survey but due to timing they could still be present, therefore, mitigation is provided (see *Section 5.9, Biological Resources*).

Optional Pedestrian Trail: This optional feature would impact disturbed habitat and developed habitat. Disturbed habitat is not considered significant in the City's Subarea Plan, therefore impacts would be less than significant and mitigation would not be required. However, similar to the temporary construction access road, this feature's location within an area containing suitable habitat for narrow endemic plants would result in a potentially significant impact. Mitigation is provided (see *Section 5.9, Biological Resources*).

5.1.5 Level of Significance Prior to Mitigation

Potentially significant, temporary land use conflicts may occur between the proposed construction access road, Wueste Road and recreational trail users. The proposed optional pedestrian trail connection to the OTC and the temporary construction access road locations would conflict with the City's Subarea Plan relative to the potential for narrow endemics.

5.1.6 Mitigation Measures

Mitigation for the potential temporary conflict between the construction access road, Wueste Road and the pedestrian trail is provided in *Section 5.5, Traffic Circulation and Access*. Mitigation for potential trail and construction road incompatibilities with the City's MSCP Subarea Plan are included in *Section 5.9, Biological Resources*.

5.1.7 Significance of Impacts after Mitigation

Implementation of mitigation measures in *Section 5.5, Traffic Circulation* and *Section 5.9 Biological Resources* would reduce significant impacts related to land use and planning issues to a level below significance.

5.2 LANDFORM ALTERATION AND AESTHETICS

5.2.1 Introduction and Methodology

Landform alteration and aesthetics issues were analyzed as part of FSEIR #01-01 for the entire EastLake development. FSEIR #01-01 concluded that the proposed Woods and Vistas communities would alter existing landforms and the visual characteristics of the site through grading, excavation of the ridge tops, and in-filling of canyons. Open expanses of rolling hills used for agricultural purposes would be developed with residential and commercial areas separated by open space. Development would therefore, affect views from surrounding areas and result in significant impacts to visual quality. FSEIR #01-01 did not evaluate the site-specific aesthetic impacts of each of the components of the EastLake III project, such as the proposed project site.

This section identifies the existing landform and aesthetic characteristics of the project area, the potential impacts to any visual resources within the project area and potential mitigation measures required to reduce impacts to less than significant. The visual analysis is based on visual simulations and development cross sections of the proposed project site from key vantage points.

5.2.2 Existing Conditions

The project is located in the eastern limits of the City of Chula Vista, within the master planned community of EastLake Vistas, adjacent to Lower Otay Reservoir. Therefore, the project is located within the eastern boundary of the City of Chula Vista. General landform characteristics of this area consist of rolling foothills of the Peninsular Range Province and broken mesas. The aesthetic features surrounding the project site includes these rolling hills and the Lower Otay Reservoir immediately to the east. Other features within the project vicinity include Mother Miguel Mountain in the northwest, Upper Otay Reservoir and San Miguel Mountain located to the north, the Jamul Mountains in the northeast, San Ysidro Mountains in the southeast, and the Otay River Valley to the south.

Existing surrounding land uses consist of Olympic Parkway, vacant land and residential uses to the north; Wueste Road, open space and Lower Otay Reservoir to the east; the Olympic Training Center and open space to the south; and the Olympic Training Center to the west.

Viewer Groups

Sensitive viewpoints generally include surrounding residences, recreational areas, and scenic designated roads. The following descriptions identify surrounding sensitive viewers within the study area. Viewer responses to visual changes were inferred from a variety of factors including view exposures, type of viewer, number of viewers, duration of view, and viewer activities. Viewer exposure includes distance and viewing angle.

Stationary Viewers

Visually sensitive receptors within the study area include both residential and recreational uses. The locations of these sensitive viewer groups are described below.

Residential Uses

A residential community is located to the north and northwest of the project site. This residential community is still under construction; however the residential units closest to the project site have been completed and are currently occupied by residents.

In addition, residential uses are located within the Olympic Training Center, which is located immediately to the west and south of the proposed project site. The residential units within this facility are located in the center of the training facility.

Recreational Uses

Olympic Training Center. The Olympic Training Center (OTC) is a 150-acre facility, which houses approximately 4,000 US Olympic athletes per year. Olympic sports such as archery, rowing, canoeing, kayaking, soccer, softball, field hockey, tennis, track and field, and cycling are supported at this complex. Facilities here include a permanent archery range, an artificial all-weather field hockey surface, four soccer fields, a 15,000-square-foot canoe/kayak and rowing boat house, four tennis courts, a 400-meter track and a cycling criterion course. Views of the project site are visible from various locations within the Olympic Training Center, specifically the track and field complex, areas of the parking lot and trails that traverse the training facility.

Lower Otay Reservoir. Lower Otay Lake Reservoir is located approximately 600 feet east of the proposed project site within the jurisdiction of the City of San Diego. Lower Otay Reservoir consists of approximately 1,100 surface acres with a minimum depth of about 137.5 feet and 25 miles of shoreline. Recreational activities at the reservoir include fishing and boating. Trails are

located along the reservoir shoreline; however, they are not official trails that are maintained for recreational purposes.

Mobile Viewers

Mobile viewers are observers on an official road/highway or recreational/hiking trail with views to the project site. Currently there are existing roadways in and around the proposed development and several unmaintained trails and walking paths in the project vicinity.

The duration of view for a person traveling along Olympic Parkway would be approximately 10 seconds for a vehicle traveling east to west, assuming that the vehicle was not stopped at the Olympic Parkway/Wueste Road stop light. The proposed project fronts Olympic Parkway for approximately 540 feet along its northern boundary. The project would be visible for a shorter period of time (approximately 5 seconds) for a vehicle traveling west to east due to Olympic Parkway sloping downhill below the grade of the proposed development. The duration of view from Wueste Road would be approximately 15 to 20 seconds for a vehicle traveling south to north, and approximately 10 seconds for a person traveling north to south due to the curvature of Wueste Road and the project being located on a slope rising above the roadway.

Scenic Highways

The California Department of Transportation (Caltrans) describes the purpose of designating a highway as scenic to protect and enhance California's natural beauty and to protect the social and economic values provided by the State's scenic resources. Per Caltrans Scenic Highway Mapping System, there are no officially designated state scenic routes within the project area.

Chula Vista has several designated Scenic Roadways, where views of unique natural features and roadway characteristics, including enhanced landscaping, adjoining natural slopes, or special design features make traveling a pleasant visual experience. The designated roadways include Olympic Parkway and Wueste Road, in the vicinity of the EastLake III Senior Housing project (City of Chula Vista, Land Use and Transportation Element, 2005). The City of Chula Vista General Plan Policy LUT 13.4 provides guidance for projects located adjacent to scenic routes such as the proposed project (see City of Chula Vista General Plan policies under Local Regulations below).

Trails

There is a recreational trail (part of the Chula Vista Greenbelt System) immediately east and south of the proposed project. Further, trails exist within the area east of Wueste Road upslope

from the Lower Otay Reservoir. The trails near Lower Otay Reservoir are not maintained for recreational purposes.

In addition, a designated pedestrian pathway is located around the residential community to the north. A designated pedestrian walkway also encircles the eastern and southern edges of the project site, more or less following the alignment of Wueste Road. This pedestrian pathway is paved and currently maintained by the EastLake III Homeowners Association.

Project Viewshed

The geographic limits for the visual assessment consist of the viewshed boundary. The viewshed is defined as the surrounding geographic area from which the proposed residential development is likely to be seen, based on topographic and land use patterns. The viewshed for the proposed project was determined in the field and through analysis of aerial and topographic maps.

The viewshed boundary consists of the following distances surrounding the proposed EastLake III Senior Housing Project site: approximately 1,000 feet to the north, 5,500 feet (1 mile) to the east, 1,300 feet to the south, and 800 feet to the west. Views to the project site from a distance greater than one mile are generally blocked or are limited by existing terrain, elevations, viewing angles, and landforms or development.

Key Views

Available views to a site are affected by distance, viewing angle and the number and type of visual obstacles, both natural and man-made. Views can be from stationary sources, such as homes or businesses, or from mobile sources, predominately from vehicles. The visibility of an object or area mainly depends on the distance from the viewer. The further the object or area is from the viewer the less distinct the object/area becomes, and there is a greater possibility of intervening objects blocking some or all of the view of that particular site.

Key views in the project area are from existing roadways such as Olympic Parkway and Wueste Road, nearby residents and recreationalists utilizing the water or trails associated with Lower Otay Reservoir. The existing and proposed views from these four viewpoints are shown in *Figures 5.2-1 through 5.2-4*. Key View 1 is located from the eastern side of Lower Otay Reservoir approximately 0.7 mile from the project site. The view location is along Otay Lakes Road, looking west (*Figure 5.2-1, Key Viewpoint 1: Existing Conditions – View from the East*). *Figure 5.2-1* shows that the proposed project site is visible from the Lower Otay Reservoir Recreational Area. Key View 2 is located from the north of the project site along Otay Lakes Road looking south (*Figure 5.2-2, Key Viewpoint 2: Existing Conditions – View from the*

Figure 5.2-1 Key Viewpoint 1: View from the East

Figure 5.2-2 Key Viewpoint 2: View from the North

Figure 5.2-3 Key Viewpoint 3: View from the south

Figure 5.2-4 Key Viewpoint 4 – View from the West

North). The current view consists of a manmade manufactured slope. Key View 3 is located from the south along Wueste Road looking north (*Figure 5.2-3, Key Viewpoint 3: View from the South*). This view shows vacant land which slopes up from the road with a small portion of mountain foothills in the northern and eastern background. Key View 4 is located from the northwest along Olympic Parkway looking east (*Figure 5.2-4, Key Viewpoint 4: Existing Conditions – View from the West*). Easterly views from Olympic Parkway to the project site consist of an unvegetated manufactured slope and a vacant lot, with a distant view of rolling foothills. The previously proposed Commercial-Tourist use would have included a hotel. The hotel would have been up to 40 feet in height.

Regulatory Setting

State Regulations

The State of California has established a Scenic Highway program which was enacted in 1963 to protect and enhance California's natural beauty and to protect the social and economic values provided by the State's scenic resources.

Local Regulations

Counties and cities maintain General Plans, many of which have established policies or goals to preserve aesthetics and scenic resources within their community. In addition, these plans may contain guidelines and policies to preserve open space, scenic vistas, and scenic highway programs.

City of Chula Vista General Plan

The existing City of Chula Vista General Plan Land Use and Transportation Element identifies several polices and guidelines in order to minimize impacts to aesthetic resources.

Land Use and Transportation Element. The Land Use and Transportation Element establishes plans and policies to identify the general distribution of housing, businesses, industry, open space (including parks), education facilities and public buildings. In addition, policies and standards for the system of roadways, transit service, and bicycle and pedestrian facilities are established. Relevant land use and transportation objectives and policies (in bullets) related to aesthetics include the following:

5.2 LANDFORM ALTERATION AND AESTHETICS

Objective LUT 6 – Ensure adjacent land uses are compatible with one another.

- LUT 6.1 – Ensure through adherence with design guidelines and zoning standards that the design review process guarantees excellence in design, and that new construction and alterations to existing buildings are compatible with the best character elements of the area.
- LUT 6.2 – Require that proposed development plans and projects consider and minimize project impacts upon surrounding neighbors.
- LUT 6.3 – Require that the design of new residential, commercial or public development is sensitive to the character of existing neighborhoods through consideration of access, compatible building massing, and building height transitions, while maintaining the goals and values set forth in the General Plan.
- LUT 6.7 – Require that outdoor storage areas or salvage yards be screened from any public right-of-way.
- LUT 6.9 – Coordinate with adjacent landowners, cities, and the County of San Diego in establishing compatible land uses for areas adjacent to the City’s boundaries.

Objective LUT 7 – Appropriate transitions should be provided between land uses.

- LUT 7.1 – Protect adjacent stable residential neighborhoods by establishing guidelines that reduce the potential impacts of higher intensity mixed use, commercial, and urban residential developments (i.e., transitional areas).
- LUT 7.2 - Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.
- LUT 7.4 – Require landscape and/or open space buffers to maintain a naturalized or softer edge for proposed private development directly adjacent to natural and public open space areas.

Objective LUT 8 – Strengthen and sustain Chula Vista’s image as a unique place by maintaining, enhancing and creating physical features that distinguish Chula Vista’s neighborhoods, communities, and public spaces, and enhances its image as a pedestrian-oriented and livable community.

- LUT 8.4 – Encourage and require where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways, paseos, and plazas, into public improvements and private projects.

Objective LUT 13 – Preserve scenic resources in Chula Vista, maintain the City’s open space network and promote beautification of the City.

- LUT 13.4 – Any discretionary projects proposed adjacent to scenic routes, with the exception of individual single-family dwellings, shall be subject to design review to ensure that the design of the development proposal will enhance the scenic quality of the route. Review should include site design, architectural design, height, landscaping, signage and utilities. Development adjacent to designated scenic routes should be designed to:
 - Create substantial open areas adjacent to scenic routes through clustering development;
 - Create a pleasing streetscape through landscaping and varied building setbacks; and
 - Coordinate signage, graphics and/or signage requirements, and standards.

5.2.3 Thresholds of Significance

The following significance criteria included in Appendix G of the CEQA guidelines will determine the significance of an aesthetic impact.

Would the project:

- 1) Have a substantial adverse effect on a scenic vista?
- 2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- 3) Substantially degrade the existing visual character or quality of the site and its surroundings?
- 4) Creates a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

5.2.4 Environmental Impacts

Evaluation of project impacts with regard to aesthetics is related to the potential change in views of the site from areas surrounding the project site and change in landform. The project site is flat and completely disturbed by previous grading operations. The proposed project would require cut and fill grading for development, which would modify the existing elevations on site. The proposed project site is located within an area that is currently in the process of becoming urbanized.

Would the project have a substantial adverse effect on a scenic vista?

No officially designated scenic vistas are located within the project area, therefore impacts to sensitive scenic vista receptors as a result of the proposed project would not occur.

Optional Construction Road. No officially designated scenic vistas are located within the project area, therefore impacts to sensitive scenic vista receptors as a result of this optional project feature would not occur.

Optional Pedestrian Trail. No officially designated scenic vistas are located within the project area, therefore impacts to sensitive scenic vista receptors as a result of this optional project feature would not occur.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Although the project is not visible from a state scenic highway designated per the Caltrans Scenic Highway Mapping System, the project site is visible from two roadways designated as “scenic” in the City of Chula Vista’s General Plan. Wueste Road is located to the east of the proposed project; scenic views associated with this road are largely located to the east of the road. Further, the proposed project site has been previously planned for development per the EastLake III GDP and SPA plans. The proposed project is simply modifying the originally intended land use from a commercial center to that of a multi-family residential complex. The massing and set-back nature of the proposed buildings will help the building meld into the topography of the Lower Otay Reservoir area. Therefore, significant impacts to this scenic roadway would not occur.

View obstruction would occur for approximately 10 seconds for drivers along Olympic Parkway. Additionally, the roadway slopes down, and vehicle speeds are fairly high (45 mph) adjacent to the project site, therefore views of the proposed development would be blocked by the slope up to the development. The view from Olympic Parkway would be changed from a currently graded pad to the south of Olympic Parkway to a high-density residential development located on top of the pad. As previously planned for the intended commercial center, views of the Lower Otay Reservoir would be partially blocked by the proposed project site. Now that the proposed project would entail a multi-family residential complex, view blockage of the Lower Otay Reservoir from Olympic Parkway would still occur. Due to the stepped nature of the proposed buildings, the proposed vegetation plan which is intended to utilize vegetation similar

to that in place on the project site's eastern manufactured slopes, and the relatively high speed of motorists in this area, impacts would be less than significant.

Table 5.2-1, Analysis of General Plan Visual Resource Policies, has been prepared to summarize impacts to visual resource protection policies. As discussed in *Table 5.2-1*, the project would not conflict with General Plan policies related to scenic roadways (see discussion of LUT 13.4 in *Table 5.2-1*), therefore a less than significant impact would occur.

Optional Construction Road: The proposed temporary construction road would be visible from Wueste Road motorists but would not be visible from Olympic Parkway. As indicated above, the scenic nature of Wueste Road is related to the undeveloped landscapes to the east of the road. Further, once the construction phase of the project has been completed, restoration of the topography and vegetation of the original slope would occur. Because this construction roadway would be located to the west and be temporary in nature, impacts would be less than significant.

Optional Pedestrian Trail: The proposed pedestrian trail linking the project site to the OTC would be visible from Wueste Road motorists but would not be visible from Olympic Parkway. As indicated above, the scenic resources associated with the Wueste Road scenic designation are located to the east of the road rather than the developed landscape to the west (including the proposed landscape). Further, due to the distance and elevation of this facility from Wueste Road viewers, the contoured nature of the trail to mirror the existing hillside topography and the fact that trails currently exist within the project area, visual impacts would be less than significant.

Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Analysis of the proposed project's impact on existing visual character or quality of the surrounding area is divided into a discussion of impacts at each key viewpoint as well as an analysis of General Plan policies which seek to protect sensitive receptors from adverse visual impacts. Anticipated changes to Viewpoints 1 through 4 are discussed below. *Table 5.2-1, Analysis of General Plan Visual Resource Policies*, is included below to describe the project's consistency/inconsistency with each General Plan policy related to visual resource protection.

Viewpoint 1

Viewpoint 1 is located approximately 0.7 mile east of the project site and has mid to distant views of the eastern edge of EastLake III, including the proposed project site. The visual simulation of Viewpoint 1 is depicted in *Figure 5.2-5, Key Viewpoint1: Visual Simulation – View*

Figure 5.2-5, Key Viewpoint1: Visual Simulation – View from the East

**TABLE 5.2-1
Analysis of General Plan Visual Resource Policies**

POLICY NUMBER	POLICY TEXT	CONSISTENCY ANALYSIS
Land Use and Transportation Element		
LUT 6.1	Ensure through adherence with design guidelines and zoning standards that the design review process guarantees excellence in design, and that new construction and alterations to existing buildings are compatible with the best character elements of the area.	The proposed change in land use (from Commercial-Tourist to High Density Residential) would not substantially change the ultimate visual character of the site. Both uses (which are outlined in the SPA Plan) would allow for multi-story buildings, landscaping, grading, lighting, etc. The proposed residential use would be designed to minimize massing through multi-level structures, varied building facades, balconies, tower features, rotated structures, etc. As such, the change in land use would not impact the ultimate visual experience of neighboring residents. Further, the project will be reviewed by the Design Review Committee to ensure that design guidelines and zoning standards are met, therefore the project would be consistent with this policy.
LUT 6.2	Require that proposed development plans and projects consider and minimize project impacts upon surrounding neighbors.	Sections 5.1 (<i>Land Use and Planning</i>), 5.5 (<i>Traffic and Circulation</i>), 5.6 (<i>Air Quality</i>), 5.7 (<i>Noise</i>) and 5.9 (<i>Biological Resources</i>) of this EIR address potential impacts to significant natural and environmental resources which may affect surrounding neighbors. Visual quality and aesthetic concerns (described in this section) may also impact surrounding neighbors. As discussed on page 5.2-25 and illustrated with <i>Figure 5.2-9, Development Sections</i> , proposed buildings would be designed to minimize massing through multi-level structures, varied building facades, balconies, tower features, rotated buildings, etc. to help the development blend in with surrounding land uses from both a character and architectural perspective. The one story recreational facility would be furthest east on the site, and the site and building elevations would increase from east to west. This would maximize open spaces, and eliminate the appearance of a single structure from Lower Otay Reservoir. With the implementation of mitigation measures discussed in these sections, impacts on surrounding neighborhoods would be less than significant.
LUT 6.3	Require that the design of new residential, commercial or public development is sensitive to the character of existing neighborhoods through consideration of access, compatible building massing, and building height transitions, while maintaining the goals and values set forth in the General Plan.	The project proposes to construct a multi-unit senior housing facility that would be located across Olympic Parkway from the EastLake Vistas single-family neighborhood and commercial development area. The proposed project would be of Andalusian architecture (southern Spain) which would be compatible with the surrounding community. Each elevation would have a different appearance and contain numerous architectural

**TABLE 5.2-1
Analysis of General Plan Visual Resource Policies**

POLICY NUMBER	POLICY TEXT	CONSISTENCY ANALYSIS
		projections and treatments to break up the massing of the buildings. The proposed buildings will be multi-level and will be stepped back from the reservoir to the east and residential/commercial development to the south. Additionally, an open-space buffer along the eastern side of the property and Wueste Road would remain. The site grading will result in a terracing effect on the site thereby allowing the proposed development to meld into the topography. Development of the site therefore would not conflict with intended OTC buffering and preservation of aesthetic qualities currently afforded to Wueste Road motorists/cyclists. In summary, the proposed project would be consistent with this policy.
LUT 6.7	Require that outdoor storage areas or salvage yards be screened from any public right-of-way.	The on-site trash enclosure will be screened from view of public rights-of-way, therefore the project would be consistent with this policy.
LUT 6.9	Coordinate with adjacent landowners, cities, and the County of San Diego in establishing compatible land uses for areas adjacent to the City's boundaries.	The project is located adjacent to the City of San Diego Lower Otay Reservoir and the OTC. The site is currently graded to divert runoff to the existing storm drain system and away from the reservoir with the exception of south and east facing slopes (not a part of this project). Runoff from the site will continue to be controlled and diverted away from the reservoir to avoid impacts to this resource. Offsite slopes adjacent to the site are landscaped, irrigated with potable water and are not treated with fertilizers or pesticides to minimize impacts to water quality of runoff. The land to the east of the site (surrounding the Lower Otay Reservoir) is part of the City of San Diego's MSCP Preserve; the project would incorporate adjacency measures to avoid indirect impacts to sensitive biological resources. The OTC is located east and adjacent to the project. The project would primarily be adjacent to the OTC parking lot, and would not affect views from the OTC to the reservoir. The neighboring use to the north is Olympic Parkway and a commercial site. North of the commercial site are residential units. As discussed in the land use and visual section. The proposed senior housing project would be a compatible use with these nearby uses. Views of the majority of project from the closest residential units would be obstructed by the future commercial development. Due to the project's architecture, variety of models, rotation of buildings on the site, etc, views of the site from areas to the north would not result in a negative impact. The project is consistent with this policy.

**TABLE 5.2-1
Analysis of General Plan Visual Resource Policies**

POLICY NUMBER	POLICY TEXT	CONSISTENCY ANALYSIS
LUT 7.1	Protect adjacent stable residential neighborhoods by establishing guidelines that reduce the potential impacts of higher intensity mixed use, commercial, and urban residential developments (i.e., transitional areas).	The proposed project is a high density residential development, not a mixed use or commercial development. The project site would not be considered a transitional project area, but rather an in-fill area that has always been planned for intense development. The proposed project does not include any mixed-use or commercial components that could potentially impact the surrounding single-family residential and OTC uses. The project is consistent with this policy.
LUT 7.2	Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.	The project site has always been planned for development. The proposed EastLake Senior Housing Project is located on the west side of Wueste Road which acts as a buffer between the proposed development and the Lower Otay Reservoir. Thus, the proposed project will not be developed at the shoreline, and the public will continue to have access to Lower Otay Reservoir. The project is consistent with this policy.
LUT 7.4	Require landscape and/or open space buffers to maintain a naturalized or softer edge for proposed private development directly adjacent to natural and public open space areas.	The existing open-space buffer along the eastern and southern sides of the property bordering Wueste Road would not be impacted by the proposed project, with the exception of the optional temporary access road, should that be implemented. However, the access road would be regraded and revegetated after construction, therefore the impact to this area would be temporary. The site grading will result in a terracing effect on the site thereby allowing the proposed development to meld into the topography. Furthermore, the existing landscaping buffer and elevation change present between this site and the OTC will remain. Development of the site therefore would not conflict with this policy.
LUT 8.4	Encourage and require where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways, paseos, and plazas, into public improvements and private projects.	The proposed project would not provide publicly accessible open spaces or recreational areas. However, public open space and trails adjacent to the site would not be impacted by the proposed project. Onsite passive green space and recreational areas will be provided as part of the project and will be owned and maintained by a homeowners association for the benefit of residents. The project would however be required to contribute a fair share to public park development. Therefore, the project would be consistent with this policy.

**TABLE 5.2-1
Analysis of General Plan Visual Resource Policies**

POLICY NUMBER	POLICY TEXT	CONSISTENCY ANALYSIS
LUT 11.1	Promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape, mountain and bay site lines, and important gateways into the City.	As with the previously planned Commercial-Tourist facility, the proposed project will not directly enhance a major public street, cityscape, bay site lines or important gateways to the City, but would enhance the project site by constructing aesthetically pleasing buildings with a planned theme on an existing graded flat pad. The proposed project would not significantly diminish views of distant mountains. The proposed project would not conflict with this policy.
LUT 11.2	Promote and place a high priority on quality architecture, landscape, and site design to enhance the image of Chula Vista, and create a vital and attractive environment for businesses, residents and visitors.	The proposed change in land use (from Commercial-Tourist to High Density Residential) would not substantially change the ultimate visual character of the site. The SPA Plan would allow for multi-story buildings, landscaping, grading, lighting, etc. The proposed project would be of Andalusian architecture (southern Spain) which would be compatible with the surrounding community. Each elevation would have a different appearance and contain numerous architectural projections and treatments to break up the massing of the buildings. The proposed residential use would be designed to minimize massing through multi-level structures, varied building facades, balconies, tower features, rotated buildings and a variety of landscape, color and building material treatments throughout the site. As such, the change in land use would not impact the ultimate visual experience of neighboring residents. The project will be reviewed by the Design Review Committee to ensure that a vital and attractive environment for nearby businesses and residents and visitors is provided at the site. Therefore, the project would be consistent with this policy.
LUT 11.3	The City shall, through the development of regulations and guidelines, ensure that good project landscape and site design creates places that are well planned, attractive, efficient, safe and pedestrian-friendly.	The project site would include the landscaping of existing slopes to improve the visual appearance of existing conditions. The project would also provide landscaping throughout the project site to provide visual relief to the building facades. The site will be stepped back (westward) from the reservoir to reduce massing as well as southward from Olympic Parkway. The proposed project would be of Andalusian architecture (southern Spain) which would be compatible with the surrounding community. Each elevation would have a different appearance and contain numerous architectural projections and treatments to break up the massing of the buildings. Finally, considerable open space areas will be provided onsite which will provide for safe, pedestrian friendly activity throughout the senior housing community. The project would therefore be consistent with this policy.

**TABLE 5.2-1
Analysis of General Plan Visual Resource Policies**

POLICY NUMBER	POLICY TEXT	CONSISTENCY ANALYSIS
LUT 11.4	Actively promote architectural and design excellence in buildings, open space, and urban design.	The project will incorporate an Andalusian (southern Spain) architectural style which would be consistent with the surrounding architectural style of the EastLake community. The project will be reviewed by the Design Review Committee to ensure that the City's high standard for architectural features is upheld. As described in previous policy consistency statements, several architectural features including recessed balconies, varied building facades, tower structures, rotated structures, etc. have been incorporated to result in an interesting visual appearance of seniors community. Finally, urban design elements including pedestrian pathways, benches, meeting spaces and varied landscape
LUT 11.5	Require a design review process for all public and private discretionary projects (which includes architectural, site plan, landscape and signage design) to review and evaluate projects prior to issuance of building permits to determine their compliance with the objectives and specific requirements of the City's Design Manual, General Plan, and appropriate zone or Area Development Plans	The project will be reviewed by the Design Review Committee. The proposed project will include a GDP/SPA Amendment, which would change the existing land use designation from Commercial-Tourist to Residential-High. With the proposed amendments as well as the design review processes required for this project, the proposed project would be consistent with the City's policy of subjecting all public and private discretionary actions to thorough design review.
LUT 13.4	<p>Any discretionary projects proposed adjacent to scenic routes, with the exception of individual single-family dwellings, shall be subject to design review to ensure that the design of the development proposal will enhance the scenic quality of the route. Review should include site design, architectural design, height, landscaping, signage and utilities. Development adjacent to designated scenic routes should be designed to:</p> <ul style="list-style-type: none"> • Create substantial open areas adjacent to scenic routes through clustering development; • Create a pleasing streetscape through landscaping and varied building setbacks; and • Coordinate signage, graphics and/or signage requirements, and standards. 	The proposed project site has been previously planned to support a Commercial-Tourist land use. The proposed project is simply modifying the type of development previously planned on this site and would not substantially change the ultimate visual character of the site. Both uses would allow for multi-story buildings, landscaping, grading, lighting, etc. The proposed residential use would be designed to minimize massing through multi-level structures, varied building facades, balconies, tower features, etc. Landscape treatments would be adjacent to the project boundaries which abut the Olympic Parkway and Wueste Road view corridors and would help reduce building massing and foster visual harmony with surrounding residential development typical along these scenic routes. The one story recreational facility would be furthest east on the site, and the site and building elevations would increase from east to west. This would maximize open spaces, and eliminate the appearance of a single structure from Olympic Parkway and Wueste Road. As such, the change in land use would not impact the ultimate visual experience of motorists on Wueste Road or Olympic Parkway. The project's landscape plans and site development plans have and will continue to be reviewed by the Design Review Committee to ensure that massing and set-backs are appropriate for viewers of Olympic Parkway and Wueste Road as was previously envisioned by the EastLake III GDP and SPA.

5.2 LANDFORM ALTERATION AND AESTHETICS

from the East, and shows that the proposed project site is visible from the Lower Otay Reservoir Recreational Area. The proposed multi-family residential complex as well as proposed landscaping treatments are clearly visible from the eastern shore of Lower Otay Reservoir in the mid and distant ground views. This view would also be visible to those utilizing the reservoir and/or trails for recreational purposes. Although the proposed site would be visible from this area, due to the presence of similar residential development in the vicinity of the project site and the distance from this viewpoint, impacts would be less than significant.

Optional Construction Road: The optional construction access road would not be a prominent feature from the eastern shore of Lower Otay Reservoir (Viewpoint 1) (see *Figure 5.2-5*). Further, due to the temporary nature of this optional project feature, impacts to viewers on the eastern shore of Lower Otay Reservoir would be less than significant.

Optional Pedestrian Trail: The optional pedestrian trail would not be a prominent feature from the eastern shore of Lower Otay Reservoir (Viewpoint 1) (see *Figure 5.2-5*). Further, due to the distance and elevation of this facility from viewers on the eastern shore of Lower Otay Reservoir, the contoured nature of the trail to mirror the existing hillside topography and the fact that trails currently exist within the project area, visual impacts would be less than significant.

Viewpoint 2

Viewpoint 2 is located 0.75 mile north of the proposed project site along Olympic Parkway. This viewpoint is afforded to a small number of residences on the southeast corner of the Eastlake III Residential Development (to the north of the project site). The current view consists of a manmade manufactured slope. The existing site blocks views of the mountains from this vantage point. Although this project site was previously planned for development with a Commercial-Tourist land use, the following discussion describes the specific view viewer groups are likely to have once the project is constructed. *Figure 5.2-6, Key Viewpoint 2: Visual Simulation – View from the North*, depicts a representation of how the proposed project would augment views from this viewpoint. The proposed view would consist of the project's landscaping and several residential buildings. The proposed view will include ample vegetation covering the manmade embankment and blending in with the existing low lying vegetation. Palm trees and other varieties of vegetation will screen the senior housing project from the residential development. The proposed view depicted in *Figure 5.2-6* shows architectural features on the buildings such as balconies, windows and towers. In addition, architectural treatments have been incorporated into the project to help blend the development into its surroundings. The proposed project would be designed with a Spanish Andalusian theme, and will be arranged in a series of 13 separate courtyard style podium buildings. Each individual podium building steps from 3 to 4 stories, creating elevation articulation. Deeply recessed

Figure 5.2-6, Key Viewpoint 2: Visual Simulation – View from the North

balconies, attached roofs, canopies, trellises and courtyards reinforce the village character of the project. The site plan design incorporated placement and rotation of buildings to maximize open space and minimize the visual affect of building mass. As indicated in *Figure 5.2-6*, views of the distant rolling hill afforded to this viewer group would remain unchanged as a result of the proposed project's stepped-back nature. In summary, due to the architectural and landscape features that hide the stark unvegetated manufactured slope currently present to these viewers in addition to the stepped back nature of the buildings which preserves distant hillside views, impacts to viewers at Viewpoint 2 would be less than significant.

Optional Construction Road: Viewers from Viewpoint 2 can not see the southern slope of the existing project building pad, therefore this temporary project feature would not be visible from Viewpoint 2. Therefore, no impact would occur.

Optional Pedestrian Trail: Viewers from Viewpoint 2 can not see the southern slope of the existing project building pad and eastern slope of the OTC property, therefore this optional project feature would not be visible from Viewpoint 2. Therefore, no impact would occur.

Viewpoint 3

Viewpoint 3 represents views present from Wueste Road as well as trail and reservoir users who may be utilizing recreational amenities along the western edge of Lower Otay Reservoir. Although this project site was previously planned for development with a Commercial-Tourist land use, the following discussion describes the specific view viewer groups are likely to have once the project is constructed. The proposed change in view from this key viewpoint is depicted in *Figure 5.2-7, Key Viewpoint 3: Visual Simulation – View from the South*. Views of the project site from this viewpoint would be changed from vacant land which slopes up from the road with a small portion of mountain foothills in the northern and eastern background to a landscaped slope supporting residential units atop. Distant views of the mountains to the north would be partially obstructed although mountain foothills in the background to the northeast would remain visible. The proposed view would consist of the project's landscaping and several residential buildings. The proposed view will include ample vegetation covering the manmade slope which will blend in with the existing low lying vegetation. Palm trees and other varieties of vegetation will help screen the senior housing project from these viewers to the south. The proposed view depicted in *Figure 5.2-7* shows architectural features on the buildings such as balconies, windows and towers. The proposed project would be designed with a Spanish Andalusian theme, and will be arranged in a series of 13 separate courtyard style podium buildings. Each individual podium building steps from 3 to 4 stories, creating elevation articulation. Deeply recessed balconies, attached roofs, canopies, trellises and courtyards

Figure 5.2-7, Key Viewpoint 3: Visual Simulation – View from the South.

reinforce the village character of the project. The site plan design incorporated placement and rotation of buildings to maximize open space and minimize the visual affect of building mass. In addition, architectural treatments have been incorporated into the project to help blend the development into its surroundings. Towers with window accents and multiple balconies break up the linear roof line and massing. As evident in *Figure 5.2-7*, views of the distant rolling hills afforded to this viewer group would remain unchanged as a result of the proposed project's stepped-back nature. In summary, due to the architectural and landscape features that hide the stark unvegetated manufactured slope currently present to these viewers in addition to the stepped back nature of the buildings which preserves distant hillside views, impacts to viewers at Viewpoint 3 would be less than significant.

Optional Construction Road: This optional project feature would be visible from Viewpoint 3 (for both Wueste Road and lake/trail recreationalists). Instead of a graded and partially revegetated slope, a temporary roadway covered with decomposed granite would be visible. Although this road would not be a benefit to the existing landscape afforded Viewpoint 3 viewers, this feature would be temporary in nature and would therefore be less than significant.

Optional Pedestrian Trail: This project feature may be visible to viewers located south of the proposed project site (as represented by Viewpoint 3). However, due to the distance and elevation of this facility from Wueste Road viewers and recreationalists utilizing Lower Otay Reservoir or its adjacent trails, the contoured nature of the trail designed to mirror the existing hillside topography and the fact that trails currently exist within the project area, visual impacts would be less than significant.

Viewpoint 4

Easterly views from Olympic Parkway to the project site consist of an unvegetated manufactured slope and a vacant lot, with a distant view of rolling foothills (*Figure 5.2-8, Key Viewpoint 4: Visual Simulation – View from the West*). From this vantage point, the four-story residential units would obstruct the majority of the existing views of the rolling foothills to the southeast. Implementation of the proposed project would result in landscaping of the existing unvegetated slope. Landscaping and architectural treatments will be incorporated into project design, therefore there will be no substantial degradation of the existing visual character and quality of the project site and its surroundings.

To further determine potential impacts to sensitive receptors who are currently afforded views of the scenic lake and rolling foothills to the east of the project site, cross sections were prepared that show the proposed project in relation to existing and future development in the project vicinity. The closest residential community to the project site is located across Olympic

Figure 5.2-8, Key Viewpoint 4: Visual Simulation – View from the West

5.2 LANDFORM ALTERATION AND AESTHETICS

Parkway to the north. For the majority of the homes in this existing residential neighborhood, the line of site to Lower Otay Reservoir will eventually be blocked by buildout of the approved Village Commercial development south of these residences (see *Figure 5.2-9, Development Sections*). The proposed EastLake III Senior Housing Project will be located southeast of the future approved Village Commercial development, which upon buildout, will be blocked by the Village Commercial development.

Because the proposed project is a land use change from Commercial-Tourist to High Density Residential, a comparison of buildout of the site under each scenario was conducted (see *Figure 5.2-9, Development Sections*). The existing EastLake III SPA allows a maximum height limit of 45 feet, whereas the proposed SPA amendment would allow a maximum roof height of 50 feet (with the exception of 65-foot architectural features, such as towers and projections to the roofline).

Views from the western edge of the existing residential development north of the proposed project site would result in a change to the existing view. These residents currently have views of the existing graded pad which partially blocks the line of sight to the Lower Otay Reservoir (see *Figure 5.2-9, Development Cross Sections*). There are no intervening structures currently impeding the view of this graded pad. Village Commercial uses are proposed between the existing residential development and the proposed project. As shown in *Figure 5.2-9*, the line of sight from the existing residences to the project pad would be blocked by these Village Commercial uses.

Beyond the proposed Village Commercial development, the upper portions of the proposed buildings may be visible. Whether the site would be constructed with 45-foot Commercial-Tourist buildings or 50-foot multi-family residential buildings with a few 65-foot architectural features, views of the site from the north would already be impeded by the existing graded pad elevation and the future Village Commercial development. In summary, given the lack of scenic vistas from the westernmost residents to the north of the project site, the fact that the project would not be a foreground visual feature, and these residents' sensitivity to building height would decrease with distance, the proposed change in allowable building height from 45 to 50 feet would not result in a significant impact.

Views from the eastern edge of the existing residential land uses located north of the project site have also been analyzed. These residences currently have unimpeded views of the Lower Otay Reservoir. The project site appears in these receptors' westernmost mid-ground view. Development of the project would introduce multi-story buildings to the existing flat graded pad which would impact the westernmost portion of these residents' midground view. Regardless of whether the buildings on the project site are 45 feet in height or 50 feet in height with 65-foot

Figure 5.2-9, Development Sections

features, views from this area toward the Lower Otay Reservoir and the hillsides beyond would largely remain unchanged. Therefore, a significant impact would not occur to these visual receptors due to the increase in building height.

In summary, the proposed architectural and landscape treatments of the project in addition to the fact that any scenic views from the residential neighborhoods to the north of the project site (represented by Viewpoint 4) would be blocked regardless of the use, the proposed project would not result in a significant degradation of a scenic vista.

Optional Construction Road: Viewers from Viewpoint 4 can not see the southern slope of the existing project building pad, therefore this temporary project feature would not be visible from Viewpoint 4. Therefore, no impact would occur.

Optional Pedestrian Trail: Viewers from Viewpoint 4 can not see the southern slope of the existing project building pad and eastern slope of the OTC property, therefore this optional project feature would not be visible from Viewpoint 4. Therefore, no impact would occur.

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project would introduce a new source of light and glare into the local community. However, this site has previously been planned for development. The difference in night lighting as compared to the Commercial-Tourist use would not be a substantial change. Therefore, there would be no direct impact with regard to substantial light and glare. In order to assure that indirect lighting affects on neighboring uses is minimized, a lighting plan will be required as part of design review. In order to reduce this impact, mitigation is provided.

Optional Construction Road: No lighting would be provided along this proposed temporary construction road; therefore, no impacts from light or glare would result.

Optional Pedestrian Trail: No lighting would be provided along the proposed trail; therefore, no impacts from light or glare would result.

5.2.5 Level of Significance Prior to Mitigation

The project would introduce a new source of light and glare which would be potentially significant.

5.2.6 Mitigation Measures

- 5.2-a Prior to approval of the Tentative Parcel map, the applicant shall submit a lighting plan as a part of the Design Review application for the project. The lighting plan shall demonstrate that project lighting is shielded from surrounding properties and that only the minimum amount of lighting required for safety purposes is provided to avoid adverse effects on surrounding areas. In general, lighting fixtures shall be shielded downward and away from adjacent residential land uses, MSCP Preserve areas and Lower Otay Reservoir.

5.2.7 Significance of Impacts after Mitigation

Impacts would be mitigated to a level below significant. No residual impacts would occur.

5.3 GEOLOGY AND SOILS

5.3.1 Introduction and Methodology

At the time FSEIR #01-01 was prepared, the Vistas Parcel, including the proposed project site, was primarily undisturbed and consisted of the Diablo clay soil series. FSEIR #01-01 concluded that significant impacts to soils could occur due the expansive and compressible nature of this soil, unless specific design measures were incorporated.

FSEIR #01-01 stated that there are no active faults underlying the project site and that the most probable seismic event with potential to affect EastLake III would be associated with the Rose Canyon Fault. Therefore, the analysis concluded that the Uniform Building Code, California Building Standards Code (California Code of Regulations, Title 24), and incorporation of standard practices of the Association of Structural Engineers of California into the design of the project would ensure that impacts related to geologic hazards would be less than significant.

This section provides a summary of the existing geology and soil conditions, potential impacts associated with construction and operation of the proposed project, and mitigation measures to reduce potentially significant impacts.

Existing geological conditions were obtained from FSEIR #01-01 and referenced with other available geology documents, including the technical report prepared for the proposed project. A geotechnical study was conducted for the project and documented in the *Geotechnical Investigation for EastLake Active Senior Resort* (Geotechnics Incorporated., June 10, 2005). This report characterizes pertinent geotechnical conditions at the site and provides recommendations for geotechnical aspects of earthwork anticipated during construction. A complete copy of the report has been included as *Appendix B* to this document. The study included a literature review of available maps, geotechnical reports, and aerial photography, as well as a site reconnaissance of surface features. The study also included a subsurface exploration using a truck-mounted drill rig. The subsurface investigation consisted of 14 hollow stem auger borings obtained from representative locations within the proposed site. Core samples obtained from the borings were visually analyzed in the field and sent to a laboratory for further analysis. Laboratory results can be reviewed in *Appendix C* of the *Geotechnical Investigation for the EastLake Active Senior Resort* (see *Appendix B* to this EIR).

5.3.2 Existing Conditions

Surface and Subsurface Conditions

The proposed site is located within the coastal plain section of the Peninsular Ranges geomorphic province of California. The coastal plain typically consists of subdued landforms underlain by sedimentary formations. The project site is underlain predominantly by the Oligocen-age Otay Formation, which has been covered with compacted fill. The Otay formation varies from silty or clayey sandstone to sandy siltstone or claystone. The canyon in the south-central portion of the site was filled in the 1990's as part of the East Orange Avenue development (Geotechnics, Incorporated, 2004). Further grading occurred onsite in accordance with the approved grading plan for the Vistas at EastLake III development. As-grade reports prepared by Geotechnics Incorporated indicate that existing compressible soils were excavated and compacted prior to placing new fills. Therefore, the existing site conditions include compacted fill soils.

Groundwater

Groundwater is water found below the land surface in aquifers, pore spaces, unconsolidated sediments, and as soil moisture. Groundwater flows to the surface naturally at springs and seeps and can pool in depressions on the land surface. It may also be tapped artificially by the digging of wells for beneficial uses such as drinking water and irrigation. Groundwater observations were not recorded during subsurface exploration between 11.5 and 19.5 feet below the surface. No seepage or groundwater was observed at these depths during the geotechnical investigation. However, changes in rainfall, irrigation practices, or site drainage patterns could produce seepage or locally perched groundwater within the site.

Seismicity and Ground Motion

Earthquake activity, also known as seismicity, is common throughout the southern California region. San Diego County has a number of active earthquake faults which generally run in a northwest-southeast direction and are the product of crustal stresses associated with movement of the Pacific and North American lithospheric plates. Since the inception of seismographs, the strongest recorded earthquake in coastal San Diego County was the magnitude 5.3 temblor that occurred in 1986 on the Coronado Bank Fault, located 25 miles off the shore of Solana Beach. In recent years there have been several earthquakes recorded within the Rose Canyon Fault Zone as it passes beneath the city of San Diego, including a magnitude 4.0 in 1985, a magnitude 4.7 in 1986 and a small earthquake on October 16, 2005.

Alquist-Priolo Fault Zones have been established to prevent buildings for human occupancy from being constructed upon active faults. Statutes require that the State Geologist define regulatory zones (known as Earthquake Fault Zones or Special Studies Zones) around the surface traces of active faults and to issue appropriate maps to cities and counties for planning and controlling new or renewed construction (www.consrv.ca.gov, accessed May 2005). As shown on *Figure 5.3-1, Geological Hazards Map*, the project site is not located within an Alquist-Priolo Fault Zone. Additionally, site investigations showed no indications of active faulting onsite.

The Rose Canyon fault is the nearest active fault to the project area and is characterized as a right lateral strike-slip fault. Portions of the Rose Canyon Fault Zone in downtown areas of San Diego have been designated by the State of California as an Alquist-Priolo Fault Zone. *Table 5.3-1, Active Faults in the Vicinity of the Project Area* below provides additional details on the Rose Canyon and other nearby faults. *Figure 5.3-1, Geologic Hazards Map*, shows active faults within 60 miles of the project site. It should be noted that the La Nacion fault is located within the City of Chula Vista. However, this fault has not demonstrated movement within the Holocene period (last 11,000 years) and is therefore not considered an active fault (Belfast, September 26, 2005, personal communication).

**TABLE 5.3-1
Active Faults in the Vicinity of the Project Area**

Fault	Distance to Site (miles)	Estimated Peak Ground Acceleration	Maximum Earthquake Magnitude	Estimated Slip Rate (mm/year)
Rose Canyon	13	0.22	7.2	1.50
Coronado Bank	21	0.17	7.6	3.00
San Diego Trough	31	0.13	7.7	2.00
Elsinore-Julian	37	0.07	7.1	5.00
Elsinore-Coyote Mt.	39	0.05	6.8	4.00
Earthquake Valley	40	0.04	6.5	2.00
Newport-Inglewood	45	0.06	7.1	1.50
San Clemente	50	0.10	8.1	4.00
Elsinore-Temecula	50	0.04	6.8	5.00
San Jacinto-Coyote Creek	56	0.03	6.8	4.00
San Jacinto- Borrego	56	0.03	6.6	4.00
Laguna Salada	56	0.04	7.0	3.50
San Jacinto-Anza	60	0.04	7.2	12.00

Source: Geotechnics Incorporated, 2004. Regional Seismicity Table 1.

Figure 5.3-1 Geological Hazards Map

Liquefaction

Liquefaction typically occurs when seismic shear waves pass through a saturated granular soil layer, such as sandy soil layers located below groundwater, distort the soil structure, and cause some of its pore spaces to collapse. Earthquake shaking can cause liquefaction by increasing subsurface water pressure to the point where soil particles can readily move with respect to each other, resulting in subsidence, ground failure, or landslides. Considered much less common, construction related activities, such as blasting, can also trigger liquefaction. When liquefaction occurs, the strength of the soil decreases and the ability to support foundations for buildings and other structures is compromised. The soils onsite are generally unsaturated, relatively dense, compacted silty to clayey sands and sandy clays. These soil conditions typically have a very low potential for liquefaction.

Landslides

Landslides occur or originate on steep hillsides where weak earth materials are prone to slope failure. Site investigations did not reveal evidence of ancient landslides within the subsurface material nor did literature reviews indicate that the site is within a potential landslide area. However, recent mass grading of the site resulted in relatively high slopes. Geotechnics Incorporated has document stabilization measures that were used during previous grading to prevent slope failure. Similar measures are discussed in *Section 5.3.4* below.

Tsunamis, Seiches, and Earthquake Induced Flooding

Tsunamis usually generate from an undersea earthquake that displaces a large mass of water and forces it landward in the form of a wave. Tsunamis have been known to travel thousands of miles across the ocean and cause damage to coastal cities. A seiche consists of water oscillation in lakes, bays, or gulfs that can last from a few minutes to a few hours as a result of seismic or atmospheric disturbances. The project site is located more than 550 feet above mean sea level. Consequently, tsunamis, seiches, and earthquake induced flooding are not expected to occur on the project site given its distance inland and elevation above the Otay Reservoirs. Similarly, the potential for earthquake induced flooding is also considered negligible since the site is not located “down elevation” from any large body of water.

Expansive Soils

Expansive soils can cause adverse effects on residential structures when certain clays swell or shrink during changes in moisture content. The soils observed onsite during site investigations consisted primarily of silty and clayey sands which typically have very low to low expansion

potential and have previously been compacted therefore expansive soils have been remediated. Several soil samples were obtained at varying depths for laboratory analysis to further classify the expansion potential based on the American Society for Testing of Materials (ASTM) expansion index. Expansion indices ranged from 7 to 47 which correspond to very low to low expansion potential. During previous phases of grading, a canyon in the south-central portion of the project site was filled. Alluvium found in the canyon would likely have higher clay content and therefore a higher probability of encountering expansive soils.

5.3.3 Thresholds of Significance

According to the significance criteria included in Appendix G of the CEQA guidelines, impacts to geology and soils would be significant if the proposed action would result in any of the following:

Would the project:

- 1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
 - a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - b) Strong seismic ground shaking?
 - c) Seismic-related ground failure, including liquefaction?
 - d) Landslides?
- 2) Result in substantial soil erosion or the loss of topsoil?
- 3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- 4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- 5) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

5.3.4 Environmental Impacts

Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving.

Would the project expose people or structures to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

As shown in *Figure 5.3-1, Geologic Hazards Map*, the proposed project site is not located within an Alquist-Priolo fault zone or on a known active fault. Therefore, because the project is not located within an Alquist-Priolo Earthquake Fault Zone, impacts resulting from ground rupture would be less than significant.

Would the project expose people or structures to strong seismic ground shaking?

Ground shaking could occur as a result of a seismic activity on a nearby active fault (refer to *Table 5.3-1, Active Faults in the Vicinity of the Project Area*). Risk associated with seismic ground shaking could potentially be significant. However, conformance to standard practices of the Association of Structural Engineers of California and compliance the Title 24 of the California code of Regulations and the Uniform Building Code, would reduce impacts from ground motion to a less than significant level.

Would the project expose people or structures to seismic-related ground failure, including liquefaction?

Groundwater is not anticipated to be encountered during construction of the project based on field observations of groundwater levels and the proposed design of the project. Soils conducive to liquefaction were not identified during field investigation or subsequent literature reviews. Therefore, due to the lack of anticipated seismic-related ground failure including liquefaction, impacts associated with this geotechnical hazard would not occur.

Would the project expose people or structures to landslides?

Slope instability could occur as a result of steep fill slopes generated during recompaction of the existing pad. Soil saturation from over watering landscaping, natural precipitation, and run-on from

adjacent sites would also contribute to slope instability. Slope instability could lead to localized landslides. Impacts related to slope instability would be considered potentially significant.

Optional Construction Road: Similar to the proposed project, the construction road is not located within an Alquist-Priolo Earthquake Fault Zone, therefore risk of ground rupture impacts would be less than significant. Similar to the proposed project, seismic-generated ground shaking could occur in the project area, therefore the same mitigation for the proposed project would be necessary. Due to the shallow nature of site preparation work for the trail, groundwater contact is not expected. Finally, similar to the proposed project, due to the sloping nature of the impact area, landslide hazards would be potentially significant. The same mitigation as the proposed project would be applicable.

Optional Pedestrian Trail: Similar to the proposed project, the trail is not located in an Alquist-Priolo Earthquake Fault Zone therefore risk of ground rupture would be less than significant. Seismic-generated ground rupture risk would be potentially significant, therefore mitigation, in the form of conformance with the Uniform Building Code, would be required. Due to the shallow nature of site preparation work for the trail, groundwater contact is not expected. Finally, due to the sloping nature of the trail area, landslide hazards would be potentially significant. The same mitigation for the proposed project would be required for this project feature.

Would the project result in substantial soil erosion or the loss of topsoil?

Currently, the project site has a moderate to high erosion potential due to the lack of vegetation or other measures to minimize soil detachment and transport. Perimeter sediment control has been established to trap eroded material onsite and minimize sedimentation to adjacent areas. The potential for erosion would increase during construction as a result of vehicles and heavy equipment accelerating the erosion process. Additionally, wind erosion could occur on bare soils or where vehicles and equipment cause dust. While these impacts would be considered short-term in nature, they would be significant due to the potential to result in substantial soil erosion or loss of topsoil. During the operation phase of the project, soils would be stabilized with vegetation and landscaping which would reduce the erosion potential to less than significant. For a more detailed discussion on soil erosion, refer to *Section 5.4, Water Quality and Hydrology*.

Optional Construction Road: During construction, soil erosion could occur due to the steep nature of the proposed temporary access road and vehicular traffic which may accelerate erosion processes. Similar to the proposed project, this potential impact would be significant and mitigation is provided. Upon completion of construction activities, the construction road would

be re-graded to pre-construction standards and re-landscaped with native vegetation. Therefore after construction is complete, erosion hazards would be less than significant.

Optional Pedestrian Trail: As described for the proposed project, soil erosion may occur during construction due to exposed, graded areas and vehicular (construction) traffic which tends to accelerate erosion processes. Mitigation is provided to reduce the significance of this impact. Once construction is complete, the trail area would be stabilized with decomposed granite. In summary, upon completion, erosion hazards would be less than significant.

Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Since the preparation of FSEIR #01-01, mass grading has occurred and the soil structure and composition has been significantly altered. In addition, soil samples were obtained from the site after grading had occurred and laboratory tested for physical properties that are critical to building design.

The project site is located on soils that have been highly disturbed and mechanically altered during previous grading activities. A considerable portion of the site is overlain by fill material that was placed for purpose of constructing building pads. Therefore, because the project would not be located on a geologic unit or soil that is unstable, or become unstable as a result of the project, impacts to soils would be considered less than significant.

Optional Construction Road: The proposed construction road would be located on the same manufactured slope as the proposed project. This slope has been previously disturbed during grading of the site. As discussed above, the slope to the south of the project site was constructed to support building pads. In accordance with generally accepted construction methods, this slope was designed to support building pads. The temporary roadway would be designed to support vehicle traffic for the intended duration of construction. Engineering of the road would reduce impacts associated with potential lateral spreading, landslides, subsidence, liquefaction or collapse to a level below significant.

Optional Pedestrian Trail: The proposed trail is located on the OTC site. A majority of the OTC site is underlain by the Sweetwater and Otay Formations and Unnamed fanglomerate deposits (Kennedy, USDA Soil Conservation Service and City of Chula Vista, 1989). These geologic formations may contain expansive soils due to the presence of bentonite, which can often result in movement risks (i.e., lateral spread, landslides, etc). No cut and fill slopes are necessary to construct the trail (i.e., surface disturbance would be minimal and simply involve

clearing and leveling of to the top layer of soil), therefore, less than significant impacts from expansive soil risks would occur.

Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

As discussed in *Section 5.3.2*, soil samples taken at various depths indicated that soils onsite have very low to low expansion potential. During initial site preparation and compaction, alluvial material from nearby canyon formations was utilized at the interior/base of the site. Alluvial material is generally expansive, therefore during subterranean parking structure excavation, expansive soils could be exposed. Potential exposure to expansive soils would result in a potentially significant impact.

Optional Construction Road: The proposed temporary construction road would be created by leveling the proposed alignment and overlaying decomposed granite on top of the existing soils. No impacts would result.

Optional Pedestrian Trail: See discussion under the above threshold,

Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Sewer will be provided to the project site; therefore soils will not have to adequately support the use of septic tanks or alternative wastewater disposal systems.

Optional Construction Road: The use of alternative wastewater disposal systems or septic tanks would not be a component of this project feature. No impacts would occur.

Optional Pedestrian Trail: Alternative wastewater disposal systems or septic tanks are not components of this project feature. No impact would occur.

5.3.5 Level of Significance Prior to Mitigation

Impacts associated with slope instability would potentially be significant. Erosion during construction, although short-term in nature, could be significant without erosion control measures. Structures will be located over underground parking. Potentially significant impacts to foundations and structures could occur if expansive soils are encountered. Potential impacts resulting from other geological hazards such as seismic activity would be significant.

5.3.6 Mitigation Measures

The following mitigation measures are recommended to ensure that potential impacts from unstable soils, erosion, and geologic hazards are minimized and include measures to reduce the potential for liquefaction.

5.3-a Prior to approval of grading plans, the following conditions are required to be on the plans. The proposed project's grading plans shall demonstrate compliance with remediation recommendations in the June 10, 2005 Geotechnical Investigation for the project prepared by Geotechnics Incorporated, including but not limited to:

- a) Upper soil layers shall be removed to a depth of two to three feet during initial construction periods and replaced with competent compacted fill.
- b) Replacement of native soils with compacted fill shall be required to eliminate the potential for liquefaction.
- c) Any areas subjected to new fill or structural loads shall be prepared with compacted fill.

5.3-b Prior to approval of grading plans, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the project that identifies specific Best Management Practices (BMPs) to minimize erosion and control sedimentation. A copy of the SWPPP will be kept onsite and issued to all supervisory staff working on the project. Project activities resulting in excess erosion shall be halted and BMPs adjusted to ensure off-site sedimentation is avoided.

5.3.7 Significance of Impacts after Mitigation

Implementation of Mitigation Measures 5.3-a and 5.3-b would reduce significant impacts related to geologic hazards to below significance.

5.4 HYDROLOGY AND WATER QUALITY

5.4.1 Introduction and Methodology

FSEIR #01-01 analyzed potential impacts to hydrology and drainage for the proposed project site, as well as adjacent and nearby parcels referred to as the Woods, Vistas, and Panhandle. The proposed project site is within the Vistas Parcel.

FSEIR #01-01 concluded that construction and development of the Woods and Vistas could cause an increase in the amount of runoff and have potentially significant hydrologic impact on downstream drainage facilities during 100- year, 50- year, 25- year, 10- year, and 5- year storm events. In addition, FSEIR #01-01 determined that the proposed diversion from the Vistas neighborhood may exceed the capacity of the existing Olympic Parkway storm drain system, which would constitute a significant impact. Mitigation was required that directed all future runoff to the Salt Creek outfalls.

FSEIR #01-01 indicated that potential groundwater contamination from pesticides used during previous agricultural activities would not be considered a significant impact based on a representative Phase I Environmental Assessment that found no trace of agrochemicals in soil samples. Mitigation measures were included in FSEIR #01-01 to lessen all potential impacts to groundwater to a less than significant level.

Previous analysis for construction related impacts to water quality, presented the FSEIR #01-01, indicated that impairment to receiving waters resulting from conventional construction techniques would occur with development of the Woods and Vistas neighborhoods. These impacts could be reduced to a less than significant level through the use of best management practices (BMPs).

FSEIR #01-01 recognized the potentially significant impact to water quality from increased runoff that has the ability to carry pollutants into nearby water resources, particularly the Otay Reservoirs. The project analyzed under FSEIR #01-01 was designed to divert runoff away from the reservoirs, with the exception of the manufactured slopes along the east side of the development. FSEIR #01-01 proposed to use potable water for irrigation, revegetate with drought tolerant plants to reduce water usage, and restrict the use of pesticides, herbicides, and fertilizers to reduce impacts to below a significant level. Based on the runoff diversion plan and BMPs proposed to reduce pollutant load, FSEIR #01-01 concluded that water quality in the Otay Reservoirs would not be adversely affected by the Woods and Vistas project.

This section provides a summary of the existing hydrology and water quality conditions, potential impacts to water quality associated with construction and operation of the proposed project, and mitigation measures to reduce potentially significant impacts.

The potential impacts of the Vistas was analyzed in a drainage study (Rick Engineering Company, 2002) to estimate runoff from the site. This information was used to analyze potential impacts to the City of Chula Vista's existing storm water conveyance system. The study was based on a previously proposed commercial development and later modified to more closely represent multi-family residential complexes, a recreation center, and associated driveways and roads. A revised report dated August 5, 2005 was prepared by Rick Engineering that estimated runoff for the proposed project. The August 5, 2005 Rick Engineering Report is included as *Appendix C* to this EIR.

The water quality technical report prepared by P&D Consultants (*Final Water Quality Technical Report for EastLake III Senior Housing Project*, October 21, 2005) was used to determine effects the proposed project may have on water resources. The January 13, 2006 *Storm Water Management Modification for EastLake III Senior Housing Project Letter Report* prepared by P&D Planning documents water quality provisions for the proposed optional, temporary construction access road. In addition, the August 5, 2005 data provided by Rick Engineering was taken into consideration in conducting this analysis. A copy of the letter report and water quality technical report can be found in *Appendix C* to this document.

Existing hydrologic conditions were obtained from the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board, 1994), information provided in FSEIR #01-01, and hydrology, drainage, and geotechnical reports prepared for the project.

5.4.2 Existing Conditions

Regulatory Environment

Several local, state, and federal regulations govern discharges associated with construction and post-construction storm water runoff to protect water quality of receiving waters. The following is a summary of the regulatory framework that has been established to protect water resources.

Federal

Federal Clean Water Act. Increasing public awareness and concern for controlling water pollution led to enactment of the Federal Water Pollution Control Act Amendments of 1972. As amended in 1977, this law became commonly known as the Clean Water Act. The Act

established basic guidelines for regulating discharges of pollutants into the waters of the United States. The Clean Water Act requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Act.

Section 401. Section 401 of the Clean Water Act requires an applicant for a federal permit, such as the construction or operation of a facility that may result in the discharge of a pollutant, to obtain certification of those activities from the state in which the discharge originates. This process is known as the Water Quality Certification for a project. For projects in San Diego, the San Diego Regional Water Quality Control Board (RWQCB) issues Section 401 permits.

Section 402. Section 402 of the Clean Water Act established the National Pollution Discharge Elimination System (NPDES) to control water pollution by regulating point sources that discharge pollutants into waters of the United States. In the state of California, the Environmental Protection Agency (EPA) has authorized the State Water Resource Control Board permitting authority to implement the NPDES program. In general, the State Water Resource Control Board issues two baseline general permits—one for industrial discharges and one for construction activities. The Phase II Rule that became final on December 8, 1999, expanded the existing NPDES program to address storm water discharges from construction sites that disturb land equal to or greater than one acre.

Section 404. Section 404 of the Clean Water Act established a permitting program to regulate the discharge of dredged or filled material into waters of the United States. The definition of waters of the United States includes wetlands adjacent to national waters. This permitting program is administered by the U.S. Army Corps of Engineers and enforced by the EPA.

Section 303(d). Under section 303(d) of the Clean Water Act, the State Water Resource Control Board is required to develop a list of water quality limited segments for jurisdictional waters of the United States. The waters on the list do not meet water quality standards, and therefore the Regional Water Quality Control Board was required to establish priority rankings and develop action plans, referred to as Total Maximum Daily Loads (TMDL), to improve water quality. The EPA approved the San Diego Regional Water Quality Control Board's 303(d) list of Water Quality Limited Segments in July 2003. The list includes pollutants causing impairment to receiving waters or, in some cases, the condition leading to impairment. The project is within the Otay Watershed which is not currently listed on the 303(d) list of Water Quality Limited Segments.

State

Porter-Cologne Water Quality Control Act. The Porter-Cologne Act, also known as Division 7 of the California Water Code, is the basic water quality control law for California. The goal of the Porter-Cologne Act was to create a regulatory program to protect water quality and beneficial uses of the state's waters. As such, the State and Regional Boards were established to implement and enforce the Clean Water Act and state adopted water quality control plans.

The State Water Resource Control Board is responsible for issuing storm water permits in accordance with the NPDES program. For projects disturbing one or more acres of land, the applicant must file a Notice of Intent for coverage under the General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) and prepare a Storm Water Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) to prevent pollutants from contacting storm water and procedures to control erosion and sedimentation.

San Diego County falls within the jurisdiction of the Regional Water Quality Control Board (Region 9). Each Regional Water Quality Control Board is responsible for water quality control planning within their region, often in the form of a basin plan. The Regional Water Quality Control Board is also responsible for implementing the provisions of the General Permit, including reviewing SWPPPs and monitoring reports, conducting compliance inspections, and taking enforcement actions.

Local

Chula Vista Municipal Storm Water Permit. The City of Chula Vista, County of San Diego, Port of San Diego, and 17 other cities in the region were issued a NPDES Municipal Storm Water Permit on February 21, 2001 by the San Diego Regional Water Quality Control Board. The permit requires the development and implementation of BMPs in development planning and construction of private and public development projects. Development projects are also required to include BMPs to reduce pollutant discharges from the project site in the permanent design. BMPs associated with the final design are described in the Model Standard Urban Storm Water Mitigation Plan (SUSMP). The City of Chula Vista's SUSMP requirements, dated November 19, 2002, requires City review of project plans as part of the development plan approval process for discretionary projects, and prior to issuing permits for ministerial projects. In addition, projects subject to priority project requirements must prepare and submit a Water Quality Technical Report specific to the project area.

City of San Diego Source Water Protection Guidelines. The City of San Diego Water Department has written source water protection guidelines for new developments located within

San Diego County watersheds that drain into drinking water reservoirs (see *Appendix C*). The guidelines were designed so that project planners can incorporate BMPs that protect or improve the quality of runoff draining into the reservoirs. The Lower Otay Reservoir located to the east of the proposed project site is one of the seven reservoirs governed by the guidelines. All development within the Otay Reservoir area will conform to the City of San Diego's Source Water Protection Guidelines for New Development.

Water Resources

Surface Water

The San Diego Region has thirteen principle stream systems originating in the western highlands that flow to the Pacific Ocean. Most of the streams of the San Diego Region are intermittent in character having both perennial and ephemeral components due to the rainfall pattern and the development of surface water impoundments.

The project is located entirely within the Otay River Watershed, Savage Hydrologic Subarea (910.31); however, the project site now drains by way of the City's storm water conveyance system to Salt Creek, which is in the Otay Valley Hydrologic Area. There are no surface waterbodies within the project limits. The nearest surface water to the project site is the Lower Otay Reservoir located approximately 0.1 mile to the east. Salt Creek is located approximately 0.5 miles west of the project site (see *Figure 5.4-1, Surface Waterbodies*). Beneficial uses of the Otay Reservoir include agricultural supply, non-contact water recreation, warm fresh water habitat, wildlife habitat, and rare, threatened, and endangered species habitat. The beneficial uses of Salt Creek include agriculture, recreational (non-contact), warm freshwater habitat, and wildlife habitat. In addition, potential beneficial uses include industrial and recreation (contact) (Regional Water Quality Control Board, 1994).

The project site is characterized by a 19.6 acre graded pad with vegetated slopes around the western boundary. The site is virtually denuded of vegetation from recent grading, however, straw wattles have been installed at frequent intervals to reduce the velocity of sheet flow over the site. Runoff primarily drains across the flat terrain from the southeast to the northwest to Olympic Parkway. The site is located on the top of a slope; therefore, the amount of run-off entering the site from surrounding areas is minimal. There is a sedimentation pond located near the northwest corner of the site that discharges to a 42-inch pipe and into the City's storm water conveyance system in Olympic Parkway which, ultimately discharges to Salt Creek (P&D Consultants, 2005).

FIGURE 5.4-1: SURFACE WATERBODIES

Groundwater

Groundwater is water found below the land surface in aquifers, pore spaces, unconsolidated sediments, and as soil moisture. Groundwater flows to the surface naturally at springs and seeps and can pool in depressions on the land surface. It may also be tapped artificially by the digging of wells for beneficial uses such as drinking water and irrigation. The depth, or groundwater level, is dependent on numerous factors, but includes type and depth of bedrock and proximity to streams, wetlands, and other waterbodies. Subsurface explorations at the proposed project site were conducted to a depth of 19.5 feet below the surface. No seepage or groundwater was observed at these depths during the geotechnical investigation (Geotechnics Incorporated, 2005). However, changes in rainfall, irrigation practices, or site drainage patterns could produce seepage or locally perched groundwater within the site.

Water Quality and Drainage

Water quality refers to the effect of natural and human activities on the composition of water. Water quality is expressed in terms of measurable physical and chemical qualities that can be degraded by urban runoff, illicit discharges, and even planned water use. It is generally agreed that urban runoff transported by municipal storm water conveyance systems is one of the principal causes of water quality problems in most urban areas. Storm water that accumulates on impervious surfaces, such as parking lots, roof tops, and streets, drains directly and indirectly to waters of the United States.

The City of Chula Vista's storm water conveyance system is separate from the sanitary sewer system and therefore does not receive any treatment prior to being discharged into streams, bays, and the ocean. The primary pollutants of concern in urban runoff are sediments, nutrients, heavy metals, organic compounds, trash and debris, oils, bacteria, and pesticides. Construction-related pollutants include sediment, concrete, paints and solvents, and hazardous materials associated with operation and maintenance of heavy equipment.

Flooding

A 100-year flood event is a flood that has a 1-percent chance of being equaled or exceeded in any given year. The 100-year flood is the standard used by most federal and state agencies and the National Flood Insurance Program as the standard for floodplain management. The project area is not located within a 100-year flood zone. Refer to *Figure 5.4-1, Surface Waterbodies*, for the nearest flood zone.

5.4.3 Thresholds of Significance

According to the significance criteria included in Appendix G of the CEQA guidelines, the proposed project would have a significant impact on water resources and water quality if it:

Would the project:

- 1) Violate any water quality standards or waste discharge requirements?
- 2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- 3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- 4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- 5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff?
- 6) Otherwise substantially degrade water quality?
- 7) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- 8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- 9) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- 10) Be exposed to inundation by seiche, tsunami or mudflow?

5.4.4 Environmental Impacts

Would the project violate any water quality standards or waste discharge requirements?

Construction

Construction of the proposed project has the potential to impact surface water quality due to increased runoff and sediment transport from the site. Soil compaction required for the construction of the parking lots and building foundations would likely decrease infiltration rates and soil permeability, resulting in increased runoff from the site when compared to pre-construction conditions. Short-term water quality impacts may occur to nearby water resources, including storm drains, from sediment-laden runoff from project areas. *Table 5.4-1 Potential Impacts to Water Quality* lists potential impacts to water quality for each phase of construction.

**TABLE 5.4-1
Potential Impacts to Water Quality**

Construction Phase	Impact	Potential Threat To Water Quality
Grading	Exposed soils	Grading would increase the erosion potential of onsite soils which could lead to offsite sediment transport. In addition, grading during project construction could result in temporary spoil stockpiles that would be vulnerable to wind erosion. This impact is potentially significant.
	Soil transport from vehicles and equipment	Soil from disturbed areas could be tracked onto paved roads during egress from the site by vehicles and equipment, particularly during inclement weather. Soil on paved roads could be washed into storm drains during storm events. Sediment transport from the site could have adverse impacts to water quality which would be a potentially significant impact.
	Fugitive dust	Fugitive dust during construction is considered a form of erosion and has the potential to be deposited in sensitive resources. Without adequate dust abatement, fugitive dust could potentially result in significant impacts.
	Increased runoff	Increased runoff due to compacted soils during grading would increase the potential for offsite sedimentation. In addition to sediment, runoff could potentially carry pollutants. Runoff carrying sediment and other pollutants could potentially be significant.
	Inadvertent release of hazardous materials	Grading, grubbing, and trenching activities could result in the release of hydraulic oil, diesel fuel, motor oil, and/or radiator fluid used in operation of heavy equipment. If released, these products could potentially result in significant impacts on water.
Building/Utilities Construction	Cement washout	Cement used for building foundation, sidewalks, and other construction related activities could have an adverse impact to water quality due to high pH if it is released or transported to a water resource.
	Hazardous materials	Paints, solvents, lubricants, oils, and other products used in construction could potentially impact water quality if they are not stored and handled properly. If released, these products could potentially contaminate surface and ground water.
	Trash and debris	Trash and debris exposed to rain and runoff could potentially increase chemical concentrations of water resources as well as block storm drain inlets.

Since the project would disturb more than one acre, the applicant must file a Notice of Intent with the SWRCB and obtain a General Construction Activity Storm Water Permit, pursuant to the NPDES regulations established under the Clean Water Act. This permit requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which is intended to prevent degradation of surface and ground waters during the grading and construction process. Without such protections, impacts to water quality during construction would be significant.

The impacts associated with construction, as listed in *Table 5.4-1* above, are all considered short-term. Best Management Practices proposed in *Section 5.4.5* would ensure that impacts to water quality would be reduced to less than significant levels through measures intended to control erosion and sedimentation within the perimeter of the site, and to effectively manage hazardous materials.

The Lower Otay Reservoir is a sensitive resource that requires site-specific BMPs to ensure water quality efforts are not compromised. The site is currently graded to drain away from the reservoir to a detention basin located in the northwest corner of the site, which transfers flow to Salt Creek via the City's storm water conveyance system. Therefore, there is no potential impact to the reservoir from runoff from the pad site in its current configuration. The entry fill slope below the north and east side of the pad currently drain easterly towards the reservoir. However, the project proposes to irrigate with potable water and landscape with drought tolerant plants to minimize runoff from the slope. All runoff will comply with the City of San Diego Source Water Protection Guidelines (2004). A concrete brow ditch located near the base of the slope intercepts flow and directs it to the City's storm water conveyance system (P&D Consultants, 2005).

Construction could have a significant impact on water quality if grading or subsequent construction activities result in an unauthorized discharge (i.e. dewatering or improper use of a water truck) from the site to the eastern fill slope. However the brow ditch at the base of the slope, would provide a safeguard for runoff that could potentially occur from the site. Additionally, mitigation measures have been included to ensure that the current site drainage away from the Otay Reservoir is maintained for the duration of construction.

Operation

It is assumed upon completion that the proposed project would not result in the use of chemicals other than those typically associated with residential uses. Routine use of the proposed project following the completion of construction would have the potential to contribute to the degradation of nearby surface waters by generating urban runoff. Approximately 10 of the 19.6 acre site would consist of an impervious surface (P&D Consultants, 2005).

Impervious surfaces convey surface runoff that would otherwise infiltrate into the ground in permeable areas. Runoff from the parking lot, sidewalks, and landscaping could carry pollutants such as bacteria, oil and grease, sediment, nutrients and heavy metals to the City's storm drain system. Impacts from impervious surfaces and associated runoff during operation of the facility could result in potentially significant impacts to surface waters. BMPs intended to reduce runoff from the site and minimize the amount of sediment and pollutants that enter the City's storm water conveyance system would be required to comply with the Standard Urban Storm Water Mitigation Plan (SUSMP) including but not limited to site design BMPs, source control BMPs, and treatment BMPs which include bio swales, stabilized entrance/exit mechanisms, street sweeping, spill cleanup, waste management, use of oil/water filters, grass mowing and irrigation, animal/vector control, and trash and debris removal. Specific BMPs are discussed in detail in the *Final Water Quality Technical Report* (See *Appendix C*). Implementation of the measures outlined in *Appendix C* would ensure that potential impacts to water quality are less than significant.

Optional Construction Road: Although the roadway will be covered with decomposed granite which is a pervious surface, drainage of the slope adjacent to the southern edge of the project would likely change during use of the temporary construction access roadway. As indicated in the January 13, 2006 Stormwater Management Modification for the EastLake III Senior Housing Project letter, in order to ensure that stormwater runoff from the construction road would not result in significant impacts, protection and control will include an additional stabilized construction entrance/exit (minimum of 50-foot length) for the proposed road, slope stabilization for disturbed slopes and erosion and sediment control for the roadway surface. Runoff from the roadway would be captured via the brow ditch at the base of the hillside that will ensure that water is conveyed to the Olympic Parkway storm drains instead of allowed to drain into the Lower Otay Reservoir.

Similar to the proposed project, this project feature may impact surface water quality due to increased runoff and sediment transport from the site. Short-term water quality impacts related to sediment and pollutant-laden runoff from the project area would potentially impact receiver water bodies. In order to reduce these potential impacts, mitigation, in the form of BMPs outlined in the *Final Water Quality Technical Report* and January 13, 2006 letter prepared by P&D Consultants, included in *Appendix C*, would be required. Further, similar regulatory requirements of the proposed project would occur for this optional feature (including addressing this project feature in the SWPPP).

This project feature would be removed once construction has been completed. The re-grading and revegetation effort for the proposed project would return the southern slope area to its

original form. Pre-construction drainage patterns would be restored, therefore operational impacts would not occur.

Optional Pedestrian Trail: Due to the limited site preparation necessary to establish this optional project feature, runoff and sediment transportation from this specific area would be minimal and less than significant. Similar to the proposed project, this project feature may impact surface water quality due to increased runoff and sediment transport from the site during construction. Short-term water quality impacts related to sediment and pollutant-laden runoff from the project area would potentially impact receiver water bodies. In order to reduce these potential impacts, mitigation, in the form of BMPs, (i.e., installation of temporary erosion and sediment control devices) would be required. Similar regulatory requirements of the proposed project would apply to this optional feature (including addressing this project feature in the SWPPP).

Due to the minimal soil disturbance needed to construct this facility coupled by the fact that the trail will be covered with decomposed granite which allows for water infiltration, existing hillside drainage patterns would remain unchanged once the trail is constructed. Therefore, operational hydrology and water quality impacts would be less than significant.

Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The proposed project is not anticipated to significantly alter groundwater resources. As stated in the geotechnical investigation, proposed excavations are located above the anticipated water table. Furthermore, no existing wells were identified within the site boundaries. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

Optional Construction Road: This optional feature would not involve cutting into the existing slope south of the project site. Therefore groundwater contact during construction of the temporary road is not expected. Further, due to the pervious nature of the roadway, water infiltration into this immediate area would not be precluded, therefore any groundwater recharge occurring within the southern slope area would not be modified as a result of this project feature.

In summary, impacts related to groundwater contact and infiltration would be less than significant.

Optional Pedestrian Trail: This optional feature would not involve cutting into the existing hillside between the project site and OTC. Therefore, groundwater contact during construction of this facility is not expected. Further, due to the pervious nature of the trail, water infiltration into this immediate area would not be precluded, therefore any groundwater recharge occurring within this hillside area would not be modified as a result of this project feature. In summary, impacts related to groundwater contact and infiltration would be less than significant.

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Based on the *Final Water Quality Technical Report* (included in *Appendix C*) for the proposed project, approximately 10 acres of the 19.6 acre site would consist of an impervious surface following the completion of construction. Sidewalks, rooftops, asphalt driveways, and parking areas make up hardscape that replaces previously permeable ground. Impervious surfaces, such as those mentioned above, intercept rainfall and convey flow that would otherwise naturally percolate into the soil. The introduction of permanent impervious surfaces would result in a net increase in runoff from the site when compared to pre-construction conditions. In order to adequately capture site run-off, existing onsite drainage patterns would be altered. Alteration of onsite drainage would not involve redirection of a stream or river, but instead would modify the existing detention basin system. Similar to the existing condition, flows would continue to be directed to drainage facilities within Olympic Parkway and would therefore avoid erosion problems on- or off-site. Therefore, a less than significant impact would occur.

Optional Construction Road: Although constructed of pervious surface material such as decomposed granite, drainage patterns on the southern slope would be temporarily altered as a result of this project feature. In order to reduce risks of potential siltation on or off-site, drainage BMPs, such as proposed for the project (i.e., additional stabilized structures, entrance/exit treatment for the proposed road [minimum of 50-foot length], slope stabilization for disturbed slopes and erosion and sediment control for the roadway surface) , would be applicable to this project feature as well. All drainage would be directed to the existing brow ditch located at the base of the slope along the eastern edge of the project which will ensure that the drainage is diverted to the Olympic Parkway storm drain system rather than allowed to flow into Lower Otay Reservoir. Therefore a less than significant impact would occur.

Optional Pedestrian Trail: During construction, minimal soil disturbance would occur, therefore temporary drainage alteration would be less than significant. Due to the proposed contour grading associated with this project feature, impacts to hillside drainage patterns would be less than significant.

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Based on the *Final Water Quality Technical Report* (included in *Appendix C*) for the proposed project, approximately 10 acres of the 19.6 acre site would consist of an impervious surface following the completion of construction. Sidewalks, rooftops, asphalt driveways, and parking areas make up hardscape that replaces previously permeable ground. Impervious surfaces, such as those mentioned above, intercept rainfall and convey flow that would otherwise naturally percolate into the soil. The introduction of permanent impervious surfaces would result in a net increase in runoff from the site when compared to pre-construction conditions. In order to adequately capture site run-off, existing onsite drainage patterns would be altered. Alteration of onsite drainage would not involve redirection of a stream or river, but instead would modify the existing drainage system which would be designed to hold water of a severe rain event. Flows would continue to be directed to drainage facilities within Olympic Parkway and would therefore avoid flooding problems on- or off-site. Therefore, a less than significant impact would occur.

Optional Construction Road: Although constructed of pervious surface material such as decomposed granite, drainage patterns on the southern slope would be temporarily altered as a result of this project feature. All drainage would be directed to the existing brow ditch located at the base of the slope along the eastern edge of the project which will ensure that the drainage is diverted to the Olympic Parkway storm drain system. This system was designed to adequately convey drainage from the project site toward the established storm drain systems which would prevent flooding on or offsite. Therefore a less than significant impact with regard to flooding would occur.

Optional Pedestrian Trail: During construction, minimal soil disturbance would occur, therefore temporary drainage alteration would be less than significant. Due to the proposed contour grading associated with this project feature, impacts to hillside drainage patterns would be less than significant and flooding either on or offsite is therefore not anticipated to occur.

Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources or polluted runoff?

Based on a 50-year storm event, the surface flow for the proposed project was calculated to be 58.9 cubic feet per second (cfs). This is less than the Commercial-Tourist land use previously proposed for the site which yielded a discharge of 59.1 cfs (Rick Engineering, August 2005). The receiving storm drain system within Olympic Parkway was designed to accommodate the previously calculated 59.1 cfs flow quantity. Therefore, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems (P&D, October 21, 2005), no impact would occur. *Table 5.4-2, Summary of Storm Water Runoff Calculations*, provides a summary of the estimated flow conditions.

**TABLE 5.4-2
Summary of Storm Water Runoff Calculations**

Outfall Contribution	Drainage Area (acres) ¹	Q ₅₀ (Cubic Feet Per Second)*		
		Existing ²	Design Flow**	Post-Construction
Total	20.2	24.3	59.1	58.9

Source: Final Water Quality Technical Report, Revised October 21, 2005. P&D Consultants.

Notes:

* Calculations based on the Drainage Study prepared by Rick Engineering (August 5, 2005), modified for runoff coefficient 0.75.

** The existing storm water conveyance system in Olympic Parkway was designed to handle higher flow from a commercial project on the site (design flow runoff coefficient of 0.85) (P&D, October 21, 2005).

Q₅₀ Flow for a 50-year storm event

See discussion under significance criteria above for water quality impacts.

Optional Construction Road: Due to the temporary nature of the proposed project, significant impacts to the City’s storm drain conveyance system would not occur as a result of temporary access road construction. While drainage patterns on the southern access slope would be slightly modified and runoff directed to the brow ditch at the base of the slope to the east of the project site, impacts would be less than significant due to the temporary nature of this feature. Finally, potential water quality impacts would occur if pollutant-laden runoff from this facility reaches storm drain facilities. Water quality BMPs, such as the use of various mulches to stabilize soil, erosion control blankets, silt fencing, street sweeping, and vehicle equipment cleaning would be applicable during construction to control pollutant-laden runoff from the proposed roadway.

Optional Pedestrian Trail: Due to the minimal cut/fill necessary for construction of this facility, onsite drainage pattern alterations during construction would be less than significant. Once constructed, this project feature would follow the existing contours of the hillside, therefore impacts to onsite drainage patterns would not result. Further, due to the fact that this facility would be constructed with decomposed granite which would allow for water infiltration, drainage patterns present within the trail area would not be significantly altered. Once constructed, existing hillside drainage patterns would persist.

Would the project otherwise substantially degrade water quality?

As discussed above, significant impacts to water quality associated with the Otay Reservoir could occur if runoff from the site entered the waterbody. Also, the trail would not be paved and would stay as a pervious surface. However, the drainage plan for the site would intercept all flow within the project area and direct it to the City's storm water conveyance system that drains to Salt Creek. In order to avoid potential impacts to Lower Otay Reservoir water, mitigation measures, in the form of BMPs have been included.

According to the City of San Diego Source Water Protection Guidelines (2004), the project site would be categorized as Tier 3 project which warrants the highest consideration for source water quality protection. Tier 3 projects are required to implement project design BMP's, source control BMP's, treatment control BMP's and pre-treatment and post-treatment BMPs according to Decision Guides A-D of the Water Protection Guidelines. According to Decision Guide C: Treatment Control BMPs, BMPs to consider for the Senior Housing project include treatment trains, extended detention basins, retention basins, sand filters, dry wells, swales, filter strips, bioretention, infiltration basin, trench and porous pavement. The project includes detention facilities, retention basins, oil/water filters and infiltration facilities, as described in *Section 5.4.6, Mitigation Measures*.

Optional Construction Road: Similar to the proposed project, impacts to water quality associated with the Otay Reservoir could occur if runoff from the temporary construction access road entered the waterbody. However, similar to the proposed project, all runoff from this facility would be directed to the brow ditch at the base of the hillside to the east of the building pad for eventual conveyance to the Olympic Parkway/Salt Creek storm drain conveyance system. Therefore a less than significant impact would occur.

Optional Pedestrian Trail: Construction of this optional project feature would be minimal due to lack of cut/fill activity. Any temporary, construction-related drainage interruption which could result in altered sediment or pollutant composition in the runoff would be minimal and not likely reach the Lower Otay Reservoir downstream.

The proposed trail would mirror the existing hillside contours which would minimize alteration of existing drainage. Further, due to the pervious nature of the trail feature, water could percolate through the trail structure which would eliminate runoff toward the Lower Otay Reservoir. This project feature's minimal impact area and site design would result in less than significant impacts to water quality.

Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The site is located approximately 565 feet above mean sea level and outside of the 100-year flood zone. Due to the project's location outside of a mapped flood zone, flooding of the project site is not likely to occur, therefore impacts would be considered less than significant.

Optional Construction Road: The proposed construction access road would not be located within a 100-year flood hazard area. Due to this project feature's location outside of a mapped flood zone, flooding of this project feature area is not likely to occur, therefore impacts would be considered less than significant.

Optional Pedestrian Trail: Similar to the proposed project, the optional trail would not be located within a 100-year flood hazard area. Due to this project feature's location outside of a mapped flood zone, flooding of this project feature area is not likely to occur, therefore impacts would be considered less than significant.

Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

As stated in the discussion under Threshold #6, above, the site is located approximately 565 feet above mean sea level and outside of the 100-year flood zone of both the Lower Otay Reservoir and Salt Creek. Therefore, the project would not redirect 100-year flood flows.

Optional Construction Road: Similar to the proposed project, this project feature would range from 570 to 500 feet above mean sea level and outside of the 100-year flood zone. Therefore this project feature would not redirect 100-year flood flows.

Optional Pedestrian Trail: Similar to the proposed project, this project feature would be located at approximately 575 feet above sea level and outside of the 100-year flood zone. Therefore this project feature would not redirect 100-year flood flows.

Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project site is located outside of a dam inundation zone, including the upper and lower Otay Reservoir hazard areas (San Diego County Flood Control, personal communication, September 2005). Therefore, the project wouldn't subject future residents or structures to dam failure hazards.

Optional Construction Road: Similar to the proposed project site, the construction access road would be located outside of the dam inundation zone associated with the Upper and Lower Otay Reservoirs. Therefore, the project wouldn't subject future residents or structures to dam failure hazards.

Optional Pedestrian Trail: Similar to the proposed project site, the pedestrian trail would be located outside of the dam inundation zone associated with the Otay Reservoirs. Therefore, the project wouldn't subject future residents or structures to dam failure hazards.

Would the project be exposed to inundation by seiche, tsunami or mudflow?

As stated in *Section 5.3*, tsunamis, seiches, and earthquake induced flooding are not expected to occur on the project site given its distance inland and elevation above the Otay Reservoirs. Therefore, impacts associated with such events would be less than significant.

Optional Construction Road: Similar to the proposed project, these geotechnical hazards would be less than significant due to the road's location inland and above the elevation of the Otay Reservoirs. Therefore impacts associated with this proposed project feature would be less than significant.

Optional Pedestrian Trail: Similar to the proposed project, these geotechnical hazards would be less than significant due to the trail's location inland and above the elevation of the Otay Reservoirs. Therefore impacts associated with this proposed project feature would be less than significant.

5.4.5 Level of Significance Prior to Mitigation

Water quality impacts resulting from construction and operational activities would be significant prior to mitigation.

5.4.6 Mitigation Measures

The following mitigation measures are intended to comply with the City's water quality requirements and reduce potential impacts to a less than significant level.

5.4-a Prior to approval of a grading permit the Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) NPDES General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. In accordance with said Permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be developed and implemented concurrent with the commencement of grading activities. The SWPPP shall specify both construction and post-construction structural and non-structural pollution prevention measures. The SWPPP shall also address operation and maintenance of post-construction pollution prevention measures, including short-term and long-term funding sources and the party or parties that will be responsible for the implementation of said measures.

A complete and accurate Notice-of-Intent (NOI) shall be filed with the SWRCB. A copy of the acknowledgement from the SWRCB that a NOI has been received for this project shall be filed with the City of Chula Vista when received. Further, a copy of the completed NOI from the SWRCB showing the Permit Number for this project shall be filed with the City of Chula Vista when received.

5.4-b Prior to approval of grading and construction plans, the Applicant shall demonstrate to the satisfaction of the City Engineer compliance with all of the applicable provisions of the Municipal Code and the City of Chula Vista SUSMP. The Applicant shall incorporate into the project planning and design an effective combination of site design, source control, and treatment control post-construction BMPs and provide all necessary studies and reports demonstrating compliance with the applicable regulations and standards. Post-construction BMPs shall be identified and implemented as to abate identified pollutants of concern to the maximum extent practicable standard described in the City of Chula Vista SUSMP.

5.4-c Prior to issuance of a grading permit for any area of the project (including offsite areas) draining towards the Lower Otay Reservoir, the applicant shall:

- 1) Obtain the approval of the City of Chula Vista and all other applicable agencies for any proposed structural drainage runoff detention and/or diversion facilities within the Otay Lakes Watershed.

- 2) Obtain the approval of the City of Chula Vista and all other applicable agencies of all operational and maintenance agreements associated with any proposed structural drainage runoff detention and/or diversion facilities within the Otay Lakes Watershed.
- 5.4-d Prior to approval of the grading plan, the Applicant shall verify that surface drainage has been designed to collect and discharge runoff into natural stream channels or drainage structures. In order to avoid indirect impacts to the Lower Otay Reservoir, fertilizers, herbicides, and pesticides shall not be applied to the manufactured slopes along the northern property of the property. Potable water shall be used for irrigation. All drainage systems shall be designed in accordance with the City's Engineering Standards and to the City of San Diego's Source Water Protection Guidelines for New Developments (2004).
- 5.4-e The applicant shall design surface and subsurface drainage to preclude ponding outside of designated areas, as well as flow down slopes or over disturbed areas.
- 5.4-f Prior to the approval of a grading permit, the Applicant shall verify that runoff diversion facilities (e.g., inlet pipes and brow ditches) have been used to preclude runoff flow down graded slopes. Drainage terraces for slopes in excess of 40 feet in vertical height shall only be required for stabilization purposes. Slopes in excess of 40 feet in height may not require terraces provided that slope-specific analysis demonstrates that such measures are not needed in order to achieve the intent of the City's grading ordinance. Energy-dissipating structures (e.g., detention ponds, riprap, or drop structures) shall be used at storm drain outlets, drainage crossings, and/or downstream of all culverts, pipe outlets, and brow ditches to reduce velocity and prevent erosion. The applicant shall demonstrate compliance in grading plans prior to issuance of a grading permit.

Prior to issuance of the grading permit for any site in the drainage area, the Applicant shall demonstrate that the proposed detention facilities would reduce 50-year post-development peak flows to equal to or less than pre-development conditions. The proposed onsite detention facilities shall be designed to ensure that there is no increase in downstream (i.e., south of Olympic Parkway) velocities in Salt Creek. For areas with the greatest potential for groundwater seepage, impacts could be reduced to a less than significant level through installation of subsurface drains as determined by the Soils Engineer and approved by the City Engineer. Implementation of these measures is the responsibility of the applicant.

Prior to the start of grading activities, the brow ditch located at the base of the slope between the Lower Otay Reservoir and the project site shall be inspected and sediment that could cause runoff to breach the ditch shall be removed. The brow ditch shall be inspected after each 0.5 inch.

- 5.4-g Prior to approval of the final map, and/or building permits (as determined by the City Engineer), the Applicant shall submit a maintenance program for the proposed post-construction BMPs and all private drainage facilities within common development areas to the satisfaction of the City Engineer. The maintenance program shall include, but not be limited to: (1) a manual describing the maintenance activities of said facilities, (2) an estimate of the cost of such maintenance activities, and (3) a funding mechanism for financing the maintenance program. In addition, the Developer shall enter into a Maintenance Agreement with the City to ensure the maintenance and operation of said facilities.
- 5.4-h Regular maintenance of the Greenbelt and Community trails shall be the responsibility of the Eastlake III HOA, depending on designation, to minimize the potential for erosion into Lower Otay Reservoir. Prior to the approval of the TM, the applicant shall submit a Landscape Responsibility map to identify funding for all areas within the project.
- 5.4-i The following urban runoff control measures shall be shown as notes on the Tentative Map. These measures shall be made a condition of the Tentative Map and shall be implemented on the final grading and improvement plans. Implementation of these measures is the responsibility of the applicant.
- 1) Per the Clean Water Act, BMPs to control pollutants and sediment from entering storm water runoff are required for the project area. Source control BMPs via landscaping of all slopes and street rights-of-way shall be provided to prevent erosion. Any other applicable source control or BMPs which may be implemented on a city-wide basis in conjunction with the City's Municipal NPDES permit shall be incorporated into the specific plan. The size, capacity, and location of any other pollution control devices which would be used to capture urban pollutants onsite will be determined as part of the project-specific drainage studies prior to the approval of future subdivision maps.
 - 2) The City's Department of Planning and Building shall verify that the mitigation measures are conditions for the approval of the tentative map and that they are implemented on the grading plans for the project.

- 5.4-j Prior to the issuance of any building permit, the applicant shall demonstrate to the satisfaction of the Director of Planning and Building that hazardous materials shall not be stored along the eastern edge of the site. All hazardous materials shall be stored within secondary containment capable of holding 150 percent of the largest container. Hazardous materials shall be stored in a secure area that can be locked during non-working hours. This will help prevent any unintended hazardous material spills which could impact quality of runoff water from the site.
- 5.4-k Silt fence or a similar approved sediment barrier shall be installed along the eastern perimeter of the project site, or as directed by a qualified erosion control specialist, to prevent sediment transport into the Lower Otay Reservoir. Spoil stockpiles shall be stored at least 20 feet from the perimeter of the site. A qualified monitor shall inspect all erosion and sediment control devices onsite prior to anticipated storm events, during extended storm events, and after each storm event to ensure that the structures are functioning properly. Inspection logs shall be kept onsite and submitted to the City upon request.

5.4.7 Significance of Impacts after Mitigation

All potential impacts to water quality and hydrology would be reduced to a level below significant with the proposed mitigation measures. BMPs intended to minimize erosion and control sedimentation, as well as requirements of the City's Municipal Storm Water Permit and the project's SWPPP to prevent hazardous materials from contacting storm water runoff, would ensure mitigation is implemented in accordance with federal, state, and local regulations.

5.5 TRAFFIC AND CIRCULATION

5.5.1 Introduction/Methodology

FSEIR #01-01 addressed the traffic and circulation impacts for the development of the entire Woods and Vistas neighborhoods. Table 4.2-8a in FSEIR #01-01 indicates that 18.7 acres of Commercial Tourist land use and a volume of 3,700 ADT was assumed for the proposed project site. This table further shows that a total of 22,520 ADT would be generated from buildout of the entire Vistas planning area. Mitigation measures were required for the traffic impacts of the entire EastLake III SPA. One of these mitigation measures required preparation of project-specific traffic analyses at the time of specific project planning. The Traffic Impact Analysis for the EastLake Seniors Residential Community was prepared by Linscott, Law and Greenspan (LLG, August 16, 2005) fulfills this mitigation requirement. The LLG Traffic Impact Analysis is included as *Appendix D* to this EIR. The Traffic Impact Analysis is summarized below.

This section consists of a summary of existing traffic and transportation facility conditions, anticipated traffic impacts and applicable mitigation measures to reduce impacts to a level below significance.

5.5.2 Existing Conditions

Existing Street System

The principal roadways in the project study area are described below. The study area was selected base on the project traffic distribution, which was determined using a Select Zone Assignment (SZA) obtained for the project from SANDAG. The description includes the physical characteristics, adjacent land uses, and intersection traffic control.

Olympic Parkway is classified as a Six-lane Prime Arterial from I-805 to Hunte Parkway, and is a Four-Lane Major east of Hunte Parkway in the City of Chula Vista Circulation Plan. Currently, it is built to its ultimate classification. On-street parking is prohibited. The posted speed limit is 45 mph. Bike lanes are provided. A raised median is provided along Olympic Parkway between Wueste Road and the Olympic Training Center driveway. A median opening is proposed as part of the project. Existing Average Daily Trip (ADT) volumes were collected along three segments of Olympic Parkway in January 2005. The ADT volumes for these three segments are shown in *Table 5.5-1, Year 2005 Street Segment Volumes*.

TABLE 5.5-1
Year 2005 Street Segment Volumes

Segment	ADT
<i>Olympic Parkway</i>	
East Palomar St. to EastLake Parkway	25,400
EastLake Parkway to Hunte Parkway	10,700
Hunte Parkway to Wueste Road	6,000

Source: LLG Report. August 16, 2005.

Wueste Road is classified as a Two-Lane Class III Collector in the project vicinity. No direct access is provided to the project via Wueste Road.

Existing Street Segment Operations

The street segments were analyzed on a daily basis by comparing the ADT to the Chula Vista Standard Street Classification Table, as shown in Appendix B of the Traffic Impact Analysis. *Table 5.5-3, Existing Street Segment Operations*, summarizes the existing daily segment operations. As seen in *Table 5.5-2, Existing Street Segment Operations*, all segments in the study area currently operate at LOS C or better.

TABLE 5.5-2
Existing Street Segment Operations

Street Segment	Existing Classification	LOS "C" Capacity	Existing Without Project	
			ADT	LOS
Olympic Parkway				
East Palomar St. to EastLake Parkway	Prime Arterial (6L)	50,000	25,400	C
EastLake Parkway to Hunte Parkway	Prime Arterial (6L)	50,000	10,700	C
Hunte Parkway to Wueste Road	Major Arterial (4L)	30,000	6,000	C

Source: LLG Report. August 16, 2005.

Existing Intersection Operations

A total of eight intersections were identified in the study area. Existing AM and PM peak hour traffic counts were conducted at five intersections in the project vicinity. The remaining three

intersections (Olympic Parkway/SR-125 SB Ramps, Olympic Parkway/SR-125 NB Ramps and Olympic Parkway/Project Driveway) do not currently exist, and therefore are included in the analysis of “future” scenarios. Existing weekday traffic volumes are shown in *Figure 5.5-1, Existing Traffic Volumes (AM/PM Peak Hours and ADT’s)*. Existing intersection operations for the following intersections are shown in *Figure 5.5-1, Existing Traffic Volumes (AM/PM Peak Hours and ADT’s)*:

- Olympic Parkway/East Palomar Street
- Olympic Parkway/EastLake Parkway
- Olympic Parkway/Hunte Parkway
- Olympic Parkway/Olympic Vista Road
- Olympic Parkway/Wueste Road

As shown in *Table 5.5-3, Existing Intersection Operations*, all of the analyzed intersections in the study area were calculated to operate at LOS C or better in their existing condition. Currently, a traffic signal is installed at Olympic Parkway/Wueste Road intersection but was not operational at the time the Traffic Impact Analysis was prepared, and therefore was analyzed as an unsignalized intersection.

**TABLE 5.5-3
Existing Intersection Operations**

Intersection	Control	Peak Hour	Existing	
			Delay ^a	LOS ^b
1) Olympic Parkway/East Palomar Street	Signalized	AM	29.0	C
		PM	25.1	C
2) Olympic Parkway/EastLake Parkway	Signalized	AM	26.5	C
		PM	27.4	C
3) Olympic Parkway/Hunte Parkway	Signalized	AM	27.4	C
		PM	26.6	C
4) Olympic Parkway/Olympic Vista Road	Signalized	AM	32.3	C
		PM	27.8	C
5) Olympic Parkway/Wueste Road	Signalized	AM	18.5	B
		PM	20.3	C

Footnotes:

- a. Average delay in seconds per vehicle.
- b. Level of Service

Source: LLG Report. August 16, 2005.

Figure 5.5-1 Existing Traffic Volumes (AM/PM Peak Hours and ADTs).

Regulatory Framework

The Congestion Management Program (CMP) was first adopted on November 22, 1991, and is intended to directly link land use, transportation and air quality through Level of Service performance. Local agencies are required by statute to conform to the CMP.

The CMP requires an Enhanced CEQA review for all large projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. Since the project is calculated to generate over 200 peak hour trips, this level of review is required of the proposed project.

In 1993, the Institute of Transportation Engineers California Border Section and the San Diego Region Traffic Engineer's Council established a set of guidelines to be used in the preparation of traffic impact studies that are subject to the Enhanced CEQA review process. These guidelines were updated in January 2003. The published document is titled *2002 Congestion Management Program Update*. The guidelines require that a project study area be established as follows:

- All streets and intersections on CMP roadways where the project will add 50 or more peak hour trips in either direction.
- Mainline freeway locations where the project will add 150 or more peak hour trips in either direction.

5.5.3 Thresholds of Significance

Traffic impacts are defined as either project specific impacts or cumulative impacts. Project specific impacts are those impacts for which the addition of project trips results in an identifiable degradation in level of service on freeway segments, roadway segments, or intersections, triggering the need for specific project-related improvement strategies. Cumulative impacts are those in which the project trips contribute to a poor level of service, at a nominal level.

Study horizon year describes a future period of time that corresponds to SANDAG's traffic model years, and are meant to synchronize study impacts to be in line with typical study years of 2005, 2010, 2015 and 2030.

The measure of effectiveness for intersection operations is Level of Service (LOS). In the 2000 Highway Capacity Manual (HCM), LOS for signalized intersections is defined in terms of delay. The LOS analysis results in seconds of delay expressed in terms of letters A through F. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

For signalized intersections, LOS criteria are stated in terms of average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement. *Table 5.5-4, Level of Service Thresholds for Signalized and Unsignalized Intersections*, depicts the LOS criteria for both signalized and unsignalized intersections.

TABLE 5.5-4
Level of Service Thresholds for Signalized and Unsignalized Intersections

LOS	Signalized Intersections	Unsignalized Intersections	
	Average Control Delay per Vehicle (Seconds/Vehicle)	Average Control Delay per Vehicle (Seconds/Vehicle)	Expected Delay to Minor Street Traffic
A	0.0 < 10.0	0.0 < 10.0	Little or no delay
B	10.1 to 20.0	10.1 to 15.0	Short traffic delays
C	20.1 to 35.0	15.1 to 25.0	Average traffic delays
D	35.1 to 55.0	25.1 to 35.0	Long traffic delays
E	55.1 to 80.0	35.1 to 50.0	Very long traffic delays
F	≥ 80.0	≥ 50.0	Severe congestion

Source: LLG Report. August 16, 2005.

Criteria for determining whether the project results in either project specific or cumulative impacts on freeway segments, roadway segments, or intersections are as follows:

Short-Term (Study Horizon Year 0 to 4)

For purposes of the short-term analysis roadway sections may be defined as either links or segments. A link is typically that section of roadway between two adjacent Circulation Element intersections, and a segment is defined as that combination of contiguous links used in the Growth Management Plan Traffic Monitoring Program. Analysis of roadway links under short-term conditions may require a more detailed analysis using the Growth Management Oversight Committee (GMOC) methodology if the typical planning analysis using volume to capacity ratios on an individual link indicates a potential impact to that link. The GMOC analysis uses the Highway Capacity Manual (HCM) methodology of average travel speed based on actual measurements on the segments as listed in the Growth Management Plan Traffic Monitoring Program.

Intersections

- a) Project specific impact if both the following criteria are met:
 - i. Level of service if LOS E or LOS F.
 - ii. Project trips comprise 5% or more of entering volume.

- b) Cumulative impact if only (i) is met.

Street Links/Segments

If the planning analysis using the volume to capacity ratio indicated LOS C or better, there is no impact. If the planning analysis indicates LOS D, E or F, the GMOC method should be utilized. The following criteria would then be utilized:

- a) Project specific impact if all the following criteria are met:
 - i. Level of service is LOS D for more than 2 hours or LOS E/F for 1 hour
 - ii. Project trips comprise 5% or more of segment volume.
 - iii. Project adds greater than 800 ADT to the segment.

- b) Cumulative impact if only (i) is met.

Freeways

- a) Project specific impact if all the following criteria are met:
 - i. Freeway segment LOS is LOS E or LOS F
 - ii. Project comprises 5% or more of the total forecasted ADT on that freeway segment.

- b) Cumulative impact if only (i) is met.

Long-term (Study Horizon Year 5 and Later)

Intersections

- a) Project specific impact if all the following criteria are met:
 - i. Level of service is LOS E or LOS F.
 - ii. Project trips comprise 5% or more of entering volume.

- b) Cumulative impact if only (i) is met.

Street Links/Segments

Use the planning analysis using the volume to capacity ratio methodology only. The GMOC analysis methodology is not applicable beyond a four-year horizon.

- a) Project specific impact if all the following criteria are met:
 - i. Level of service is LOS D, LOS E or LOS F.
 - ii. Project trips comprise 5% or more of total segment volume.
 - iii. Project adds greater than 800 ADT to the segment.

- b) Cumulative impact if only (i) is met. However, if the intersections along a LOS D or LOS E segment all operate at LOS D or better, the segment impact is considered not significant since intersection analysis is more indicative of actual roadway system operations than street segment analysis. If segment Level of Service is LOS F, impact is significant regardless of intersection LOS.

- c) Notwithstanding the foregoing, if the impact identified in paragraph a. above occurs at study horizon year 10 or later, and is offsite and not adjacent to the project, the impact is considered cumulative. Study year 10 may be that typical SANDAG model year which is between 8 and 13 years in the future. In this case of a traffic study being performed in the period of 2003 to 2004, because the typical model will only evaluate traffic at years divisible by 5 (i.e. 2005, 2010, 2015 and 2020). Year 2010 is only 5 years in the future. Since the model year is less than 7 years in the future, study horizon year 10 (Year 2015) is 11 years in the future.

- d) In the event a direct identified project specific impact in paragraph a. above occurs at study horizon year 5 or earlier and the impact is offsite and not adjacent to this project, but the property immediately adjacent to the identified project specific impact is also proposed to be developed in approximately the same time frame, an additional analysis may be required to determine whether or not the identified project specific impact would still occur if the development of the adjacent property does not take place. If the additional analysis concludes that the identified project specific impact is no longer a direct impact, then the impact shall be considered cumulative.

Freeway Analysis

- a) Project specific impact if all the following criteria are met:
 - i. Freeway segment LOS is LOS E or LOS F
 - ii. Project comprises 5% or more of the total forecasted ADT on that freeway segment.

- b) Cumulative impact if only (i) is met.

5.5.4 Environmental Impacts

Trip Generation

SANDAG rates for retirement communities were determined to be the most applicable rates for the proposed project. *Table 5.5-5, Trip Generation Summary – Proposed Project* tabulates the proposed project's trip generation based on SANDAG Rates.

TABLE 5.5-5
Trip Generation Summary – Proposed Project

Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour				PM Peak Hour			
		Rate ^a	Volume	% of ADT	IN:OUT split	Volume		% of ADT	IN:OUT split	Volume	
						In	Out			In	Out
Retirement Community	494 Units	4/unit	1,976	5%	4:6	40	59	7%	6:4	83	55

Footnotes:

- a) Rates based on SANDAG's "Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region", April 2002.

Source: LLG Report. August 16, 2005.

As shown in *Table 5.5-5*, the proposed project is expected to generate approximately 1,976 ADT with 40 inbound / 59 outbound trips during the AM peak hour and 83 inbound / 55 outbound trips during the PM peak hour.

Table 5.5-6, Trip Generation Summary – Adopted Land Uses summarizes the trip generation for the adopted land use. As discussed in Section 5.1, the adopted land use for the site is Tourist Commercial. Specific rates are not available for Tourist Commercial, therefore the daily rates for "specialty retail" was used. As seen in *Table 5.5-6, Trip Generation Summary – Adopted Land Uses*, the adopted land use is calculated to generate approximately 3,660 ADT with 110 trips during the AM peak hour (66 inbound / 44 outbound) and 330 trips during the PM peak hour (165 inbound / 165 outbound).

FSEIR #01-01 used a trip generation rate of 3,700 ADT for the Tourist Commercial land use. The traffic analysis conducted by LLG and summarized in this section utilized the 3,660 ADT figure for the adopted land use because it would result in a more accurate comparison to the proposed project. Thus, the proposed project is calculated to generate approximately 1,680 less ADT with 11 fewer trips during the AM peak hour and 192 fewer trips during the PM peak hour than assumed for the adopted land use.

**TABLE 5.5-6
Trip Generation Summary – Adopted Land Uses**

Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour				PM Peak Hour			
		Rate ^a	Volume	% of ADT	IN:OUT split	Volume		% of ADT	IN:OUT split	Volume	
						In	Out			In	Out
Adopted Land Uses Tourist Commercial	18.3 Acres	400/acre	3,660	3%	6:4	66	44	9%	5:5	165	165

Footnotes:

- a) Rates based on SANDAG’s “Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region”, April 2002. No specific rate is available for “Tourist Commercial” land uses, therefore 50% of the “Specialty Retail” daily rates was used.

Source: LLG Report. August 16, 2005.

Trip Distribution/Assignment

The project-generated traffic was distributed and assigned to the street system based on site access parameters, roadway system characteristics, and a SANDAG Select Zone Assignment Model. *Figure 5.5-2, Regional Traffic Distribution without SR-125*, depicts the estimated project traffic distribution without SR-125, and *Figure 5.5-3, Regional Traffic Distribution with SR-125*, depicts the proposed traffic distribution with SR-125.

Analysis of Near-term Scenarios

The following scenarios were analyzed for the proposed project:

- Scenario 1 – Year 2006 without SR-125 with 5% Growth and No Project
- Scenario 2 – Year 2006 without SR-125 with 5% Growth and with Project
- Scenario 3 – Year 2010 with SR-125 and with Adopted Land Uses
- Scenario 4 – Year 2010 with SR-125 and with Proposed Project Land Uses
- Scenario 5 – Buildout with SR-125 and with Adopted Land Uses
- Scenario 6 – Buildout with SR-125 and with Proposed Project Land Uses

Scenario 1 – Year 2006 without SR-125 with 5% Growth and No Project

Scenario 1 traffic volumes were obtained by adding a 5% growth factor to the existing traffic volumes. *Figure 5.5-4, Year 2006 Without Project Traffic Volumes AM/PM Peak Hours and ADT’s*, depicts the Scenario 1 traffic volumes on road segments and at key intersections. *Table*

Figure 5.5-2 Regional Traffic Distribution without SR-125

Figure 5.5-3 Regional Traffic Distribution with SR-125

Figure 5.5-4, Year 2006 Without Project Traffic Volumes AM/PM Peak Hours and ADT's

5.5-7, *Near-Term Intersection Operations*, summarizes the peak hour intersection operations for this scenario. As seen in *Table 5.5-7, Near-Term Intersection Operations*, with the addition of the 5% growth factor, all key signalized intersections are calculated to continue to operate at LOS D or better conditions.

**TABLE 5.5-7
Near-Term Intersection Operations**

Intersection	Peak Period	Existing		Scenario 1 (Year 2006 Without Project)		Scenario 2 (Scenario 1 With Proposed Project)	
		Delay ^a	LOS ^b	Delay	LOS	Delay	LOS
1) Olympic Parkway/ East Palomar Street	AM	29.0	C	37.3	D	37.3	D
	PM	25.1	C	29.0	C	29.0	C
2) Olympic Parkway/ SR-125 SB Ramps	AM	C	C	C	C	C	C
	PM	C	C	C	C	C	C
3) Olympic Parkway/ SR-125 NB Ramps	AM	C	C	C	C	C	C
	PM	C	C	C	C	C	C
4) Olympic Parkway/ EastLake Parkway	AM	26.5	C	27.9	C	28.1	C
	PM	27.4	C	28.1	C	28.0	C
5) Olympic Parkway/ Hunte Parkway. ^d	AM	27.4	C	23.9	C	24.1	C
	PM	26.6	C	21.8	C	22.7	C
6) Olympic Parkway/ Olympic Vista Road	AM	32.3	C	36.9	D	37.1	D
	PM	27.8	C	28.4	C	28.4	C
7) Olympic Parkway/ Project Driveway. ^e	AM	C	C	C	C	9.3	A
	PM	C	C	C	C	9.6	A
8) Olympic Parkway/ Wueste Road	AM	18.5	B	18.8	B	19.8	B
	PM	20.3	C	20.3	C	20.6	C

Footnotes:

- a. Average delay in seconds per vehicle.
- b. Level of service.
- c. Intersection does not exist.
- d. Currently the south leg is not fully open to traffic. For Year 2006, the ultimate geometry is assumed.
- e. Analyzed as an unsignalized intersection. Operations for the minor street left-turn movement are reported.

Source: LLG Report. August 16, 2005.

Table 5.5-8, Street Segment Operations – Scenarios 1 and 2, summarizes the key segment operations in the study area for Scenario 1. With the addition of the growth factor but without the project and SR-125, all of the key segments are calculated to continue to operate at LOS A .

**TABLE 5.5-8
Street Segment Operations – Scenarios 1 And 2**

Segment	Existing Classification	Los "C" Capacity	Existing		Scenario 1 (Year 2006 Without Project)		Scenario 2 (Year 2006 With Proposed Project)	
			Volume	LOS	Volume	LOS	Volume	LOS
Olympic Parkway East Palomar St. to EastLake Parkway	Prime Arterial (6L)	50,000	25,400	A	26,430	A	27,950	A
EastLake Parkway to Hunte Parkway	Prime Arterial (6L)	50,000	10,700	A	11,130	A	12,650	A
Hunte Parkway to Wueste Road	Major Arterial (4L)	30,000	6,000	A	6,240	A	7,960	A

Source: LLG Report. August 16, 2005.

Scenario 2 – Year 2006 without SR-125 with 5% Growth and With Proposed Project

The proposed project traffic volumes were added to the Scenario 1 traffic volumes to obtain Scenario 2 traffic volumes. *Figure 5.5-5, Year 2006 With Project Traffic Volumes AM/PM Peak Hours and ADT's*, depicts the Scenario 2 traffic volumes with the proposed project but without SR-125. *Table 5.5-7, Near-Term Intersection Operations*, summarizes the peak hour intersection operations for the Year 2006 + growth with the project condition. With the addition of project traffic, all key signalized intersections are calculated to continue to operate at LOS D or better conditions. As indicated in the Threshold of Significance, maintenance of at least a level of service D or greater for intersection operation would result in a less than significant impact.

Table 5.5-8, Street Segment Operations – Scenarios 1 and 2, summarizes the key segment operations in the study area for the Year 2006 + growth with the project condition but without SR-125. With the addition of the project traffic, all of the key segments are calculated to operate at LOS A. As indicated in the Thresholds of Significance, maintenance of at least LOS D or greater for street segment operations would result in a less than significant impact. Although the traffic volumes increased at intersections and along segments between Scenario 1 and Scenario 2, the LOS for the various intersections and segments were not significantly affected by the addition of the proposed project in the year 2006.

Figure 5.5-5, Year 2006 With Project Traffic Volumes AM/PM Peak Hours and ADT's

Scenario 3 – Year 2010 with SR-125 and with Adopted Land Uses

Table 5.5-9, *Near-Term Intersection Operations*, summarizes the peak hour intersection operations for the Year 2010 with SR125 and with the adopted land use. All key intersections are calculated to continue to operate at LOS D or better conditions. However, the northbound left-turn movement at the Olympic Parkway/Project driveway intersection is calculated to operate at LOS F during the PM peak hour. This is considered a significant impact.

**TABLE 5.5-9
Near-Term Intersection Operations**

Intersection	Peak Period	Scenario 3 (Year 2010 With Adopted Land Uses)		Scenario 4 (Year 2010 With Proposed Project Land Uses)	
		Delay ^a	LOS ^b	Delay ^a	LOS ^b
1) Olympic Parkway/ East Palomar Street	AM	34.2	C	35.6	D
	PM	36.1	D	33.6	C
2) Olympic Parkway/SR-125 SB Ramps	AM	15.7	B	15.5	B
	PM	17.2	B	26.7	B
3) Olympic Parkway/SR-125 NB Ramps	AM	7.8	A	7.7	A
	PM	6.7	A	6.6	A
4) Olympic Parkway/ EastLake Parkway	AM	36.0	D	32.8	C
	PM	32.9	C	32.1	C
5) Olympic Parkway/ Hunte Parkway.	AM	31.2	C	30.3	C
	PM	28.0	C	27.2	C
6) Olympic Parkway/ Olympic Vista Road	AM	28.4	C	27.3	D
	PM	23.5	C	23.7	C
7) Olympic Parkway/ Project Driveway ^d NBL WBL NBL WBL	AM	18.7	C	16.5	C
	PM	8.3	A	8.1	A
		>80.0	F	4.9^c	A^c
		11.8	B	52.1 10.7 4.0^c	F B A^c
8) Olympic Parkway/ Wueste Road	AM	15.5	B	15.5	B
	PM	8.4	A	8.4	A

Footnotes:

- a. Average delay in seconds per vehicle.
- b. Level of service.
- c. **Bold** indicates mitigated delay and LOS (with signalization).
- d. Analyzed as an unsignalized intersection. Operations for the minor street left-turn movement are reported.

Source: LLG Report. August 16, 2005.

Figure 5.5-6, Year 2010 with Adopted Land Uses Traffic Volumes AM/PM Peak Hours and ADT's, illustrates the Year 2010 with the adopted land uses traffic volumes. Table 5.5-10, Street Segment Operations - Scenarios 3 and 4, summarizes the key segment operations in the study area for the Year 2010 with SR-125 and with the adopted land use. All of the key segments are calculated to operate at LOS A or better except the segment between East Palomar Street and EastLake Parkway, which is calculated to operate at an acceptable LOS D.

TABLE 5.5-10
Street Segment Operations – Scenarios 3 And 4

Segment	Classification	Los "C" Capacity	Scenario 3 (Year 2010 with Adopted Land Uses)		Scenario 4 (Year 2010 with Proposed Project Land Uses)	
			Volume	LOS	Volume	LOS
Olympic Parkway East Palomar St. to EastLake Parkway	Prime Arterial (6L)	50,000	51,800	D	51,200	D
EastLake Parkway to Hunte Parkway	Prime Arterial (6L)	50,000	31,700	A	30,700	A
Hunte Parkway to Wueste Road	Major Arterial (4L)	30,000	23,800	A	22,500	A

Source: LLG Report. August 16, 2005.

Scenario 4 – Year 2010 with SR-125 and with Proposed Project Land Uses

The adopted land use traffic volumes were deducted from the Year 2010 traffic volumes, and the proposed project traffic volumes were then added to obtain Year 2010 with proposed project traffic volumes. Figure 5.5-7, Year 2010 with Proposed Project Traffic Volumes AM/PM Peak Hours and ADT's, depicts the Scenario 4 traffic volumes.

Table 5.5-9, Near-Term Intersection Operations, summarizes the peak hour intersection operations for Year 2010 with SR-125 and with the proposed project. All key intersections are calculated to continue to operate at LOS D or better conditions. The northbound left-turn movement at the Olympic Parkway/Project driveway intersection is calculated to operate at LOS F during the PM Peak Hour. Similar to Scenario 3, this impact is significant.

Figure 5.5-6, Year 2010 with Adopted Land Uses Traffic Volumes AM/PM Peak Hours and ADT's

Figure 5.5-7, Year 2010 with Proposed Project Traffic Volumes AM/PM Peak Hours and ADT's

When comparing Scenario 3 versus Scenario 4, intersection LOS remained the same for all intersections with the exception of Olympic Parkway/East Palomar Street and Olympic Parkway/Olympic Vista Road which both decreased from LOS C to LOS D in the AM peak hour. Additionally, the Olympic Parkway/EastLake Parkway LOS improved from LOS D to LOS C in the AM peak hour with the proposed land use. The change from adopted to proposed land use would not significantly degrade level of service on key intersections in the project area. Therefore, impacts on area intersections with the exception of the project driveway are less than significant.

Table 5.5-10, Street Segment Operations - Scenarios 3 and 4, summarizes the key segment operations in the study area for the Year 2010 with SR-125 and with the proposed land use. All of the key segments are calculated to operate at LOS A or better except the segment between East Palomar Street and EastLake Parkway, which is calculated to operate at an acceptable LOS D. A comparison of Scenarios 3 and 4 indicates that the change from adopted to proposed land use would not result in a significant impact on roadway segments in the near term.

Analysis of Long-term Scenarios

Scenario 5 – Buildout with SR-125 and with Adopted Land Uses

Figure 5.5-8, Buildout with Adopted Land Uses Traffic Volumes AM/PM Peak Hours & ADT's, depicts the Scenario 5 traffic volumes. *Table 5.5-11, Buildout Intersection Operations*, summarizes the peak hour intersection operations for this scenario. All key signalized intersections are calculated to continue operating at LOS D or better conditions. Similar to the earlier scenarios, the northbound left-turn movement at the Olympic Parkway/Project driveway intersection is calculated to operate at LOS F during the PM peak hour. This impact is considered significant.

Table 5.5-12, Street Segment Operations – Scenarios 5 and 6, summarizes the key segment operations in the study area for the buildout with SR-125 and with the adopted land use. All of the key segments are calculated to operate at LOS A or better except the segment between East Palomar Street and EastLake Parkway, which is calculated to operate at an acceptable LOS D.

Scenario 6 – Buildout with SR-125 and with the Proposed Project

The adopted land use traffic volumes were deducted from the buildout traffic volumes with adopted land uses traffic volumes (Scenario 5), and the proposed project traffic volumes were then added to obtain buildout with proposed project traffic volumes. *Figure 5.5-9, Buildout with Proposed Project Traffic Volumes AM/PM Peak Hours and ADT's*, depicts the Scenario 6 traffic volumes that were used to calculate buildout scenario levels of service.

Figure 5.5-8, Buildout with Adopted Land Uses Traffic Volumes AM/PM Peak Hours & ADT's

Figure 5.5-9, Buildout with Proposed Project Traffic Volumes AM/PM Peak Hours and ADT's

**TABLE 5.5-11
Build-Out Intersection Operations**

Intersection	Peak Period	Scenario 5 (Buildout With Adopted Land Uses)		Scenario 6 (Buildout With Proposed Project Land Uses)	
		Delay ^a	LOS ^b	Delay ^a	LOS ^b
1) Olympic Parkway/ East Palomar Street	AM	41.4	D	36.3	D
	PM	37.1	D	34.1	C
2) Olympic Parkway/ SR-125 SB Ramps	AM	19.2	B	16.6	B
	PM	22.7	C	21.2	B
3) Olympic Parkway/ SR-125 NB Ramps	AM	12.6	B	12.7	B
	PM	11.0	B	11.0	B
4) Olympic Parkway/ EastLake Parkway	AM	41.6	D	35.9	D
	PM	33.7	C	32.3	C
5) Olympic Parkway/ Hunte Parkway.	AM	39.3	D	38.5	D
	PM	35.3	D	31.9	C
6) Olympic Parkway/ Olympic Vista Road	AM	25.4	C	25.7	C
	PM	23.8	C	22.9	C
7) Olympic Parkway/ Project Driveway ^d	AM	21.7	C	21.8	C
	PM	>80.0	F	5.0 ^c	A ^c
				>80.0	4.1 ^c
8) Olympic Parkway/ Wueste Road	AM	10.8	B	10.8	B
	PM	12.0	B	7.8	A

Footnotes:

- a. Average delay in seconds per vehicle.
- b. Level of service.
- c. **Bold** indicates mitigated delay and LOS (with signalization).
- d. Analyzed as an unsignalized intersection. Operations for the minor street left-turn movement are reported.

Source: LLG Report. August 16, 2005.

**TABLE 5.5-12
Street Segment Operations – Scenarios 5 and 6**

Segment	Classification	Los "C" Capacity	Scenario 5 (Buildout with Adopted Land Uses)		Scenario 6 (Buildout with Proposed Project Land Uses)	
			Volume	LOS	Volume	LOS
Olympic Parkway East Palomar St. to EastLake Parkway	Prime Arterial (6L)	50,000	55,600	D	55,000	D
EastLake Parkway to Hunte Parkway	Prime Arterial (6L)	50,000	34,500	A	33,500	A
Hunte Parkway to Wueste Road	Major Arterial (4L)	30,000	33,100	A	31,800	A

Source: LLG Report. August 16, 2005.

Table 5.5-11, Buildout Intersection Operations, provides the peak hour intersection operations for the buildout with SR-125 and with the proposed project. All key intersections are calculated to continue to operate at LOS D or better conditions. Scenario 6 showed an improvement in LOS at the intersections of Olympic Parkway/East Palomar Street, Olympic Parkway/SR-125 SB Ramps, Olympic Parkway/Hunte Parkway, and Olympic Parkway/Wueste Road as compared to the approved land use. Similar to other scenarios, the northbound left-turn movement at the Olympic Parkway/Project driveway intersection is calculated to operate at LOS F during the PM peak hour. This impact is considered significant.

Table 5.5-12, Street Segment Operations – Scenarios 5 and 6, summarizes the key segment operations in the study area for buildout with SR-125 and with proposed project. All of the key segments are calculated to operate at LOS A or better except the segment between East Palomar Street and EastLake Parkway, which is calculated to operate at an acceptable LOS D. Segment operations between the two scenarios remained the same, even though traffic volumes decreased with Scenario 6. The change in land use would not result in significant impacts on street segment operations in the buildout scenarios.

Signal Analysis

As noted above, the northbound left-turn movement at the project access driveway is calculated to operate at LOS F with the proposed project in the year 2010 and buildout timeframes. While adequate levels of service are anticipated on “opening day”, as traffic volumes increase on Olympic Parkway, delays will increase by a large amount for vehicles exiting the project site and turning left. Improved operations could be achieved by either restricting access at the project driveway to westbound left-turns in, eastbound right-turns in and northbound right-turns out only with northbound left-turns out prohibited, or by signaling the project driveway.

If left-turns out of the project site are prohibited at the project driveway, project traffic destined to the west would need to drive out of direction to the east from the project site and make an eastbound to westbound U-turn at the Olympic Parkway/Wueste Road intersection. Currently, eastbound to westbound U-turns are not possible at the Olympic Parkway/Wueste Road intersection since the width of Olympic Parkway from the raised median to the curb is only 34 feet which is not sufficient to complete U-turns. If redesigning the Olympic Parkway/Wueste Road intersection to allow eastbound to westbound U-turns is not completed, project traffic destined to the west would need to continue north to Otay Lakes Road via Lake Crest Drive, a residential street and travel out of direction to reach I-805. Providing adequate width for U-turns at the Olympic Parkway/Wueste Road intersection will require modification of the Olympic Parkway cross section, with widening of the pavement and redesigning of the traffic signal.

The two intersections adjacent to the project driveway are planned to be signalized. The Olympic Parkway/Wueste Road intersection is located approximately 400 feet east of the project driveway and the planned signal at the Olympic Training Center Driveway/Olympic Parkway intersection is located approximately 430 feet west of the project driveway. The City of Chula Vista required spacing for signalized intersections along four-lane major streets is 1,320 feet. The spacing between the project driveway and the signalized intersections in either direction along Olympic Parkway is 430 feet or less. The intersections along Olympic Parkway at the project driveway and at Wueste Road are T-intersections with no north leg. Therefore, maximum left-turn storage lengths of 430 feet at the Olympic Training Center Driveway and 400 feet at the project driveway can be provided. Olympic Parkway is a four-lane divided road terminating into a two-lane undivided road (Wueste Road). This section of Olympic Parkway acts as an access road and not an arterial carrying through traffic.

Optional Construction Road: A secondary access point is being considered by the applicant for the ingress and egress of construction vehicles during the construction phase of the proposed project. This access point would be located at the southern portion of the project site and would continue offsite in a southeastern direction until it connects to Wueste Road. It is estimated that approximately 25 percent of construction related traffic would access the project site through this access point once the first four buildings are constructed along Olympic Parkway. This optional construction access road would help alleviate construction-related traffic along Olympic Parkway and construction-related traffic interaction with onsite residents. Construction traffic would be minimal and sporadic in nature therefore LOS conditions on Wueste Road would not be significantly impacted. However, traffic safety issues may result as the temporary road outlets into a sharp curve in Wueste Road and would cross an existing bicycle and pedestrian trail. No other traffic impacts are anticipated due to the temporary nature of this construction access road.

Optional Pedestrian Trail: The proposed trail would be limited to pedestrian and bicycle use only. Therefore, the offsite trail would not result in a traffic impact.

5.5.5 Level of Significance Prior to Mitigation

The level of service at the project driveway and Olympic Parkway will degrade to F as a result of the project from vehicles entering and exiting the project, which would be a significant direct impact of the proposed project. The potential conflict between construction-related traffic and vehicular, pedestrian and bicycle traffic on Wueste Road and the adjacent trail would also be a significant direct impact of the optional construction access road.

5.5.6 Mitigation Measures

- 5.5-a Prior to approval of the grading plan, the applicant shall enter into an agreement to design, construct, and secure a fully actuated traffic signal including interconnect wiring, mast arms, signal heads and associated equipment, underground improvements, standards and luminaires at the Olympic Parkway/Project Driveway intersection. The design of the signal shall be to the satisfaction of the City Engineer and conform to City standards. The applicant shall provide the following intersection geometry:

Westbound: One left-turn lane (with 100 feet of storage) and two through lanes

Southbound: None

Northbound: One left-turn lane and one right-turn lane (With a storage length of 75 feet in each)

Eastbound: One shared through/right lane and one through lane.

A signal shall be installed at the project driveway and two outbound (northbound) lanes, one left-turn and one right-turn lane, and two inbound (southbound) lanes be provided.

- 5.5-b Prior to approval of building permits, the median opening on Olympic Parkway further shall be relocated west from its current location to accommodate the proposed project driveway.
- 5.5-c Prior to approval of building permits, a “No U Turn” sign for eastbound traffic on Olympic Parkway at the Olympic Parkway/Wueste Road intersection shall be installed.
- 5.5-d Prior to approval of the grading permit for the temporary construction access road, a Traffic Control Plan shall be prepared to the satisfaction of the City Engineer for the Wueste Road/access road intersection. The Traffic Control Plan shall be implemented for the duration of the use of the temporary access road. The Traffic Control Plan shall address methods to avoid conflicts between vehicles on Wueste Road/pedestrians and bicyclists on the trail adjacent to Wueste Road and construction vehicles entering and exiting the site.

5.5.7 Significance of Impacts After Mitigation

The Olympic Parkway/project driveway intersection would operate at LOS A in both the north- and westbound directions with the proposed mitigation. The required Traffic Control Plan would reduce potential impacts from construction vehicles interacting with vehicles and pedestrians/bicyclists on Wueste Road. Impacts would be mitigated to a level below significant.

5.6 AIR QUALITY

5.6.1 Introduction and Methodology

FSEIR #01-01 analyzed the overall impacts to air quality from development of the Woods and Vistas neighborhoods rather than specific impacts associated with individual parcels such as the EastLake III Seniors parcel. FSEIR #01-01 indicated that development of the Woods and Vistas neighborhoods would not be consistent with the growth projections of the local regional air quality plan and, consequently, would not be consistent with the goals and objectives of that plan. This impact was considered significant and unmitigable. Once the neighborhoods were constructed, operational-related emissions would have resulted in a significant air quality impacts related to stationary and mobile sources and would therefore result in significant regional impacts. These impacts were unmitigable. Construction-related impacts would have varied depending on the equipment in use at any given time. Construction activities were projected to generate sufficient quantities of fugitive dust to create a significant impact. These construction-related impacts were documented as significant and unmitigable.

This section consists of a summary of existing air quality conditions, anticipated impacts related to these conditions and mitigation measures required to reduce these impacts to a level below significance. A residual impact statement has been included in order to characterize the level of significance of impacts after mitigation measures have been applied.

The August 17, 2005 Air Quality Impact Analysis prepared for the project by Dudek serves as the main source data for this section. This report is included as *Appendix E* to this EIR. Specific methods used to generate this technical report are contained therein.

5.6.2 Existing Conditions

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed sensitive receptors are the most serious hazards of existing air quality conditions in the area. Sensitive receptors are those persons under five years of age, or older than 65, and/or persons with health problems; consequently a listing of sensitive receptors includes hospitals, convalescent homes, schools, and retirement facilities.

Primary criteria pollutants are emitted directly from a source (e.g., an automobile) into the atmosphere and include carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂)

and particulates; particulate matter is generally comprised of inert particles that become airborne, such as dust or ash. Particulate matter which is less than 10 microns in diameter is referred to as PM₁₀. Reactive organic compounds (ROC) are also a primary pollutant, but are not a "criteria" pollutant (see discussion below). Secondary pollutants are created by atmospheric chemical and photochemical reactions. Secondary pollutants include oxidants, ozone (O₃) and sulfate particulates; these oxidants are commonly referred to as "smog".

The significance of a pollutant concentration is determined by comparing it to state and/or federal ambient air quality standards. These standards represent the maximum allowable atmospheric concentrations of various pollutants which may occur and still protect public health and welfare, with a reasonable margin of safety.

Climate and Meteorology

Southern California's weather patterns are largely the result of a semi-permanent high pressure system which lies to the west. The semi-permanent Pacific high pressure system, coupled with daytime heating, typically produces an onshore seabreeze during the daytime. At night, an offshore breeze is typically caused by radiational cooling of the land. San Diego County is comprised of five distinct climate zones – maritime, coastal, transitional, interior and desert. The project site is located in southwestern San Diego County within the City of Chula Vista, a coastal climate zone. The climate is dominated by the influence of the Pacific Ocean. Humidity is moderate, temperatures are mild and low clouds, fog and dampness are common. Chula Vista experiences an average high of approximately 79.0 degrees Fahrenheit (F) and an average low of approximately 45.6 degrees F. Annual average rainfall is 10.2 inches, with the majority of precipitation occurring from November to March. The remainder of the year is typically dry.

Winds across the project area result mainly from temperature differences between the ocean to the west and the mountains and desert to the east. These winds are steered by local topography, but they are primarily onshore by day (especially in summer) and offshore at night (especially in winter). Dominant onshore winds during the summer flow from the southwest, with moderate speeds ranging 7-8 miles per hour (mph). In winter, the onshore flow occurs less frequently, and is replaced by a lighter (5-8 mph) and persistent offshore flow from the northeast. The steering influences of local topography such as canyons may modify this onshore-offshore distribution, but most local wind patterns retain their strongly bimodal dominance.

In addition to the typical daytime onshore flows and nocturnal offshore breezes that control horizontal transport processes in the region important for air pollution dispersion, coastal areas of San Diego County (which, from an atmospheric perspective, includes the proposed project site) are also characterized by numerous atmospheric inversions that control the vertical extent

through which pollutants can be mixed. Atmospheric, subsidence, radiational and marine inversions, all of which can occur at the project site depending on the season and atmospheric conditions, can all influence dispersal and mixing of pollutants. Subsidence inversions are caused by compressional heating of descending cold air. This type of inversion is generally caused in the summer and can often result in extreme ozone concentrations as it becomes difficult for pollutants to disperse. Radiational inversions are caused through cooling of air near the ground surface in the winter as a result of radiational cooling of the earth surface during the night. In eastern Chula Vista, these inversions often disperse by midday during the winter due to late morning/early afternoon warming. Marine inversions may form in late spring and early summer when cool air over the ocean can intrude under the relatively warm air that is characteristic of the eastern Chula Vista area. When inversions occur at altitudes lower than the surrounding topographic features, pollutants can become especially concentrated.

Regulatory Environment

The Federal Clean Air Act has resulted in national air quality regulation being a role of the U.S. Environmental Protection Agency (EPA). In California, the task of air quality management and regulation has been legislatively granted to the California Air Resources Board (CARB) with subsidiary responsibilities assigned to local air quality management districts (regional level) and air pollution control districts (county level).

The EPA has established the “National Ambient Air Quality Standards.” The National Ambient Air Quality Standards may not be exceeded more than once a year. Annual standards are not to be exceeded any time of the year. The CARB has established California Ambient Air Quality Standards and is responsible for the regulation of mobile emission sources within the State, while local air quality management districts/air pollution control districts are responsible for enforcing standards and regulating stationary sources. The management of the eastern Chula Vista area is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). While legal authority to control different pollution sources is separated, the District is responsible for reflecting federal, state and local measures in a single plan to achieve ambient air quality standards in San Diego County.

The California Clean Air Act requires areas that have not attained State ambient air quality standards for ozone, carbon monoxide, sulfur dioxide or nitrogen dioxide to prepare plans to attain the standards by the earliest practicable date. San Diego County has been designated by the CARB as a non-attainment area for ozone. Because the region is a non-attainment area for ozone, the APCD and San Diego Association of Governments (SANDAG) had jointly developed the San Diego Regional Air Quality Strategy (RAQS) to identify feasible emission control measures to achieve compliance with the State ozone standard. The RAQS addresses volatile

organic compounds (VOCs) and oxides of nitrogen (NO_x), which are the precursors to the photochemical formation of ozone. The last RAQS was completed in 2004. It identified all feasible control measures that can be implemented from 2004 – 2007. Because the APCD has placed very stringent emission restrictions on most major sources throughout the last 20 to 30 years, the available number of additional control measures is limited. Continued slow emissions reductions are anticipated from evolving industrial technology and from mobile source reduction programs that offset any forecast rate of population and transportation growth. *Table 5.6-1, Existing State and Federal Air Quality Pollutant Standards* provides a summary of state and federal pollutant standards.

**TABLE 5.6-1
Existing State and Federal Air Quality Pollutant Standards**

Pollutant	Federal Standard	State Standard
Ozone (O₃)		
1-Hour Concentration	> 0.12 ppm	> 0.09 ppm
Carbon Monoxide (CO)		
1-Hour Concentration	None	> 20.0 ppm
8-Hour Concentration		
Nitrogen Dioxide (NO_x)		
Annual Average	> 0.53 ppm	None
1-Hour Concentration	None	0.25 ppm
Inhalable Particulates (PM₁₀)		
Annual Average	> 50 µg/m ³	> 20 µg/m ³
24-Hour Concentration	> 150 µg/m ³	> 50 µg/m ³
Ultra Fine Particulates (PM_{2.5})		
Annual Average	> 15 µg/m ³	> 12 µg/m ³
24-Hour Concentration	> 65 µg/m ³	> µg/m ³

Notes: ppm = parts per million

µg/m³ = microgram per cubic meter

Source: Dudek and Associates, August 17, 2005

The City of Chula Vista has developed a number of strategies and plans aimed at improving air quality locally. The City is a part of the Cities for Climate Protection Program headed by the International Council of Local Environmental Initiatives. In November 2002, Chula Vista adopted the Carbon Dioxide (CO₂) Reduction Plan in order to lower the community's major greenhouse gas emissions, strengthen the local economy, and improve the global environment. The CO₂ Reduction Plan focuses on reducing fossil fuel consumption and decreasing reliance on

power generated by fossil fuels, which would have a corollary effect in the reduction of air pollutant emissions into the atmosphere. In order to achieve the CO₂ Reduction Plan goal, measures including green power, municipal clean fuel vehicle purchases, telecommuting and telecenters, municipal building upgrades and trip reduction, to name a few, have been identified.

In addition, as a part of its Growth Management Ordinance and Growth Management Program, the City of Chula Vista requires that an Air Quality Improvement Plan (AQIP) be prepared for all major development projects with air quality impacts equivalent to that of a residential project of 50 or more dwelling units. The purpose of the AQIP is to provide for air quality improvements and energy conservation through improved project design and construction of structures that exceed mandated energy code requirements. The AQIP Guidelines establish a process for AQIP compliance.

The AQIP must provide an analysis of air pollution impacts resulting from the project and demonstrate the best available design to reduce vehicle trips, maintain or improve traffic flow, including implementation of appropriate traffic control measures and other means of reducing emissions from the project. The AQIP must also address the action measures contained in the Chula Vista CO₂ Reduction Plan. In order to meet the AQIP requirements developers can either participate in the Chula Vista GreenStar Building Efficiency Program or evaluate the project using the Chula Vista CO₂ INDEX model, including any necessary site plan modifications.

Existing Pollution Constituents and Attainment Status

Each criteria pollutant is either in “attainment” or in “non-attainment” status. The criteria for non-attainment designation varies by pollutant. A system of monitoring stations which measure ambient air quality has been established to assist in the enforcement of the standards. *Table 5.6-2, Ambient Air Quality Data at the Chula Vista Monitoring Station*, indicates the Federal and State standards for pollutants and provides a summary of local pollutant concentration levels at the closest monitoring station to the project site.

Ozone

Ozone (O₃) (smog) is formed by photochemical reactions between oxides of nitrogen and reactive organic gases rather than being directly emitted. Ozone is a pungent, colorless gas typical of Southern California smog. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, the elderly, and young children. Ozone levels peak during summer and early fall.

TABLE 5.6-2
Ambient Air Quality Data at the Chula Vista Monitoring Station
 (# Days Standards Were Exceeded and Maximum Concentrations for Periods Indicated)

Pollutant/Standard	2000	2001	2002	2003	2004
Ozone (O₃)					
1-Hour > 0.09 ppm (State)	0	2	1	0	1
1-Hour > 0.12 ppm (Federal)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.09	0.10	0.12	0.08	0.10
Carbon Monoxide (CO)					
1-Hour > 20. ppm (State)	0	0	0	0	0
8-Hour > 9. ppm (State/ Federal)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	5.8	5.6	4.3	6.9	3.9
Max. 8-Hour Conc. (ppm)	3.1	4.7	2.6	5.4	2.5
Nitrogen Dioxide (NO_x)					
Annual Average > 0.053 ppm (Federal)	0	0	0	0	0
1-Hour > 0.25 ppm (State)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.072	0.071	0.093	0.102	0.072
Inhalable Particulates (PM₁₀)					
Annual Average > 50 µg/m ³ (Federal)	0	0	0	0	0
Annual Average > 20 µg/m ³ (State)	1	1	1	1	1
24-Hour > 150 µg/m ³ (Federal)	0	0	0	0	0
24-Hour > 50 µg/m ³ (State)	1	1	1	1	1
Max. 24-Hour Conc. (µg/m ³)	52	64	50	75	44
Ultra-Fine Particulates (PM_{2.5})					
Annual Average > 15 µg/m ³ (Federal)	0	1	0	0	0
Annual Average > 12 µg/m ³ (State)	1	1	1	1	1
24-Hour > 65 µg/m ³	0	0	0	0	0
Max. 24-Hour Conc. (µg/m ³)	40.5	41.0	41.0	41.0	33.0

Note: Standards for sulfur dioxide, particulate sulfate and particulate lead are met with a wide margin of safety, and are therefore not shown.
 ppm = parts-per-million; µg/m³= microgram per cubic meter

Source: Dudek, August 17, 2005.

San Diego County reached a major milestone when it was designated in 2003 as an attainment area for the Federal one-hour ozone standard, although the entire San Diego Air Basin is still designated as a non-attainment area for the Federal eight-hour and State one-hour ozone standards.

Carbon Monoxide

Carbon monoxide (CO) is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions.

The entire San Diego Air Basin (SDAB) has not exceeded either Federal or State standards for CO in the past five years with published monitoring data.¹ The SDAB is designated as an attainment area for Federal and State CO standards.

Nitrogen Oxides

NO_x compounds are a primary component of the photochemical smog reaction. It also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition. Nitrogen dioxide (NO₂), a reddish brown gas, and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. NO₂ decreases lung function and may reduce resistance to infection.

The entire SDAB has not exceeded either Federal or State standards for nitrogen dioxide in the past five years with published monitoring data. It is designated as an attainment area under the Federal and State standards.

Sulfur Dioxide and Sulfates

Sulfur Dioxide (SO₂) is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. In humid atmospheres, some of SO₂ may be changed to sulfur trioxide and sulfuric acid mist, with some of the latter eventually reacting with other materials to produce sulfate particulates. At sufficiently high concentrations, sulfur dioxide irritates the upper respiratory tract. At lower concentrations, when in combination with particulates, SO₂ appears able to do still greater harm by injuring lung tissues. Sulfur oxides, in combination with moisture and oxygen, can yellow the leaves of plants, dissolve marble and eat away iron and steel. Sulfur oxides can also react to form Sulfates (SO₄) which reduce visibility and cut down the light from the sun.

¹ Spikes in air quality pollutant constituents resulting from wildfires in October 2003 are considered anomalous and are, therefore, not considered for attainment consideration purposes.

The entire SDAB has not exceeded either Federal or State standards for SO₂ in the past five years with published monitoring data. The SDAB is in attainment with all applicable Federal and State SO₂/SO₄ standards.

Lead

Lead (Pb) is found in old paints and coatings, plumbing and a variety of other materials. Once in the blood stream, lead can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of lead.

Concentrations of lead are no longer monitored in San Diego County as levels are well below established air quality standards. The entire SDAB is in attainment for the Federal and State standards for lead.

Particulate Matter

Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (all particles less than or equal to 10 micrometers in diameter, or PM₁₀) come from a variety of sources, including windblown dust and grinding operations. Fine particles (less than 2.5 micrometers, or PM_{2.5}) often come from fuel combustion, power plants, and diesel buses and trucks. Fine particles can also be formed in the atmosphere through chemical reactions. Coarse particles (PM₁₀) can accumulate in the respiratory system and aggravate health problems such as asthma.

EPA's scientific review concluded that fine particles (PM_{2.5}), which penetrate deeply into the lungs, are more likely than coarse particles to contribute to adverse health effects.

The EPA has not designated a Federal PM₁₀ attainment classification for SDAB, but the area is designated as a non-attainment area for State PM₁₀ standards. Concentrations of PM_{2.5} in the SDAB are considered in non-attainment with the Federal and State standards.

As shown in *Table 5.6-2*, Air Quality within the project vicinity is in compliance with both State and Federal requirements for CO and NO_x. While Federal standards were in compliance with O₃ and PM₁₀, state standards were exceeded. Finally, while the Federal maximum 24-hour concentration for PM_{2.5} was not exceeded within the past five years, the Federal standard for annual average concentrations of PM_{2.5} was exceeded in 2001, and the State standard for annual average concentrations of PM_{2.5} was exceeded every year.

5.6.3 Thresholds of Significance

The following significance criteria included in Appendix G of the CEQA Guidelines were used to determine the significance of air quality impacts.

Would the project:

- 1) Conflict with or obstruct the implementation of the applicable air quality plan?
- 2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- 3) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- 4) Expose sensitive receptors to substantial pollutant concentrations?
- 5) Create objectionable odors affecting a substantial number of people?

Specific thresholds of significance for regional air pollution emissions have not been adopted by the City of Chula Vista or any responsible or commenting agency such as the San Diego Air Pollution Control District. The City of San Diego has recently updated its CEQA Assessment guidelines for air quality, and has included emissions levels that should be considered “substantial” even if there is no means to directly correlate these emissions to ambient air quality. In the absence of any other guidelines, use of the City of San Diego numerical thresholds are recommended in order to determine if the operational phase of the project would have a potentially significant impact on air quality; these thresholds are based in part on San Diego APCD Rule 20.2. Although these guidelines focus on emissions from stationary sources, it is an effective screening tool to determine if air quality impacts are potentially significant and thus warrant further study and/or mitigation. Both construction and operational air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in *Table 5.6-3* below are exceeded.

TABLE 5.6-3
Numeric Thresholds for Determining Air Quality Impacts

	Potentially Significant Emissions (lb/day)				
	ROC	NOx	CO	SOx	PM-10
Emissions Threshold	137	250	550	250	100

Source: Dudek and Associates, August 17, 2005

5.6.4 Environmental Impacts

Would the project conflict with or obstruct the implementation of the applicable air quality plan?

Project consistency with any regional air quality plan is determined in terms of whether overall growth has been correctly anticipated in any given sub-region. The August 16, 2005, Linscott, Law and Greenspan Traffic Study (included as *Appendix D* to this EIR), indicates that the previously approved Commercial-Tourist site would have generated approximately 3,660 average daily trips while the proposed use will generate 1,976. Because the proposed project's trip generation would be less than that of the originally anticipated Commercial-Tourist use and because development of the project site has previously been anticipated under the adopted General Plan, the change in land use would not in and of itself constitute a significant impact. Additionally, the project is consistent with all applicable emissions control measures identified within the RAQS. As a result, the proposed project would not conflict with or obstruct implementation of RAQS/SIP.

As discussed in Section 3.0 and previously in this section, the City's Growth Management Ordinance requires the preparation of an Air Quality Improvement Plan (AQIP) for all major developments. An AQIP has been prepared in accordance with the City's AQIP Guidelines. The AQIP is included as part of the EastLake III SPA Amendment. The applicant has chosen to participate in the Chula Vista Greenstar Program. Participation in the Chula Vista Greenstar Program will result in 50% or more of all proposed structures being compliant with State of California Energy Efficiency Standards (per Title 24, Part 6). Due to the ever evolving technologies for energy efficiency, the exact program will be identified with building permit applications. Compliance with the Chula Vista Greenstar Program ensures that the project is consistent with applicable local air quality planning.

Optional Construction Road: The implementation of a temporary construction road would not change the amount of construction trips, but would rather reallocate approximately 25% of the trips to Wueste Road instead of Olympic Parkway. It would result in construction-related air quality impacts which are addressed below. The optional temporary construction access road would not conflict with an applicable air quality plan.

Optional Pedestrian Trail: Development of the proposed trail, in conjunction with the proposed project, would also result in construction-related air quality impacts which are addressed below. The optional trail would not result in conflicts with an applicable air quality plan.

Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**Construction**

Construction activities, including soil disturbance dust emissions and combustion pollutants from onsite construction equipment and from offsite trucks hauling dirt, cement or building materials would create a temporary addition of pollutants to the local airshed. These emissions are variable in time and space and differ considerably among various construction projects. Implementation of the project would generate construction-related air pollutant emissions from two general activity categories, entrained dust and vehicle emissions. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ emissions. Vehicle exhaust results from internal combustion engines used by construction equipment and vehicles which result in emissions of CO, ROC, NO_x, and PM₁₀. Emissions from the construction phase of the project were estimated through the use of emissions factors from the URBEMIS 2002 model. The project would involve three construction phases: (1) site preparation, (2) building construction, and (3) paving. The project is estimated to require 33 months to complete construction. It was assumed that heavy construction equipment would be operating at the site for eight hours per day, six days per week during project construction. *Table 5.6-4, Estimated Maximum Daily Construction Emissions*, summarizes construction-related impacts anticipated with project development.

As indicated in *Table 5.6-4, Estimated Maximum Daily Construction Emissions*, construction of the project would remain below the allowable daily thresholds for all criteria pollutants except ROCs. Many interior and outdoor painting supplies contain high levels of volatile organic compounds (VOCs), which are a type of ROCs, to help them dry faster. VOCs emit smog-forming chemicals into the air that are a major contributor to ground-level ozone pollution. Maximum construction-generated ROC emissions of 360.27 pounds per day are anticipated to be associated with project construction in 2008 (time period when painting of buildings and interiors would occur) and would exceed the ROC threshold of 137 pounds per day. The exceedance of the daily ROC standard is considered significant as this would result in the release of a substantial concentration of pollutants.

Although construction-related emissions would not surpass PM₁₀ thresholds, the project will generate nuisance dust and fine particulate matter.

TABLE 5.6-4
Estimated Maximum Daily Construction Emissions
(LBS/DAY)

	ROC	NO _x	CO	SO _x	PM ₁₀
YEAR 2006					
Grading	11.55	82.66	90.99	0	23.74
Building Construction	21.39	143.46	172.06	0	6.28
2006 Daily Maximum:	21.39	143.46	172.06	0	26.11
Significance Criteria	137	250	550	250	100
Significant?	No	No	No	No	No
YEAR 2007					
Building Construction	21.31	138.38	174.03	0	5.67
2007 Daily Maximum:	21.31	138.38	174.03	0	5.67
Significance Criteria	137	250	550	250	100
Significant?	No	No	No	No	No
YEAR 2008					
Building Construction	21.22	133.36	175.83	0	5.13
Architectural Coatings	329.72	0.56	11.90	0	0.19
Asphalt	9.33	56.76	75.14	0	2.01
2008 Daily Maximum:	360.27	190.67	262.87	0	7.33
Significance Criteria	137	250	550	250	100
Significant?	Yes	No	No	No	No

Source: Dudek, August 17, 2005.

Operation

In addition to estimating mobile source emissions, the URBEMIS 2002 model was also used to estimate emissions from the project area sources. Generators of air quality emissions associated with the long-term operational phase of the project include resident and guest vehicular traffic, wood burning fire places, space heating and cooling, water heating and consumer products. *Table 5.6-5, Summary of Estimated Operational Air Pollutant Emissions*, provides a summary of all operation-related air quality impacts. Operational traffic volumes were taken from the traffic study prepared by Linscott, Law & Greenspan on August 16, 2005. It was assumed in the air quality analysis that the project will be completed by Summer 2009.

As shown in *Table 5.6-5, Summary of Estimated Operational Air Pollutant Emissions*, the project operational emissions from both area sources and vehicular emissions are substantially below the recommended significance criteria for all pollutants. Therefore, impacts are considered less than significant.

**TABLE 5.6-5
Summary Of Estimated Operational Air Pollutant Emissions**

	ROC	NOx	CO	SOx	PM ₁₀
	Lbs/day				
SUMMER 2009					
Area Source Emissions	24.69	6.21	2.97	0.00	0.01
Vehicular Emissions	17.92	23.70	192.34	0.14	25.06
TOTAL	42.61	29.91	195.31	0.14	25.07
Significance Criteria	137	250	550	250	100
Significant?	No	No	No	No	No
WINTER 2009					
Area Source Emissions	24.65	6.21	2.64	0.00	0.01
Vehicular Emissions	18.33	30.46	216.52	0.14	25.06
TOTAL	42.97	36.67	219.17	0.14	25.07
Significance Criteria	137	250	550	250	100
Significant?	No	No	No	No	No

Source: Dudek and Associates, August 17, 2005.

Optional Construction Road: Implementation of the road would not result in additional construction trips arriving/leaving the site, but rather an alternate route of travel. Because this facility won't result in additional traffic beyond that assumed with the proposed project, impacts associated with vehicle/equipment pollutants would not occur. Ingress and egress of the site at the southern limit may result in an increased amount of dust, dump truck debris, blow-off, etc. near Wueste Road and the eastern edge of the OTC. This impact is considered significant, therefore mitigation is provided.

The proposed optional construction access road would be built, utilized and removed during the project construction period, therefore there would be no operational impacts associated with this feature.

Optional Pedestrian Trail: Although construction of this facility is anticipated to consist of minimal use of equipment to scrape and level the top portion of the soil to create a level walking surface, construction of the trail would add to the vehicle/equipment-generated pollutants being generated from construction of the overall project site. That said, this impact would be very minor compared to the whole project which is well under the thresholds, therefore a significant

impact would not occur. Similar to the proposed project, albeit very minor, development of the trail would result in PM-10 release during scraping and reworking topsoil. In order to reduce these potential PM-10 impacts, mitigation is provided.

Once operational, the optional pedestrian trail would not result in additional vehicular trips, but would rather reduce automobile trips between the OTC and future development. This project component would theoretically help reduce pollutant generating automobile trips once operational. Therefore, this project feature would not result in operational air quality impacts.

Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

As discussed above, construction of the project would remain below the allowable daily thresholds for all criteria pollutants except ROCs. The exceedance of the daily ROC standard is considered significant. In order to reduce the level of significance, mitigation is provided. Project operational emissions would not increase any criteria pollutant for which the project region is in non-attainment.

Because the proposed project would contribute to the overall development/build-out of the Woods and Vistas communities, it would provide an incremental contribution to the unmitigable air quality impacts documented in FSEIR #01-01. Because this EIR is a tiered document from FSEIR #01-01, significant unmitigable impacts must be brought forward in future tiering exercises (i.e., this EIR) so that decision makers understand that significant unmitigable impacts will still occur and will not be eliminated through development of the proposed project as currently proposed.

Optional Construction Road: Construction of this temporary feature would contribute to the cumulative impacts of development of the site. The construction of the road would contribute to ROCs which would be above the significance threshold. Because this project feature, as with the proposed project, would contribute to the overall development/build-out of the Woods and Vistas communities, significant, unmitigable construction impacts would still occur. Because this facility would not exist once construction has ceased, operational contributions to regional air quality concerns would not occur.

Optional Pedestrian Trail: Cumulative construction-related impacts generated by the proposed project would also occur if this optional project component were to be constructed. This trail would contribute to the ROCs generated which exceed the threshold. Because this project

feature, as with the proposed project, would contribute to the overall development/build-out of the Woods and Vistas communities, significant, unmitigable construction impacts would still occur. However, because the optional trail would be for pedestrian use, this project feature would not result in a significant operations impact.

Would the project expose sensitive receptors to substantial pollutant concentrations?

Projects that generate traffic may result in the formation of CO hot spots. Although the SDAB is currently an attainment area for CO, exhaust emissions can potentially cause a direct, localized “hotspot” impact at or near the proposed development. CO is a product of incomplete combustion of fossil fuel. Unlike ozone, CO is emitted directly out of a vehicle exhaust pipe and is heavier than air. The optimum conditions for a CO hotspot is cool and calm weather at a congested major roadway intersection with sensitive receptors nearby and where vehicles are either idling or moving at a stop-and-go pace.

To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hot spots was conducted. A CO Hotspot Analysis is typically conducted when all three of the following occur: 1) the level of services (LOS) of an intersection or roadway decreases to a LOS E or worse, 2) signalization and/or channelization is added to an intersection and 3) sensitive receptors such as residences, commercial developments, schools and hospitals are located in the vicinity of the affected intersection or roadway segment.

With implementation of the required intersection signalization at the Olympic Parkway/Project Driveway intersection, all project intersections would operate at a LOS D or above both the near term and community build-out scenarios. Because all project area intersections are anticipated to operate at traffic LOS D or above, generation of carbon monoxide (CO) associated with project-related traffic would not contribute to a CO hotspot where sensitive receptors could be affected by prolonged exposure to high concentrations of CO.

Optional Construction Road: The proposed project would not result in a CO hot spot impact. Because this construction access road would actually reduce traffic at the project driveway/Olympic Training Center intersection, the anticipated concentration of emissions, although not extreme enough to constitute a CO hot spot, would actually decrease. Rerouting a portion of the construction traffic to Wueste Road would not subject sensitive receptors, including recreational trail users, to significant pollutant concentrations due to the short-term and sporadic nature of trips on the roadway.

Optional Pedestrian Trail: Construction of the proposed optional trail would not subject sensitive receptors at the OTC to substantial pollutant concentrations due to the short duration of construction within this area. Once constructed, the trail, which will be limited to pedestrian use, would theoretically help to reduce vehicle trips within the immediate project/OTC area which would actually result in a beneficial air quality impact.

Would the project create objectionable odors affecting a substantial number of people?

During the construction phase of the proposed project, it is anticipated that some odors would result from the asphalt used for creating the private streets within the proposed project site. These impacts would be short-term in nature and therefore would be less than significant.

During the operational phase of the proposed project, anticipated odors would be generated from cooking facilities and landscape/building maintenance. In general, these odors are not considered to create a significant nuisance to surrounding receptors. Therefore, impacts related to objectionable odors would be less than significant.

Optional Construction Road: Odors generated during construction (i.e., during operation of the temporary access road), would be limited to vehicle exhaust. Due to the lack of a substantial number of people in the road area, impacts would be less than significant.

Optional Pedestrian Trail: Odors generated during construction would be limited to vehicle exhaust. Due to the lack of a substantial number of people in the trail area, impacts would be less than significant. The proposed optional trail would not result in odor production. Because the trail would be limited to pedestrian traffic, transportation modes which are not odor producing, impacts would not occur.

5.6.5 Level of Significance Prior to Mitigation

During construction, ROC emissions would exceed the daily standard. This impact is considered significant. Although construction-related emissions would not surpass PM₁₀ thresholds, the project will generate nuisance dust and fine particulate matter.

5.6.6 Mitigation Measures

5.6-a To the maximum extent feasible, the project developer shall use zero-Volatile Organic Compounds (VOC)-content architectural coatings during project construction/application of paints and other architectural coatings to reduce ozone

precursors. If zero-VOC paint cannot be utilized, the developer shall avoid to the maximum extent feasible, application of architectural coatings during the peak smog season: July, August, and September.

5.6-b Prior to approval of any grading permit, the following measures shall be placed as notes on all grading plans and implemented during grading to reduce dust and exhaust emissions (PM₁₀) and ozone precursors (ROC and NO_x):

- a) Minimize simultaneous operation of multiple construction equipment units
- b) Use low pollutant-emitting equipment
- c) Use catalytic reduction for gasoline-powered equipment
- d) Use injection timing retard for diesel-powered equipment
- e) Water the grading areas a minimum of twice daily to minimize fugitive dust
- f) Stabilize graded areas as quickly as possible to minimize fugitive dust
- g) Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry
- h) Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads
- i) Remove any visible track-out into traveled public streets within 30 minutes of occurrence
- j) Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred
- k) Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads
- l) Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling
- m) Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph
- n) Cover/ water onsite stockpiles of excavated material; and
- o) Enforce a 20 mile-per-hour speed limit on unpaved surfaces.

5.6.7 Significance of Impacts after Mitigation

Implementation of the above outlined mitigation measures would reduce significant air quality impacts to below significance.

5.7 NOISE

5.7.1 Introduction and Methodology

FSEIR #01-01 discussed noise impacts for the development of the Woods and Vistas communities. Many of the noise impact discussions are not applicable to the proposed project site except for noise issues associated with traffic levels on Olympic Parkway. FSEIR #01-01 states that noise levels were anticipated to exceed 65 CNEL from traffic along Otay Lakes Road, a portion of Hunte Parkway and Olympic Parkway. This would be a significant, but mitigable impact to residential units along those roadways. Noise wall locations were provided in FSEIR #01-01, however the proposed project site is not an area identified for a noise attenuation structure. The analysis and discussion of noise contained in FSEIR #01-01 is hereby incorporated by reference.

This section consists of a summary of existing noise conditions, anticipated impacts related to these conditions and mitigation measures required to reduce these impacts to a level below significance. A residual impact statement has been included in order to characterize the level of significance of impacts after mitigation measures have been applied.

The February 2006 Acoustical Assessment prepared for the project by Dudek serves as the main source data for this section. This report is included as *Appendix F* to this EIR. Specific methods used to generate this technical report are contained therein.

5.7.2 Existing Conditions

General Characteristics of Community Noise

To describe environmental noise and to assess project impacts on areas that are sensitive to community noise, a measurement scale that simulates human perception is customarily used. The basic terminology and concepts of noise are described below. Technical terms are defined in *Table 5.7-1, Definitions*.

Sound (noise) levels are measured in decibels (dB). *Table 5.7-2, Typical Sound Levels Measured in the Environment and Industry*, depicts common sound levels for various noise sources. Community noise levels are measured in terms of A-weighted sound level. The A-weighted scale of frequency sensitivity accounts for the sensitivity of the human ear, which is less sensitive to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria.

TABLE 5.7-1
Definitions

Term	Definitions
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Community Noise Equivalent Level, CNEL	CNEL is the average equivalent A-weighted sound level during a 24-hour day and it is calculated by adding 5 dB to sound levels in the evening (7 pm to 10 pm) and adding 10 dB to sound levels in the night (10 pm to 7 am).
Decibel, dB	A unit for measuring sound pressure level and is equal to 10 times the logarithm to the base 10 of the ratio of the measured sound pressure squared to a reference pressure, which is 20 micropascals.
Equivalent Noise Level, Leq	The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is designed to average all of the loud and quiet sound levels occurring over a time period.

Source: Dudek, February 2006.

TABLE 5.7-2
Typical Sound Levels Measured in the Environment and Industry

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	Subjective Impression
Civil Defense Siren (100 ft.)	130		
	120		Threshold of pain
	110	Rock Music Concert	
Pile Driver (50 ft.)	100		Very loud
Power Lawn Mower (3 ft.)			
Motorcycle (25 ft.)	90	Boiler Room	
Diesel Truck (50 ft.)		Printing Press Plant	
Garbage Disposal (3 ft.)	80		Moderately loud
Vacuum Cleaner (3 ft.)	70		
Normal Conversation (3 ft.)			
	60		
		Department Store	
Light Traffic (100 ft.)	50	Private Business Office	
Bird Calls (distant)	40		Quiet
Soft Whisper	30	Quiet Bedroom	
	20	Recording Studio	
	10		Just Audible
	0		Threshold of hearing

Source: Dudek, February 2006.

People are generally more sensitive and annoyed by noise during the evening and nighttime hours. Thus, another noise descriptor used in community noise assessments, termed the Community Noise Equivalent Level (CNEL), was introduced. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted sound level. CNEL accounts for the increased noise sensitivity during the evening (7:00 pm to 10:00 pm) and nighttime hours (10:00 pm to 7:00 am) by adding five and ten dBs, respectively, to the average sound levels occurring during these hours. Another noise descriptor termed the Day-Night Average Sound Level (Ldn) is also used. The Ldn is similar to CNEL except there is no penalty to the noise level occurring during the evening hours.

Human activities cause community noise levels to be widely variable over time. For simplicity, sound levels are usually best represented by an equivalent level over a given time period (Leq). The Leq, or equivalent sound level, is a single value (in dBA) for any desired duration, which includes all of the time-varying sound energy in the measurement period, usually one hour. The noise level that is exceeded 50 percent of the time (L_{50}) is a level that is normally less than the Leq, except for especially steady noise levels, in which case, it may be similar to or slightly greater than the Leq.

Community noise levels are usually closely related to the intensity of nearby human activity. Noise levels are generally considered low when ambient levels are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. In wilderness areas, the Ldn noise levels can be below 35 dBA. In small towns or wooded and lightly used residential areas, the Ldn is more likely to be around 50 or 60 dBA. Levels around 75 dBA are more common in busy urban areas (e.g., areas located near downtown Chula Vista), and levels up to 85 dBA occur near major freeways and airports. Although people often accept the higher levels associated with very noisy urban residential and residential-commercial zones, they nevertheless are considered to be adverse to public health.

Regulatory Setting

The City of Chula Vista, through the City's Municipal Code (Chapter 19.68.010) has adopted the National Goals for Noise Reduction as set forth by the U.S. Environmental Protection Agency. The City Planning and Building Department has adopted these criteria for residential land use. The maximum allowable noise level for new residential development is 65 dB CNEL at the outdoor usable space area. In addition, State Building Code (Part 2, Title 24, CCR) requires that the interior noise level not exceed 45 dB CNEL for multi-family units. *Table 5.7-3, Exterior Noise Limits*, identifies the exterior noise limits established by the City's Noise Control Ordinance.

TABLE 5.7-3
Exterior Noise Limits

Receiving Land Use Category	Noise Level [dB(A)]	
	10 p.m. to 7 a.m. (Weekdays)	7 a.m. to 10 p.m. (Weekdays)
	10 p.m. to 8 a.m. (Weekends)	8 a.m. to 10 p.m. (Weekends)
All residential (except multiple dwelling)	45	55
Multiple dwelling residential	50	60
Commercial	60	65

The City of Chula Vista adopted exterior land use-noise compatibility standards in the December 2005 General Plan. These standards are shown in *Table 5.7-4, City of Chula Vista Exterior Land Use-Noise Compatibility Guidelines*.

TABLE 5.7-4
City of Chula Vista Exterior Land Use-Noise Compatibility Guidelines

Land Use	Annual Community Noise Equivalent Level in Decibels					
	50	55	60	65	70	75
Land Use						
Residential						
Schools, Libraries, Daycare Facilities, Convalescent Homes, Outdoor Use Areas and Other Similar Uses considered Noise Sensitive						
Neighborhood Parks, Playgrounds						
Community Parks, Athletic Fields						
Offices and Professional						
Places of Worship (Excluding outdoor use areas)						
Golf Courses						
Retail and Wholesale Commercial, Restaurants, Movie Theaters						
Industrial, Manufacturing						

Compatible
Incompatible

Source: City of Chula Vista General Plan, December 2005

Also, the City's municipal code (Section 17.24.050) states that power machinery, tools and equipment should not cause noises disturbing to the comfort and repose of any person residing or working in the vicinity, between the hours of 10:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 10:00 p.m. and 8:00 a.m., Saturday and Sunday.

Existing Noise Environment

The primary source of existing noise in the project vicinity includes traffic along Olympic Parkway. Additional noise sources in the area include intermittent traffic along Wueste Road and distant traffic along residential roads. The existing average daily traffic (ADT) traffic volume for the portion of Olympic Parkway adjacent to the project site is not available. The closest location to the project site with traffic count data is Olympic Parkway east of Hunte Parkway. For the portion of Olympic Parkway east of Hunte Parkway, the existing traffic volume is approximately 6,000 ADT (Linscott, Law and Greenspan, 2005). Traffic volumes from Wueste Road were not analyzed due to this roadway's low traffic volumes.

In order to determine existing noise levels at the project site, noise measurements were taken at the project on June 28, 2005 between 7:45 and 8:15 a.m. These times were chosen due to the generally higher traffic volumes than at other times of the day. Noise levels were measured approximately 115 feet from the centerline of Olympic Parkway. *Figure 5.7-1, Noise Measurement Locations*, depicts the noise measurement location as Site 1. Concurrent traffic counts were conducted during the noise measurement. The measured average noise level was 52 dB. The measured noise levels and the concurrent traffic volumes are depicted in *Table 5.7-5, Measured Noise Levels and Traffic Volumes*. Sensitive noise receptors are facilities or areas (e.g., residential areas, hospitals, schools, etc.) where excessive noise may convey annoyance. The closest sensitive receptors include residents located approximately 550 feet to the north of Olympic Parkway.

TABLE 5.7-5
Measured Noise Levels and Traffic Volumes

Site	Description	Date Time	L _{eq} ¹	Cars	MT ²	HT ³
1	Approximately 115 feet from the center line of Olympic Parkway	6/28/05 7:45 to 8:15 a.m.	52 dB	29	1	0

Notes: ¹ Equivalent Continuous Sound Level (Time-Average Sound Level)

² Medium Trucks

³ Heavy Trucks

Source: Dudek and Associates, February 2006.

Figure 5.7-1 Noise Measurement Locations

5.7.3 Thresholds of Significance

According to the significance criteria included in Appendix G of the CEQA guidelines, acoustical impacts would be significant if the proposed action would result in:

- 1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- 2) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- 3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- 4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- 6) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

5.7.4 Environmental Impacts

Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Noise generated by construction equipment on the project site would occur with varying intensities and durations during the different phases of construction including finish grading, paving and construction of the buildings. The site has been rough-graded. Therefore, noise levels would likely be greatest during the finish grading and building construction activities.

Equipment expected to be used would include tractors, backhoes, graders, pavers, heavy trucks, jack hammers, cranes, air compressors and other related equipment. The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed and the condition of the

equipment. The average sound level of the construction activity also depends upon the amount of time that the equipment operates and the intensity of the construction during the time period. The range of maximum noise levels for various types of construction equipment is depicted in *Figure 5.7-2, Typical Construction Equipment Noise Generation Levels*. Based on known noise levels from typical construction equipment and standard construction practices, maximum noise levels at a distance of 50 feet from the project site would range from approximately 75 to 90 dB (see *Figure 5.7-2*). Typical operating cycles may involve two minutes of full power, followed by three or four minutes at lower levels. The project site has always been planned for development and construction related noise was analyzed in FSEIR #01-01.

Noise sensitive receptors include residents located north of the project site across Olympic Parkway. The closest residences would be located approximately 550 feet or more from the site. Construction noise is attenuated by approximately six dB for every doubling of distance. Thus, assuming no shielding from intervening barriers or buildings, the maximum noise levels from standard construction activities would range up to approximately 70 dB at the closest residences. Construction activities would comply with the City's allowable hours and days of operation which are between the hours of 7:00 a.m. and 10:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 10:00 p.m. Saturday and Sunday. In addition, construction activities would be short-term. Therefore, construction related noise would result in a less than significant noise impact.

The project would generate approximately 1,976 ADT and would increase the traffic volume by up to approximately 1,720 ADT along Olympic Parkway. The future buildout traffic volume along Olympic Parkway adjacent to the project site is projected to be approximately 31,800 ADT (LLG 2005). The additional project-generated traffic would increase the existing noise levels along Olympic Parkway by less than one dB CNEL (from 52 dB to approximately 53 dB). A one dB CNEL increase in the noise level would not be perceptible to the human ear. A noise level increase of up to three dB is generally not considered significant. Typically, a three dB change in community noise is considered a just-noticeable difference. The noise level increase associated with the project, shown in *Table 5.7-6, Summary of Project Related Off-Site Traffic Noise Impacts*, would be less than significant. It should be noted that *Table 5.7-6* reflects the worse-case scenario from a project traffic noise contribution standpoint. Once the community is built-out (i.e., ambient traffic levels increase due to more residents, traffic, etc.), the project's audible contribution to the overall noise environment would be less compared to the existing setting (due to less traffic, residents, etc.) analyzed above and reflected in *Table 5.7-6*.

Figure 5.7-2 Typical Construction Equipment Noise Generation Levels

**TABLE 5.7-6
Summary of Project Related Off-Site Traffic Noise Impacts**

Location	Existing ADT	Existing With Project ADT	Project Contribution ¹ (dB)
Olympic Parkway			
Palomar St. to EastLake Parkway	26,430	27,950	<1
EastLake Parkway to Hunte Parkway	11,130	12,650	<1
East of Hunte Parkway	6,240	7,960	1

Notes: ¹ Existing vs. Existing Plus Project CNEL

Source: Dudek and Associates, February 2006.

It should be noted that under the existing land use designation of Commercial-Tourist, a total of approximately 3,660 ADT would have been added to local roadways. Use of the site as senior residential housing would generate less traffic than use of the site for Commercial-Tourist purposes. The reduction in traffic attributed to the proposed project would correspond to a reduction in noise level associated with project related traffic.

The project site would primarily be affected by traffic along Olympic Parkway. To determine future noise levels that could be experienced on-site, noise modeling was conducted that took into account build-out of the project area and project traffic volumes along Olympic Parkway. It was assumed that the truck mix use along Olympic Parkway would be approximately two percent medium trucks and two percent heavy trucks with a vehicle speed of 45 mph.

The future traffic noise level would range up to approximately 69 dB CNEL at the patio and balcony areas (see *Figure 5.7-3, CNEL Levels, Figure 5.7-4, Future Second Floor CNEL* and *Figure 5.7-5, Future Third Floor CNEL*). These noise levels would exceed the City's exterior noise criterion. This would result in a significant impact.

As shown in *Figure 3-7, Site Development Plan*, the common use areas such as the pool would be located within the interior portion of the site. The buildings and/or intervening slope would shield the common outdoor usable space area to a future noise level of less than 65 dB CNEL. Because noise levels would not increase above the allowable 65 dB CNEL, these exterior noise levels would comply with the City's exterior noise requirement.

Figure 5.7-3, Future CNEL Levels

Figure 5.7-4 Future Second Floor CNEL

Figure 5.7-5, Future Third Floor CNEL

The City and State require that interior noise levels not exceed a CNEL of 45 dB within multi-family homes. Typically, with the windows open, building shells provide approximately 15 dB of noise reduction. Therefore, rooms exposed to an exterior CNEL greater than 60 dB could result in an interior CNEL greater than 45 dB. As shown in *Figure 5.7-4, Future Second Floor CNEL*, and *Figure 5.7-5, Future Third Floor CNEL*, the upper floors of Buildings 1, 2 and 13, which are adjacent to Olympic Parkway, would be exposed to traffic noise ranging up to 70 dB CNEL. Because rooms in Buildings 1, 2 and 13 would be exposed to exterior noise levels of greater than 60 dB CNEL, it is anticipated that interior noise levels would exceed City and State requirements of 45 dB CNEL which essentially exceeds allowable limits for operational activities. Therefore, significant interior noise impacts would occur.

Optional Construction Road: The proposed temporary construction road would handle approximately 10 to 25 percent of construction traffic. Ingress and egress of equipment, deliveries and general construction traffic would result in the addition of a temporary new noise source in the Wueste Road area south of the project. Due to the City's noise ordinance which limits construction time periods to daytime hours, these new noise sources would not be considered significant due to the temporary and sporadic nature of the noise.

Optional Pedestrian Trail: During construction, noise would result from grading equipment and vehicular traffic. There may be an occasional sensitive receptor associated with the OTC within the area during construction activity. However, due to the short-term nature of construction and the lack of sensitive receptors within the immediate area, the city's noise ordinance, which is designed to limit construction noise impacts, would reduce any impact to less than significant. Because this trail will be limited to pedestrian traffic, no significant noise levels are anticipated from use of the trail.

Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction of the project will not involve the use of explosives to prepare the site. The proposed senior residential community is not expected to exhibit vibration issues during operation.

Optional Construction Road: Construction of the access road would not necessitate the use of explosives. Therefore, no impacts would occur.

Optional Pedestrian Trail: Construction of the trail would not necessitate the use of explosives. Therefore, no impacts would occur.

Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

See discussion under Significance Threshold #1, above.

Optional Construction Road: This project feature would be temporary, therefore any noise associated with ingress/egress of trucks, equipment and construction workers would not entail a significant permanent increase in ambient noise.

Optional Pedestrian Trail: This project feature would result in periodic noise associated with pedestrians voices. This noise source would be sporadic in nature and would therefore not result in a significant new noise source into the eastern OTC area.

Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

This project may result in a temporary increase in ambient noise levels in the project vicinity above levels existing without the project during construction. Noise may include periodic bursts of a backhoe or mechanical tool being used during construction. However, the City's noise ordinance would ensure that construction traffic would occur during appropriate daytime work hours. The City's noise ordinance would prevent this temporary increase from significantly impacting any sensitive receptors, therefore a less than significant impact would occur.

The proposed project is located next to the OTC which is a generator of periodic sporting events and programs which may be noise generating. Substantial temporary or periodic noise increases would include cheering/crowd noise at an athletic event, public address system noise, etc. Location of residential land uses (such as that proposed on the site) next to this type of facility would not result in significant impacts as these noise-generating events would be temporary and sporadic in nature.

Optional Construction Road: See discussion under Significance Threshold #1, above.

Optional Pedestrian Trail: See discussion under Significance Threshold #1, above.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not within an airport land use plan or in the vicinity of a private airstrip.

Optional Construction Road: See discussion above

Optional Pedestrian Trail: See discussion above.

For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not within an airport land use plan or in the vicinity of a private airstrip.

Optional Construction Road: See discussion above

Optional Pedestrian Trail: See discussion above

5.7.5 Level of Significance Prior to Mitigation

Potential exposure of future residents to exterior noise levels (from patio and balcony areas) greater than the City's allowable limit of 65 dB CNEL would be considered significant prior to mitigation. Potential exposure to interior noise levels greater than the City's allowable limit of 45 dB CNEL would be considered significant prior to mitigation.

5.7.6 Mitigation Measures

5.7-a Prior to issuance of building permits, where exterior noise levels on internal roadways exceed 60 CNEL, additional measures shall be required to attenuate interior noise to the City's 45 CNEL standard, such as inoperable or double-paned windows. For those units that require the windows to be closed to achieve the interior noise standard, forced-air circulation or air conditioning shall be provided by the applicant. An acoustical analysis shall be conducted for Buildings 1, 2 and 13 that are adjacent to Olympic Parkway concurrent with the submittal of construction drawings and shall be approved by the Director of Planning and Building and the Environmental Review Coordinator prior to approval of building permits. The acoustical analysis shall

demonstrate that interior noise levels due to exterior noise sources would be below the 45 CNEL standard.

- 5.7-b Five foot high noise barriers around the perimeter of the individual private patio and balconies at some of the dwelling units in Buildings 1, 2 and 13 (adjacent to Olympic Parkway) would be required to mitigate for traffic noise impacts. Sound walls may be constructed of any masonry material, or material such as tempered glass or Plexiglas with a surface density of at least three pounds per square foot. The sound wall should have no openings or cracks. *Table 5.7-7, Dwelling Units Requiring Sound Walls around Patios or Balconies*, provides a summary of required walls that would achieve 65 CNEL at the exterior patios/balconies.

TABLE 5.7-7
Dwelling Units Requiring Sound Walls Around Patios or Balconies

Building	Unit Number	Floor
1	104	1
1	204	2
1	302-306	3
1	402-406	4
2	409	4

Source: Dudek & Associates, February 2006.

5.7.7 Significance of Impacts after Mitigation

With implementation of noise mitigation provided in *Section 5.7.6, Mitigation Measures*, noise impacts would be less than significant.

5.8 PUBLIC SERVICES AND UTILITIES

5.8.1 Introduction and Methodology

Utilities and public services are those functions which serve residents on a community-wide basis. These functions include sewer and water services, police, fire and emergency response services, parks and recreation, schools, libraries, solid waste disposal, and gas and electricity service. In FSEIR #01-01, the availability of utilities and public services was evaluated for the EastLake Woods and Vistas Communities. The analysis and discussion of utilities and public services issues contained in FSEIR #01-01 is hereby contained by reference.

Provision of utilities and public services are guided by the City of Chula Vista's Threshold Standards Policy, which was adopted by the City Council in November 1987. This policy establishes quality of life standards, which must be considered and evaluated when any new development project is proposed. The purpose of the policy is to ensure that the project will comply with each standard, thereby allowing the City of Chula Vista to maintain its excellent quality of life. Standards were developed by the Threshold Standards Policy for the following facilities:

- Police;
- Fire and Emergency Medical;
- Schools;
- Libraries;
- Parks and Recreation Areas;
- Water;
- Sewer;
- Drainage;
- Traffic;
- Air Quality; and
- Fiscal.

The Growth Management Element further refined the Threshold Standards Policy and established additional policies that address open space and natural resources, regional growth issues, and economic development issues. In 1991, the City of Chula Vista Growth Management Program Policy and Ordinance was adopted. This combined all related Growth Management policies into a single policy document and further refined the implementation process as it relates to the review and approval of individual development projects.

Included as part of the original Threshold Standards Policy, the Growth Management Program requires the cumulative impacts of growth to be evaluated on an annual basis by a Growth management Oversight Committee (GMOC). The GMOC is comprised of nine citizens, including a representative from the Planning Commission and representatives from various interest groups and geographic areas of the City. The GMOC is responsible for annually reviewing the Growth Management Program, preparing an annual report that includes the committee's findings and recommendations, and submitting the report to the Planning Commission and City Council.

The following discussion addresses the potential impacts that the proposed EastLake Senior Housing Project would have upon utilities and public services. Information presented in this section is derived in part from FSEIR #01-01, which analyzed the existing conditions regarding water and sewer service, waste management, police and fire protection, emergency medical services, schools, library service, parks and recreation, and gas and electricity. However, because the Program EIR was prepared in June 2001, and the Public Services information was not specific to the proposed project site, much of the information from the document has been updated. Updated information presented in this section has been provided by PBS&J, Rick Engineering, and P&D Consultants.

Potable Water: FSEIR #01-01 concluded that the proposed Woods and Vistas project would result in an incremental increase in water consumption and place additional demands on water storage and pumping facilities. The increase in the demand for water would not have a significant impact on the ability of Otay Water District to provide service to the site, however, the impact to water storage and pumping facilities would be significant if construction of new facilities does not coincide with the project's anticipated growth. As part of FSEIR #01-01, the EastLake III project included mitigation measures such as providing adequate potable water storage and distribution facilities, preparing a Sub-Area Master Plan (see Appendix G) that complies with applicable operational and emergency capacity and compliance with fire flow requirements before City approval of a Tentative Map.

Sewer: FSEIR #01-01 concluded that development of the EastLake III project in the Woods and Vistas area would result in an incremental increase in sewage generation, potentially resulting in a significant impact to the sewage conveyance system. A concern expressed in FSEIR #01-01 was that if the Salt Creek Interceptor was delayed, wastewater flows would be temporarily pumped to the Poggi Canyon Basin or Telegraph Canyon Basin. Temporarily pumping flows from EastLake III could exceed available capacity in the sewage conveyance system in either of these canyons, therefore several mitigation measures were included in FSEIR #01-01 to reduce impacts to less than significant. These mitigation measures included paying development impact fees for construction of the Salt Creek Interceptor; determining the extent of required

improvements needed for pumping EastLake III sewage flows; and complying with the Sewage Pump Station Financing Policy.

An analysis of the off-site sewer capacity to support development of the proposed project was conducted by PBS&J and documented in the Sewer Analysis Technical Memorandum dated August 1, 2005 (included as *Appendix G* to this EIR). The analysis was completed to determine whether the existing off-site sewer system is adequate to handle anticipated flows from the Senior Housing Project, as well as supplement the SB&O EastLake Vistas Sewer Study dated June 22, 2001 which analyzed the site for commercial use. PBS&J also conducted a Final EastLake Peninsula Off-Site Sewer Capacity Analysis Study dated November 8, 2005 (included as *Appendix G* to this EIR). Results of these studies have been summarized in *Section 5.8.2*. A will-serve letter was prepared by Otay Water District dated December 9, 2005 (included as *Appendix H* to this EIR) to address availability of potable water.

Police: FSEIR #01-01 concluded that development of the proposed Woods and Vistas would result in an incremental increase in calls for police service. Given the location of EastLake III, police units would be required to travel additional distances to respond to calls, which consequently would result in greater response time.

At the time FSEIR #01-01 was prepared, the Chula Vista Police Department did not meet the threshold standard for Priority One and Priority Two calls, and therefore additional response times were considered a significant impact. FSEIR #01-01 recommended that the EastLake III project pay public facility fees to reduce impacts to below a level of significance.

Fire: The Chula Vista Fire Department did not meet the threshold standard for response time for the City when FSEIR #01-01 was written. Based on the threshold, FSEIR #01-01 concluded that a significant impact to fire protection services would result from construction of the EastLake III development. However, FSEIR #01-01 indicated that as population in the service area increases, Fire Station No. 6 would be constructed within the Rolling Hills Ranch area and Fire Station No. 8 would be constructed in the Woods neighborhood to reduce response times. Mitigation requiring the payment of public facility fees was included in FSEIR #01-01 to reduce impacts to a less than significant level.

Libraries: Population growth resulting from the EastLake III project was built into the City's population projections. The EastLake III project as analyzed in FSEIR #01-01 would generate a total library demand of 3,129 square feet which would result in a remaining citywide positive balance of 12,507 square feet (FSEIR, 2001). Therefore, significant impacts to library services were not anticipated as a result of construction of the Woods and Vistas neighborhoods.

Parks & Recreation: No significant impacts on parks and recreation were anticipated as part of the FSEIR #01-01. FSEIR #01-01 indicated that a proposed fully improved public park (13.5 acres) in the Vistas area overlooking Lower Otay Reservoir, would exceed the acreage requirements stipulated by the City as part of that area and would serve the residents of the proposed senior housing project. The development proposed in FSEIR #01-01 would provide adequate park and recreation facilities and open space for EastLake III and surrounding communities and would be in compliance with the City of Chula Vista's local parkland requirements as set forth by the City Parkland Dedication Ordinance. Based on this conclusion, no mitigation measures were recommended because impacts to parks and recreation were not expected to be significant.

Schools: No significant impacts to educational facilities were expected as a result of construction of the Woods and Vistas communities (FSEIR, 2001). This conclusion considered the addition of 1,587 new school aged students and was based primarily on the fact that the EastLake III General Development Plan included construction of several new schools to serve the project area. New school facilities were incorporated into the EastLake III project design to accommodate the needs of the population generated by the project (FSEIR, 2001). No mitigation measures were recommended since impacts were not determined to be significant. Furthermore, funding for new schools was proposed through participation in the Community Facilities Districts (Mello-Roos).

This section identifies the existing public services and utility services of the project area, the potential impacts to public or utility services within the project area and potential mitigation measures required to reduce impacts to less than significant. Impacts to existing police and fire protection services were analyzed based on the City's threshold criteria for response time and direct correspondence with agency representatives.

The EastLake III General Development Plan (adopted July 17, 2001) includes a Public Facilities Finance Plan (PFFP) that addresses police, fire and emergency services, schools, libraries, parks and recreation, water, sewer, as well as other public facilities. The plan establishes threshold criteria for each service sector, provides a service analysis, and presents recommendations to comply with each threshold. The information contained in the plan was utilized and updated in the PFFP prepared for the proposed EastLake III Senior Housing project

Park and recreation facilities in the project area were analyzed through a review of the City's General Plan and the Otay Valley Regional Park Concept Plan, as well as information provided in FSEIR #01-01.

5.8.2 Existing Conditions

The general project area is served by a variety of local public utility systems purveyors that provide and maintain utilities associated with electricity, natural gas, potable water, storm and wastewater, and solid waste disposal, as shown in *Figure 5.8-1, Existing Public Utilities*. Additionally, a number of public services are provided in the project vicinity, as shown in *Figure 5.8-2, Existing Public Services*.

Table 5.8-1, Utility and Service Providers summarizes the public services and utility providers serving the study area.

**TABLE 5.8-1
Utility and Service Providers**

Service	Service Provider
Natural Gas and Electricity	San Diego Gas & Electric
Potable Water	Otay Water District
Fire Protection	Chula Vista Fire Department
Police Protection	Chula Vista Police Department
Telephone	SBC
Cable Television	Cox Communication and Chula Vista Cable
Hospitals	Scripps Memorial Hospital, Sharp Chula Vista Hospital and Medical Center, Community Hospital of Chula Vista, Bay View Hospital and Mental Health System
Solid Waste	Pacific Waste Services, Inc.
Landfill	Otay Landfill
Schools Districts	Chula Vista Elementary School District, Sweetwater Union High School District

Potable Water

The majority of the San Diego region's water is imported from the Colorado River and the State Water Project via the Metropolitan Water District of Southern California. Currently, the San Diego County Water Authority purchases 90 percent of the county's water from the Metropolitan Water District. The remainder of the water supply comes from local water sources, including groundwater, local surface water and recycled water. The Water Authority has five major pipelines with the maximum capacity to carry 925 million gallons a day, which bring either treated or untreated water into San Diego County from the Metropolitan Water District (San Diego County Water Authority 2005). The Water Authority then sells water purchased from the Metropolitan Water District to their 23 member agencies throughout the County.

Figure 5.8-1, Existing Public Utilities

Figure 5.8-2, Existing Public Services

The proposed project site is located within the Otay Water District service area. The Otay Water District is responsible for supplying and distributing potable water to customers within a service area of 125.5 square miles with a customer base of approximately 173,000.

The City of Chula Vista's Growth Management Ordinance (Chapter 19.09) established water service standards to ensure that adequate storage, treatment, and transmission facilities are constructed concurrently with planned growth. This ordinance requires project applicants to contact the Otay Water District and receive written verification of adequate water service for the proposed project (City of Chula Vista Municipal Code, September 1998).

The City of Chula Vista Growth Management Ordinance requires the preparation of a Water Conservation Plan for all major development projects with water demand equal to that of a residential project of 50 or more dwelling units. The WCP Guidelines specify that commercial projects of 12 or more acres have a water demand equivalency equal to that of 50 dwelling units.

The WCP must provide an analysis of water usage requirements of the proposed project, in addition to a detailed plan of proposed water conservation measures, use of recycled water, and other means of reducing water consumption within the project. Developers choose from a menu of indoor and outdoor water conservation measures. The applicant has prepared a WCP for the EastLake III Senior Housing Project in accordance with the City's WCP Guidelines. The WCP is included as part of the SPA.

Powell and Associates, Inc. prepared a Subarea Water Master Plan in 2000 which included projected water usage for the Vistas parcel. The proposed project site was included in the Vistas parcel and was therefore assumed in this Water Master Plan. Existing potable water infrastructure is located along Olympic Parkway, terminating at the entrance to the Olympic Training Center.

The project is not subject to AB221/SB610 requirements relating to preparation of a Water Supply Assessment as the project would not result in more than 500 dwelling units.

Recycled Water

The Otay Water District provides recycled water to the project area. The Otay Water District owns and operates the Ralph Chapman Water Recycling Facility which has a capacity of 1.3 million gallons of recycled water per day for non-potable water uses such as irrigation and golf courses, school playing fields, public parks and public landscaping. The Otay Water District provides recycled water through their 66 miles of recycled water mains. In the future, recycled

water will also be available from the City of San Diego's 15.0 million gallon per day (mgd) South Bay Water Reclamation Plant (City of Chula Vista, January 18, 2006).

Sewer

Sewer service in the City of Chula Vista, including the proposed project area, is provided by the City. The City has contracted capacity rights with the San Diego Metropolitan Wastewater System, which receives and treats wastewater at the Point Loma Wastewater Treatment Plant. At the time FSEIR #01-01 was prepared, the document indicated that the City was generating approximately 14.26 mgd of sewage per day, and the City had 19.843 of capacity rights in the system. The City currently generates approximately 16.7 mgd and still retains the same level of capacity rights (Personal Communication, Luis Pelayo, City of Chula Vista Associate Civil Engineer, March 22, 2006).

Two existing City-owned 8-inch and 12-inch diameter gravity mains are located on the north side of Olympic Parkway. These lines collect sewer flows generated from residential areas on the north side of Olympic Parkway and convey the flow to an existing 15-inch diameter sewer in Olympic Parkway. The Olympic Parkway sewer conveys flows westerly for approximately 1,700 feet to a connection to the 18-inch diameter Salt Creek Interceptor (PBS&J, November 8, 2005).

In order to ensure adequate sewage capacity for new development projects, the City has established threshold standards for sewer services, which requires all new development to be consistent with the Wastewater Master Plan Update and conform to City Engineering Standards.

Police Services

Police protection in the project area is provided by the Chula Vista Police Department. The Chula Vista Police Department currently has 242 sworn officers and approximately 113 civilian support personnel. The ratio of sworn officers to general population is approximately 1 officer per 1,000 residents. This ratio is based on a conservative estimate of the current population of Chula Vista. The proposed project would be located within the jurisdiction of Beat 32 which is made up of one beat officer per shift (Preuss, pers. comm. July 27, 2005).

The City of Chula Vista has established a Growth Management Oversight Commission (GMOC) to set Quality of Life Threshold Standards as governed by City Ordinance No. 2448. These standards are used to determine whether there are adequate facilities, staff, and equipment to provide police protection for the entire City of Chula Vista. Police thresholds have been set for emergency response and urgent response. The average Priority I response time was 4 minutes,

52 seconds compared with the 5 minute, 30 seconds threshold. The police units exceeded the Priority I threshold for the 2003/2004 reporting period and has steadily reduced response times over the last several years to meet the growth management threshold. However, 48.4 percent of Priority II calls were responded to in 7 minutes or less compared to the 57 percent threshold. The last time the Priority II threshold was met was in Fiscal Year 1996/1997.

Fire Protection Services

The project area is located within the City of Chula Vista Fire Department service boundaries. The proposed project would be served by Station 7 which is located at 1640 Santa Venetia and Station 8 which is located at 975 Lane Avenue, Chula Vista. Station 8 is planned to be relocated to the corner of Woods Drive and Otay Lakes Road, in close proximity to the site.

Emergency medical services are currently contracted by the Chula Vista Fire Department with American Medical Services ambulance service; however, future growth may include the addition of a Chula Vista Fire Department paramedic unit (Edmonds, pers. comm. July12, 2005). The City also has county wide mutual and automatic aide agreements with surrounding agencies if additional services should become necessary.

The fire department responded to 12,000 calls during the 2003/2004 Fiscal Year. Seventy-nine percent of these calls were responded to within 7 minutes.

As with police services, the Fire Department follows the Growth Management Oversight Commission's Quality of Life Threshold Standards for fire protection which mandates that 80% of all calls are responded to in less than 7 minutes

As shown in *Table 5.8-2, Emergency Response Times Since 1999*, the fire response time threshold has not been met since FY 2000/ 2001. However, based on the GMOC Annual Report (2005), the reasons for fire response delays are not growth related and response times should be at or near the threshold level by 2006 (GMOC Annual Report, 2005).

Public Libraries

The Civic Center Branch, South Chula Vista Branch, EastLake Branch, the Chula Vista Literacy Team, and the Chula Vista Heritage Museum are all part of the Chula Vista Public Library system. The library's main office is located in the Civic Center branch at 365 F Street, Chula Vista. The Chula Vista Public Library is one of the busiest library systems in California, with three library facilities providing 136 hours of service weekly (City of Chula Vista, 1998).

TABLE 5.8-2
Emergency Response Times Since 1999

Year	Call Volume	Percent of Call Response Within 7:00 Minutes
FY 2003-2004	8,420	72.9
FY 2002-2003	8,088	75.5
FY 2001-2002	7,626	69.7
FY 2000-2001	7,128	80.8
FY 1999-2000	6,654	79.7

Source: 2005 GMOC Annual Report

Long-term development of the library system to meet the rapid growth rate is outlined in the Chula Vista Public Library Master Plan. The plan provides recommendations for expanding services, including construction of new facilities. The Library is anticipating the opening of its proposed Rancho del Rey branch, sited at the corner of East H and Paseo Ranchero streets in the northeastern quadrant of the city, in 2007. The Rancho del Rey branch will add an additional 30,000 square feet to the library system, which currently consists of 102,000 square feet of service area.

A fourth and final branch is scheduled to open in 2015 at the Eastern Urban Center in the Otay Ranch Planning Area (southeastern section of the City). The current threshold standard is 500 square feet of library facility adequately equipped and staffed per 1,000 residents. The City currently has a ratio of 451 sq. ft. per 1000 residents which is below the City's threshold. The Library estimates that the addition of the third branch will increase the ratio to 517 square feet per 1,000 residents by 2009 (Brown, pers. comm. July 21, 2005).

Solid Waste

Solid waste removal services are provided to the City by Pacific Waste Services. Pacific Waste Services provides curbside residential and business refuse removal and transportation to the Otay landfill. The Otay Landfill is a Class III municipal solid waste landfill, located at 1700 Maxwell Road in Chula Vista. The Otay Landfill encompasses 464 acres, of which 230 acres are currently permitted for land filling. The Otay Landfill has a permitted maximum disposal of 5,000 tons per day. The facility is permitted for disposal of non-hazardous waste, which includes residential and commercial municipal solid waste, inert solid waste, and industrial waste. Pacific

Waste Services also provides commercial recycling for cardboard, glass, plastic, aluminum and paper. Commercial recycling programs are applicable to multi-family housing.

Parks and Recreation

The City's General Plan provides guidance for planning, designing, and management of recreational amenities within the City. The General Plan's Public Services and Facilities Element requires all future park facilities to be constructed in conjunction with the plans of the Chula Vista Greenbelt. Specifically, guidelines include supporting and working with the County to further develop state and regional parks and create a system of bikeways, trails and pedestrian-oriented street corridors that link the community with the Chula Vista Greenbelt. This Element of the General Plan includes a map of all existing and planned park facilities and aims to develop neighborhood parks to serve the more local park needs of citizens and be in close proximity to the homes served.

Planned parks within the EastLake area include Bonita, Miguel, Salt Creek, EastLake High School, Wolf Canyon, Eastern Urban Center, and Salt Creek South. In addition, the Otay Lakes County Park located within the unincorporated County of San Diego is located at the southern end of the Lower Otay Reservoir. Several neighborhood parks exist or are planned in the vicinity of the project site, including parks in the EastLake Greens and Trails and Otay Ranch (FSEIR, June 2001). The project site is situated between the greenbelt corridors of Salt Creek and the Otay Reservoirs, which includes trails for recreational use.

Section 17.10.40 of the Chula Vista Municipal Code requires developers to dedicate land and provide improvements for park and recreational purposes. In general, the amount of parkland dedication required is based on a standard of three acres per 1,000 people and is determined at the time of the first building permit application. Multiple-family dwelling units, including attached condominiums, townhouses, duplexes, triplexes and apartments, are required to provide 341 square feet of parkland per unit, or one acre of parkland per 128 units.

Schools

The project site is located within the Chula Vista Elementary School District and the Sweetwater Union High School District. Southwestern College also services the project area's community college and extended learning needs.

5.8.3 Thresholds of Significance

According to the significance criteria included in Appendix G of the CEQA guidelines, public utility and service resource impacts would be significant if the proposed action would result in any of the following:

Would the project:

- 1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- 2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- 3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- 4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- 6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- 7) Comply with federal, state, and local statutes and regulations related to solid waste?
- 8) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire protection?
 - Police protection?
 - Schools?

- Parks?
- Other public facilities?

In addition, the City has adopted Growth Management Thresholds specific to the needs to the City. These thresholds are consistent with the intent of CEQA and in effect, provide more specific guidelines for significant findings. Therefore, the following significance thresholds are used:

- a) Developer will request and deliver to the City a service availability letter from the Water District for each project.
- b) Sewage flows and volumes shall not exceed City Engineering Standards.
- c) The City shall construct 60,000 gross square feet (GSF) of additional library space, over the June 30, 2000 GSF total, in the area east of Interstate 805 by buildout. The construction of said facilities shall be phased such that the City will not fall below the citywide ratio of 500 GSF per 1,000 population. Library facilities are to be adequately equipped and staffed.
- d) Stormwater flows and volumes shall not exceed City Engineering standards.
- e) Three acres of neighborhood and community parkland with appropriate facilities shall be provided per 1,000 residents east of I-805.
- f) **Police Emergency Response:** Properly equipped and staffed police units shall respond to 81% of the Priority I emergency calls throughout the City within seven (7) minutes and shall maintain an average response time to all Priority I calls of five minutes and thirty seconds (5.5 minutes) or less (measured annually).
- g) **Police Urgent Response:** Properly equipped and staffed police units shall respond to 57% of the Priority III, urgent calls throughout the City within seven (7) minutes and shall maintain an average response time to all Priority II calls of seven minutes and thirty seconds (7.5 minutes) or less (measured annually).
- h) **Emergency Response:** Properly equipped and staffed fire and medical units shall respond to calls throughout the city within seven (7) minutes in 80% of the cases.

- i) The City of Chula Vista shall annually provide the two local school districts with a 12-18 month forecast and request an evaluation of their ability to accommodate the forecasted and continuing growth.

5.8.4 Environmental Impacts

Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Wastewater generated at the site will be treated by the San Diego Metropolitan Wastewater System. The developer shall be required to coordinate with the RWQCB by preparing a Water Quality Management Plan in compliance with the required National Pollutant Discharge Elimination System (NPDES) permit. All NPDES permits issued by the Regional Water Board include self-monitoring programs which require the permittee to collect pertinent water quality data and to submit it to the Regional Water Board for evaluation of compliance with the terms of the permit. Therefore, impacts would be less than significant.

Optional Construction Road: The construction road would be a temporary use and would not be a wastewater generating feature. Therefore, this optional project feature would not have an impact on wastewater treatment systems.

Optional Pedestrian Trail: The proposed trail would not generate wastewater during construction nor operation. Any recreational users would utilize wastewater treatment facilities at the already constructed OTC or at the proposed senior development, which has already been accounted for in wastewater planning.

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Otay Water District has provided a will serve letter, dated December 9, 2005 indicating that the District will provide adequate water service and long-term water storage facilities (see *Appendix H* to this EIR). The Otay Water District has the terminal water storage capacity to serve the proposed project. The project can be served by the proposed 12" potable water main and 16" recycled water main on Olympic Parkway.

The Off-Site Sewer Study prepared for the project by PBS&J stated that there are no significant impacts to the existing off-site wastewater facilities due to the proposed change in land use from Commercial-Tourist to High Density Residential. The critical reach in the Salt Creek Interceptor

and the off-site pipe reaches are in compliance with the City Design Criteria. Therefore, no additional, wastewater facilities would be required as a result of the proposed project.

Optional Construction Road: The proposed construction road would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, therefore no impact would result.

Optional Pedestrian Trail: The proposed trail would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, therefore no impact would result.

Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities the construction of which could cause significant environmental effects?

A letter prepared by Rick Engineering, dated August 5, 2005 discussed the impact a change in land use would have on the existing storm drain stubbed to the site (see *Appendix C* to this EIR). Revised hydrologic calculations were conducted for the proposed land use which indicated the proposed high density residential development would yield a site discharge of approximately 58.9 cfs, which is lower than the Commercial-Tourist land use which would have yielded a discharge of 59.1 cfs. Therefore, a change in land use to that of an active senior housing project would not have an impact on the size of the existing storm drain stubbed to the site (Rick Engineering, August 5, 2005). Therefore, no new or expanded storm water drainage facilities would be required as a result of the proposed project.

Optional Construction Road: The proposed construction road would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities as all drainage would percolate into the ground onsite or sheet flow to the south and be collected at the base of the slope and funneled to existing storm drain facilities in Olympic Parkway

Optional Pedestrian Trail: The proposed trail would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. This structure would be constructed of decomposed granite and would therefore not disrupt existing hillside drainage patterns.

Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Based on the EastLake III Subarea Water Master Plan prepared for the project area, potable water would be delivered through existing transmission lines in Otay Lakes Road and Hunte Parkway. As part of the Otay Water District's Capital Improvement Program the 980 Zone transmission system would be extended east in Olympic Parkway with a 16" pipeline while the 711 Zone transmission system would extend east in Olympic Parkway with a 24" pipeline. Potable water demand was estimated at 33,380 gallons per day. A complete systems map was provided as Figure 4.10-1 in FSEIR #01-01.

Potable water supply for the proposed project would be provided by connections to the existing Otay Water District 12-inch 980 Zone water main located in Olympic Parkway. Construction of water lines from the project site to the 980 Zone main would be required to connect buildings and irrigation lines to the municipal water supply system. In a Fire Services Study prepared by PBS&J (included as *Appendix I* to this EIR), it was determined that a minimum of two connections to the water main be constructed: one for fire service and another for metered domestic service in order to provide a minimum fire flow requirement of 3,750 gallons per minute (gpm). Potable water demand for the proposed project is estimated at 148,200 gallons per day (PBS&J, August 1, 2005).

The project is not subject to AB221/SB610 Water Supply Assessment requirements as it would not result in more than 500 new dwelling units. However, the City of Chula Vista's growth management guidelines require a project applicant to contact the distributing water agency in order to ensure that water supplies are adequate to service a new project. A "will-serve" letter was requested by PBS&J from the Otay Water District on July 21, 2005 to confirm that the Otay Water District has an adequate supply of water to meet the demands of the proposed project and will in turn provide potable water given the project description (included as *Appendix H* to this EIR). The Otay Water District responded to the request in writing on December 9, 2005 and stated that the Otay Water District has the terminal storage capacity to serve the proposed project.

As noted previously, the proposed SPA Plan includes a WCP, prepared by Cinti Land Planning to reduce the impact of increased water demand for the SPA Plan area. The SPA Plan incorporates a number of non-mandatory water conservation measures including hot water pipe insulation, pressure reducing valves, water efficient dishwashers, dual flush toilets and water efficient landscaping. At buildout of the proposed project, implementation of the above

conservation measures would result in an estimate water savings of 0.014 mgd for the proposed EastLake III Senior Housing Project.

The Fire Department determines required fire flows and durations for new developments by utilizing the *2001 Uniform Fire Code* (2001 UFC) (Table No. A-III-A-1). The Fire Department is requiring that a minimum fire flow of 3,750 gallons per minute (gpm) for a duration of 4 hours. The Otay Water District has a number of potable water system design criteria for the fire service system including a maximum velocity of 10 fps and a minimum pressure of 20 psi. With the proposed 12-inch fire mains for the on-site system and 8-inch fire hydrant laterals, all fire hydrants within the on-site system would be above the District's minimum pressure criteria of 20 psi during a fire condition. However, the velocity through a 12-inch pipe connection is 12.2 fps, which exceeds the maximum velocity of 10 fps. By upsizing to a 14-inch pipe, the velocity reduces to 8.4 fps at a fire flow of 3,750 gpm meeting fire service system requirements. In addition to the 14-inch connection to the public main, an 8-inch lateral was recommended at each fire hydrant to avoid excessive velocities in the pipe. PBS&J also indicated that the existing 12-inch main in Olympic Parkway can adequately serve the development (PS&J, December 14, 2005).

Optional Construction Road: The proposed construction road would not require water supplies due to its temporary nature. Therefore, no impacts would occur.

Optional Pedestrian Trail: The proposed trail would not require water supplies as it would not include any landscaping or generate any residents that may demand water supply.

Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Sewer service for the proposed project would be provided by the City of Chula Vista. An on-site sewer collection system would convey wastewater flows to existing City-owned 8-inch and 12-inch diameter gravity mains located on the north side of Olympic Parkway. The Olympic Parkway sewer conveys flows westerly for approximately 1,700 feet to a connection with the 18-inch diameter Salt Creek Interceptor (PBS&J, November 8, 2005). Sewage flows for the proposed project compared to land use approved in FSEIR #01-01 are depicted in *Table 5.8-3, Sewer Flow for Planned and Proposed Land Uses*.

TABLE 5.8-3
Sewer Flow for Planned and Proposed Land Uses

	Land Use Designation	Area (Acres)	Dwelling Units	Sewage Generation Rate ¹	Average Daily Flow Rate (gpd)	EDU
Approved	Hotel/Commercial	18.2	N/A	2,500 gpd/ac	45,500	172
Proposed	Multi-Family Residential	N/A	494	80 gpd/person	98,800	373
Increase					53,300	201

Source: PBS&J Technical Report Review, November 8, 2005.

1. EDU Factor of 265 gpd/EDU was used per City of Chula Vista Subdivision Manual.

As shown in *Table 5.8-3*, the proposed project would generate an additional 53,300 gpd or 201 EDUs of sewage flow into the Salt Creek Interceptor.

As part of the offsite capacity evaluation, the Salt Creek Interceptor was analyzed to determine if the proposed sewer flow, as indicated in the table above, would exceed the facility's capacity. The Chula Vista Wastewater Master Plan's Salt Creek Interceptor hydraulic model was used to determine that the Salt Creek Interceptor has sufficient capacity to convey additional flows produced by the proposed land use change (i.e., hotel/commercial to multi-family residential). Therefore, impacts to the existing sewer system would be less than significant.

The project's sewage generation would not have a significant effect on treatment capacity. As noted in the Existing Conditions discussion, the City currently generates approximately 16.7 mgd of sewage. The project would add 0.053 mgd of additional demand, which would not exceed the City's capacity rights of 19.843 mgd.

Optional Construction Road: The proposed construction road would be a temporary use and not a wastewater-generating feature.

Optional Pedestrian Trail: The proposed trail would not result in wastewater treatment needs, therefore no impact would occur.

Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The Otay Landfill is a Class III municipal solid waste landfill, located at 1700 Maxwell Road in Chula Vista. The Otay Landfill encompasses 464 acres, of which 230 acres are currently permitted for land filling. The Otay Landfill has a permitted maximum disposal of 5,000 tons

per day. Prior to issuance of a building permit, the City requires applicants to submit a Solid Waste Management Plan describing how at least 50 percent of solid waste generated by construction will be diverted to sources other than landfills. This requirement ensures that solid waste are recycled and not submitted to a local landfill. It is anticipated that the Otay Landfill will have the capacity to serve the proposed project.

Optional Construction Road: The proposed construction road will not generate construction waste as all material necessary to construct the road is located onsite. Once construction is complete, the roadway will be regraded and preexisting hillside restored. Therefore, no construction waste would occur as a result of this optional project component.

Optional Pedestrian Trail: The proposed trail will not generate construction waste as it will result in reworking and scraping existing onsite soil to create a level walking path. No import or export of soil or other onsite resources would be necessary in order to construct this optional project feature, therefore no impact would occur.

Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project would generate solid waste during construction that would require disposal. Construction related waste would include excess spoil, scrap wood, and other construction debris. In addition, the project would generate solid waste during the operation phase from domestic activities at each residence, as well commercial waste associated with maintenance of the facility. However, prior to issuance of a building permit, the City requires applicants to submit a Solid Waste Management Plan describing how at least 50 percent of solid waste generated by construction will be diverted to sources other than landfills. This requirement ensures that solid waste are recycled and not submitted to a local landfill.

The City of Chula Vista's General Plan policies and objectives promote recycling activities for residential development (City of Chula Vista General Plan, 2005, 6.1.2 Resource Conservation and EE 8.3 and 8.5). In addition, Municipal Codes 8.24, 8.25, and 19.58.340 mandate city-wide recycling to reduce overall solid waste production (France. pers. comm. July 21, 2005). Generation of additional solid waste would potentially be a significant impact.

Optional Construction Road: The proposed construction road would not generate construction debris that would require disposal, therefore no impact would occur.

Optional Pedestrian Trail: The proposed trail would not generate construction debris that would require disposal, therefore no impact would occur.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Due to the more specific threshold established by the City's Growth Management Oversight Committee, this issue is discussed below.

Police protection?

Due to the more specific threshold established by the City's Growth Management Oversight Committee, this issue is discussed below.

Schools?

Due to the more specific threshold established by the City's Growth Management Oversight Committee, this issue is discussed below.

Parks?

Due to the more specific threshold established by the City's Growth Management Oversight Committee, this issue is discussed below.

Other public facilities?

See discussion under Thresholds #1-7 above and specific City of Chula Vista Growth Management Oversight Committee-authored thresholds below.

Would the developer request and deliver to the City a service availability letter from the Water District for each project?

As explained previously, the Otay Water District has provided a will serve letter, dated December 9, 2005 indicating that the District will provide adequate water service and long-term water storage facilities. Construction site management will be conducted in accordance with the City of Chula Vista's Development and Redevelopment Project Storm Water Management Standards Requirements Manual and applicable State of California storm water requirements. Monitoring will be conducted on the project site to ensure that BMPs are properly documented and implanted during construction, to identify maintenance and repair needs and monitor erosion and sediment control (P&D Consultants, July 18, 2005). The applicant will participate in whatever water conservation or fee offset program the City of Chula Vista has in effect at the time of building permit issuance, therefore impacts would be less than significant.

Optional Construction Road: The proposed construction road will not generate a demand for water due to its temporary nature. Therefore, no impact would occur.

Optional Pedestrian Trail: The proposed trail will not generate demand for water, therefore no impact would occur.

Would sewage flows and volumes not exceed City Engineering Standards?

As explained previously, the Chula Vista Wastewater Master Plan's Salt Creek Interceptor hydraulic model was used to determine that the Salt Creek Interceptor has sufficient capacity to convey additional flows produced by the proposed land use change (i.e. hotel/commercial to multi-family residential). Therefore, impacts to the existing sewer system would be less than significant.

Optional Construction Road: The proposed construction road would not generate sewage flows. Therefore no impact would occur.

Optional Pedestrian Trail: The proposed construction road would not generate sewage flows. Therefore no impact would occur.

Would the City construct 60,000 gross square feet (GSF) of additional library space, over the June 30, 2000 GSF total, in the area east of Interstate 805 by buildout? The construction of said facilities shall be phased such that the City will not fall below the citywide ratio of 500 GSF per 1,000 population. Library facilities are to be adequately equipped and staffed.

Recent population growth within the City of Chula Vista has resulted in a decline in the ratio of gross square feet of library space per resident. The City's threshold standard is 500 gross square feet per 1,000 residents and the current estimate is approximately 451 square feet per 1,000 residents (GMOC Annual Report Community Workshop Edition, April 2005). The Library Master Plan calls for the construction of a 30,000 square foot, full-service, regional library in Rancho Del Rey. The Rancho Del Rey Library will be constructed on City-owned property located at East H Street and Paseo Ranchero and is expected to be open by summer of 2007.

Rancho Del Rey will add 30,000 square feet to the 102,000 square feet currently available. It is estimated that in 2009, 517 square feet per 1,000 population will be available (Brown, personal communication July 21, 2005).

According to the Growth Management Oversight Commission, if the Rancho Del Rey Library schedule is met, impacts to library services would be less than significant. The proposed land use would put demand on library services, whereas the adopted community commercial land use would not have resulted in new demand.

Optional Construction Road: No population would be generated as a result of the proposed temporary construction road, therefore no impacts to library facilities would occur.

Optional Pedestrian Trail: The proposed trail would serve residents of the seniors community as well as OTC community members. Library demand of these user groups has either already been accounted for (OTC) or is being analyzed within this EIR (senior community, see above).

Would stormwater flows and volumes not exceed City Engineering standards?

As discussed above, Rick Engineering indicated in a stormwater analysis that a high density residential development would yield a site discharge of approximately 58.9 cfs, which is lower than the Commercial- Tourist land use which yielded a discharge of 59.1 cfs. Therefore, a change in land use to that of an active senior housing project will not have a negative impact on the size of the existing storm drain stubbed to the site (Rick Engineering, August 5, 2005). No new or expanded storm water drainage facilities would be required as a result of the proposed project.

Optional Construction Road: Construction of the temporary construction road will involve the removal of existing vegetation on the slope, grading of the road, and the placement of fill, primarily along the top of the slope, to support the road. Preparation of the project's SWPPP will cover the management of the road for erosion and sediment control during the construction phase. The construction Best Management Practices will provide adequate storm water management for the road. Protection and control will include an additional stabilized construction entrance/exit for the proposed road, slope stabilization for disturbed slopes, and erosion and sediment control for the road surface. The construction road is only temporary and will not change the discharge patterns of the site during or after construction. The project will not discharge into the Lower Otay Reservoir (P&D Consultants January 13, 2006). After construction activities have been completed, the construction road area will be restored to its original state and will be reseeded with native landscaping which will improve stormwater absorption.

Optional Pedestrian Trail: The proposed trail would be located in an area where water flows downhill toward the southern slope along the south edge of the project site. Due to the minimal

disturbance area of the trail, coupled by the decomposed granite (pervious) surface, drainage off the hillside would not be significantly impacted.

Would three acres of neighborhood and community parkland with appropriate facilities be provided per 1,000 residents east of I-805?

One of the City's growth management goals is to provide a diverse and flexible park system that meets both active and passive recreational needs of its citizens. The General Plan requires that natural open space areas and corridors be preserved to the extent feasible; and that the City implement a continuous greenbelt, open space and trail system around the City providing connections to community and neighborhood parks and schools. The EastLake III project through the inclusion of the City's greenbelt system as well as a community trail, advances the General Plan directives for open space (FSEIR #01-01, 2001). As part of the EastLake III development community, residents of the senior housing project would have access to the greenbelt system which provides recreational opportunities for activities such as walking, jogging and bicycling. A community trail will extend from EastLake Trails across Salt Creek and through EastLake Vistas to a park overlooking Lower Otay Reservoir (FSEIR #01-01, 2001). Striped bicycle lanes will be provided throughout the Vistas area to provide additional bicycle recreational opportunities for local residents.

Current eastern Chula Vista parkland inventory provides adequate acreage to accommodate up to 92,520 persons based on 3 acres per 1,000 population threshold standard (GMOC Annual Report Community Workshop Edition, 2005). Upon completion of the City's planned 2005 park construction, the amount of acreage to persons in the City should comfortably exceed the threshold standard. Approximately 133.57 park acres are forecasted to be constructed between the June 2004 and December 2009 timeframe. This translates to an eastern Chula Vista parkland inventory of 395.05 acres, which is capable of accommodating a total of 131,700 persons. With the eastern Chula Vista population forecast to be 128,675 in December 2009, the addition of approximately 1,000 additional residents from the seniors' development would increase the projected population to 129,675. This total would be within the 131,700 projection so would not result in less than 3 acres of parkland per 1,000 people.

The proposed project will be required to provide 341 square feet of parkland per unit, or one acre of parkland per 128 units according to Section 17.10.40 of the Chula Vista Municipal Code. Therefore, a total of 3.86 acres will be required as part of the project in order to comply with the City's Municipal Code and reduce parkland impacts to less than significant.

Optional Construction Road: The construction road will directly affect the existing trail along the west side of Wueste Road. Construction vehicles would cross directly over the trail and

would pose a safety risk to pedestrians, bicyclists and other recreational trail users during construction activities. For this reason, mitigation, in the form of a Traffic Control Plan, will address safety issues related to recreational trail users throughout project construction.

Optional Pedestrian Trail: The proposed trail represents a beneficial amenity to the project residents. Although not directly parkland, the trail would serve to link the proposed development to existing regional trails and improve recreational access to the surrounding area.

Police Emergency Response: Would properly equipped and staffed police units respond to 81% of the Priority I emergency calls throughout the City within seven (7) minutes and maintain an average response time to all Priority I calls of five minutes and thirty seconds (5.5 minutes) or less (measured annually)?

Police Urgent Response: Would properly equipped and staffed police units respond to 57% of the Priority III, urgent calls throughout the City within seven (7) minutes and maintain an average response time to all Priority II calls of seven minutes and thirty seconds (7.5 minutes) or less (measured annually)?

As the eastern portion of the City of Chula Vista continues to develop, additional police protection services will be necessary to comply with the City's emergency response thresholds. The Chula Vista Police Department currently meets the Emergency Response within 7-minute threshold, but it does not meet the Urgent Response within 7 minute threshold standard for response times for the City. A Strategic Plan is proposed for approval that will authorize the addition of 75 Police Officers over the next five years. The Chula Vista Police Department has indicated they will be able to provide service to the project (Preuss, personal communication July 27, 2005).

Development of the proposed project would likely result in an increase in police service calls, which could contribute to a potential failure to meet Growth Management Standards. Failure to meet the City's threshold or contribute to an inability to meet the threshold would be considered a significant impact. To reduce impacts to police services to a less than significant level, the Police Department has recommended, and the proposed project site plan includes, two points of access, including a main entrance and secondary emergency access through the OTC parking lot, to reduce response times to the proposed housing units (Preuss, pers. comm. July 27, 2005). In addition, a new police facility has recently been constructed as part of the Civic Center Master Plan to meet the demand of future growth projected for the city, including the proposed project. The project's contribution to future demand for police services would still be significant.

Optional Construction Road: The proposed temporary construction access road would not be paved and therefore would not be suitable for emergency access.

Optional Pedestrian Trail: The optional trail would not be accessible to emergency vehicles.

Emergency Response: Would properly equipped and staffed fire and medical units respond to calls throughout the city within seven (7) minutes in 80% of the cases?

Similar to police protection services, as the eastern portion of the City of Chula Vista continues to develop, additional fire protection services will be necessary. The Chula Vista Fire Department does not currently meet the threshold standard for response times for the City. Increased response time is attributable, in part, to increased travel time, which results from responding to freeway incidents, and lower density, hilly terrain and the more circuitous non-grid nature of many streets in new residential developments in Chula Vista (FSEIR #01-01, 2001). The proposed project would be served by Station 7. Station 8 is planned to be relocated to the corner of Woods Drive and Otay Lakes Road, in close proximity to the site. These stations will help ensure adequate service to the project area and better achieve the City's Quality of Life Threshold Standards. As stated in the GMOC Annual Report, growth is not considered to be responsible for the fire response time threshold not being met. The report further stated that within two years response times should be at or very near the threshold level. The project's contribution to future demand for fire and emergency medical services would be significant. Significant impacts to fire services could occur if access to the site does not facilitate quick response times. AMR ambulance service currently provides paramedic services for the fire station. However, the city is considering adding their own paramedic service that would require additional staff and equipment. This would be accomplished through impact fees that would be imposed on the applicant. The city is considered class III, but if the city moves to class I, additional staff for paramedics would be required.

Optional Construction Road: The temporary construction road would not introduce any structures that would require fire protection services. The temporary road would also not be paved or constructed to be suitable for fire protection equipment.

Optional Pedestrian Trail: The proposed trail would not introduce any structures that would require fire protection services and would not be accessible to fire protection equipment.

Would the City of Chula Vista shall annually provide the two local School Districts with a 12-18 month forecast and request an evaluation of their ability to accommodate the forecasted and continuing growth?

The previously approved land use, Commercial-Tourist, would not have resulted in significant demand for new educational facilities although school impact fees would have been required. The project could result in demand for local school facilities. Chula Vista Elementary School District and the Sweetwater Union High School District have no student generation factor associated with senior housing land uses (Hamill, personal communication, July 26, 2005). However, the applicant will be required to pay school fees at the rate in effect at the time building permits are issued.

Optional Construction Road: The construction road would not generate students therefore, no impact on local school districts will occur.

Optional Pedestrian Trail: The proposed trail would not generate students therefore, impacts on local school districts will not occur.

5.8.5 Level of Significance Prior to Mitigation

The proposed SPA Plan would result in an incremental increase in public facilities if they are not provided commensurate with demand. The incremental contribution of solid waste, and demand on water and sewer service, parks, fire, police, emergency services, libraries and schools would be significant. Safety issues for recreational trail users directly exposed to crossing construction traffic are considered significant.

5.8.6 Mitigation Measures

- 5.8-a Prior to approval the Final Map, the applicant shall demonstrate compliance with recycling policies in the City's General Plan and Municipal Code. Demonstration of compliance with these policies shall include construction of onsite recycling facilities, recycling program establishment, etc.

- 5.8-b Prior to approval of the Final Map, a minimum of 3.86 acres of parkland will be established within the project area in accordance with the City of Chula Vista Municipal Code Section 17.10.40. Any shortfall in parkland acreage dedication shall result in payment of the park acquisition component of the Park Acquisition and Development (PAD Fee). Given the lack of available acreage that could be acquired to serve the development, the acquisition component of the PAD Fee will be waived and a payment of \$4.1 million (including the development portion of the fee and land acquisition fee adjusted over dedication at Eastlake Vistas neighborhood park) will be made which can be utilized to fund construction of park and public facilities serving the EastLake Community. Any excess funds that remain once these facilities are

complete can be utilized on other park or public facilities serving the Eastern Territories of Chula Vista. The Developer will pay the development component of the PAD Fee as required by the City (EastLake III SPA Plan, February 20, 2006 and personal communication with Jack Griffin, City of Chula Vista April 3, 2006).

- 5.8-c Prior to issuance of building permits, the applicant shall be required to pay the Public Facilities Development Impact Fees (PFDIF) at the rate in effect at the time building permits are issued as determined by the City Engineer, to offset impacts on City fire, police, emergency services and libraries.
- 5.8-d Prior to approval of the Tentative Map, the applicant shall submit plans showing fire flow and fire hydrant locations to the City of Chula Vista Fire Prevention Division for review and approval.
- 5.8-e Prior to approval of building permits, the applicant shall pay all required school mitigation fees at the rate in effect at the time building permits are issued or enter into an agreement to help finance the needed facilities and services for the Chula Vista Elementary School District and Sweetwater Union High School District.
- 5.8-f Water and sewer facility improvements shall be financed or installed on- and off-site in accordance with the fees and phasing in the approved Public Facilities Financing Plan for the SPA Plan.
- 5.8-g The City of Chula Vista shall continue to monitor Police and Fire Department responses to emergency calls and report the results to the Growth Management Oversight Committee on an annual basis.
- 5.8-h Prior to approval of the grading permit for the optional construction access road, a traffic control plan shall be prepared to the satisfaction of the City Engineer that addresses pedestrian, bicycle and vehicular safety during construction at the intersection of Wueste Road and the option construction access road.

5.8.7 Significance of Impacts after Mitigation

With implementation of public services and utilities mitigation provided in *Section 5.8.6, Mitigation Measures* public services and utilities impacts would be less than significant.

5.9 BIOLOGICAL RESOURCES

5.9.1 Introduction and Methodology

FSEIR #01-01 analyzed biological resource issues for the EastLake III development, within which the proposed project and optional construction access road are located. The optional pedestrian trail and off-site portion of the proposed OTC Emergency Access Roadway are not located in the area previously analyzed in FSEIR #01-01. These latter two areas are located on the OTC Parcel and are addressed in the October 1989 EastLake III/Olympic Training Center and EastLake Trails Prezone and Annexation Final Subsequent Environmental Impact Report (EIR #89-09).

This section provides a summary of the existing biological conditions, potential impacts to biological resources associated with construction and operation of the proposed project, and mitigation measures to reduce potentially significant impacts to a less than significant level.

The project site (comprised of the 19.6 acre site which includes the on-site portion of the OTC emergency access road) has been graded in accordance with an approved grading plan, resulting in a level land-surface. This document assumes no further impacts to pre-existing biological resources within the project development site, and notes that mitigation designated for impacts to biological resources within the project site has been fulfilled. The three off-site project features, the off-site portion of the OTC Emergency Access Road, the optional construction access road and the optional trail, are the subject of this biological resource analysis. The existing conditions and impact analysis address: **(1)** the 0.016-acre off-site portion of the emergency access road located on the OTC property, **(2)** the 0.40-acre off-site optional construction access road and **(3)** the 0.31-acre off-site optional trail (**Note:** The 0.31-acre offsite trail is reflective of the total study area, the actual trail would be 5 feet wide rather than the entire 30 foot wide study area).

The portion of the emergency access road on the OTC property is located in an area that was previously disturbed during development of the OTC. The optional construction access road is located in an area that was previously disturbed during development of EastLake III. The optional trail is located in an area that has not been previously disturbed.

These three areas were surveyed for biological resources on July 26, 2005 and January 9, 2006 by Dudek biologists Colin Khoury and Marc Doalson, respectively. Vegetation communities were mapped on a 100 scale topographic map overlaid onto an aerial photograph of the site.

5.9.2 Existing Conditions

Regulatory Planning Context

Multiple Species Conservation Plan

The City of Chula Vista is a participant in the San Diego Multiple Species Conservation Program (MSCP). The MSCP is a comprehensive, long-term regional habitat conservation program which provides permit issuance authority for take of covered species and habitat to the local agencies. The MSCP is implemented in Chula Vista through the City's MSCP Subarea Plan. Conservation provided for in the MSCP in general and the Subarea Plan specifically, addresses cumulative and growth inducing impacts to covered species and their habitats. Approval of the Chula Vista Subarea Plan, the state and federal wildlife agencies issued permits allowing Take Authorization for certain sensitive Covered Species within the Subarea.

The project site is shown in the Subarea Plan as "Development Area," within which the "Take of Chula Vista Covered Species is authorized by this Subarea Plan Section 10(a)(1)(B) and Section 2835 permit" (City of Chula Vista 2003). The project site is adjacent to the Otay Valley Regional Park, as depicted in *Figure 5.9-1, MSCP Subarea Plan* (referred to in FSEIR #01-01 as City of San Diego Multiple Habitat Planning Area [MHPA] Cornerstone Lands).

Although the project is located in a "Development Area" in the Subarea Plan, mitigation for impacts to sensitive habitats will still be required. The Subarea Plan identifies a method of determining a resource's sensitivity. Upland plant communities have been divided into four tiers of sensitivity. Tier I (rare uplands), Tier II (uncommon uplands), and Tier III (Common uplands) are considered sensitive by the City, and require mitigation for impacts at ratios designated in the Subarea Plan. Tier IV (other uplands) are not considered sensitive and do not require mitigation.

The City's Wetland Protection Program is included in the Subarea Plan. The City's goal for wetland impacts is an overall "no net loss." As part of the CEQA review, projects that contain wetlands will be required to demonstrate that impacts to wetlands have been avoided to the greatest extent practicable and, where impacts are nonetheless proposed, that such impacts have been minimized. Depending on the type of wetland impacted, a mitigation ratio will be applied based on habitat type. All wetland areas, including wetland buffer zones are considered sensitive. Impacts to wetlands must be avoided to the maximum extent feasible. The Subarea plan does not supersede the requirement that the project proponent obtain all necessary federal and state permits for impacts to wetlands.

Figure 5.9-1, MSCP Subarea Plan

There are 19 plants that are classified as “narrow endemic species” based on their limited distributions in the region. The Subarea Plan includes special protection measures for narrow endemic species, including requirements to avoid and minimize impacts to these species. All narrow endemic plants are also MSCP covered species and some are federally or state listed as rare, threatened, or endangered species. The impact assessment for the project follows the guidelines for avoidance and minimization outlined in the City’s Subarea Plan.

Habitat Loss and Incidental Take Ordinance

The City Council has adopted the Habitat Loss and Incidental Take (HLIT) Ordinance as a mechanism to implement the Subarea Plan. The HLIT is consistent with the conservation and mitigation goals of the MSCP Subarea Plan. All development projects that are not defined as “Covered Activities” within the City are subject to the provisions of the HLIT Ordinance. The proposed project is not a “covered activity” in the Subarea Plan, and is therefore subject to the HLIT Ordinance.

California Native Plant Society Sensitivity Lists

Species that are not MSCP covered, but are on Lists 1B or 2 of the California Native Plant Society’s (CNPS) Inventory of Rare and Endangered Vascular Plants of California (Skinner and Pavlik), California fully protected species, and California species of special concern are also considered sensitive. Impacts to these species may require mitigation according to CEQA guidelines.

Wildlife Corridors

Wildlife movement corridors are considered important to the overall function of the Preserve. Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas and are important because they provide access to food, mates, and water; allow the dispersal of individuals and facilitate genetic exchange.

Existing Biological Resources

As stated in the introduction to this section, this biological resources section analyzes only the proposed off-site emergency access route to OTC, and optional off-site trail and optional off-site temporary construction road. The remainder of the site including the building pad area and on-site portion of the emergency access road are located within areas that have been previously disturbed. These three off-site areas total approximately 0.8 acres. The portion of the emergency access route on the OTC property would consist of a 20-foot linear road (0.01 acre).

The optional off-site construction access roadway would be located along the southern slope adjacent to the site and would connect the project site with Wueste Road. This feature would be approximately 540 linear feet and consist of a 0.5-acre area. The optional off-site pedestrian trail would be located near the southeastern corner of the project site and would connect the proposed project to the OTC and existing off-site trail system. This facility would be approximately 375 feet in length and consist of approximately 0.32-acre.

Vegetation Communities

A total of two vegetation communities are found within the off-site project component areas: developed land and disturbed habitat. Each vegetation community documented within the trail and access road locations are described in further detail below.

Developed Land. Developed land was mapped in areas containing a predominance of manmade structures and features including paved roads, buildings, parking lots, and asphalt/gravel roads.

Disturbed Habitat. Disturbed habitat includes areas that either lack vegetation or where native vegetation has been removed in part or in whole by mechanical means and weedy non-native annual dicots, such as telegraph weed, Russian-thistle and tocalote, predominate. This category may also include ornamental plantings.

Figure 5.9-2, Biological Resources Map, depicts resources observed and mapped onsite and offsite during the July 2005 and January 2006 field visits.

Sensitive Habitats

None of the vegetation communities found within the off-site project components are sensitive. Disturbed Habitat is considered a Tier IV habitat which is not regulated by the City's HLIT ordinance, is not considered significant and does not require mitigation if impacted.

Sensitive Plants

No state or federally-listed rare, endangered, threatened, nor local or regional sensitive plant species of concern were observed within the off-site component areas. Although none were observed onsite during the biological resources reconnaissance, suitable conditions (including clay soils) exist within the off-site project construction road area which could potentially support sensitive plants.

5.9-2 Biological Resources Map

One California Native Plant Society (CNPS) sensitive plant, graceful tarplant (*Holocarpha virgata* ssp. *elongata*), was found within the optional trail alignment. Graceful tarplant was found in one small population (five individual plants). The species is not listed in state or federal sensitive species listings, nor is it included in the Chula Vista Subarea Plan as a covered species. Graceful tarplant has a California Native Plant Society (CNPS) listing 4; 1-2-3, interpreted as a species with “Limited Distribution (Watch List);... Rare-...Fairly Endangered in California-... Endemic to California” (CNPS 2005). List 4 species are considered to be sensitive.

Sensitive Wildlife

Due to the limited projected disturbance caused by the additional trail and roadway access components and based on field observations of habitat conditions within the small area of natural land cover disturbance, wildlife surveys were not deemed necessary.

Wetlands

No wetlands or jurisdictional waters were found within the trail and emergency access roadway locations.

Sensitive Land Adjacency Issues

The project site is located in proximity to the Otay Valley Regional Park Concept Plan Area which is part of the MSCP Preserve (refer to *Figure 5.9-1, MSCP Subarea Plan*). The City is a local participating jurisdiction in planning for the Otay Valley Regional Park, which is an approximately 8,700-acre regional park designed to provide biological open space and active and passive recreational uses within the Cities of San Diego and Chula Vista and the County of San Diego. The intent of the conservation open space areas identified in the Otay Valley Regional Park Concept Plan is to provide a regional wildlife linkage from San Diego Bay to the Otay Lakes. These conservation areas include, but are not limited to, wetland areas, permanent and seasonal ponds, and disturbed biological resources in need of enhancement.

The area of the Preserve, near the project site, is designated as a “100% Conservation” (Preserve) area. While the project site is not immediately adjacent to the Preserve, indirect effects on the Preserve could result from project development. In order to minimize edge effects to the Preserve, adjacency requirements and guidelines have been included in the Subarea Plan. All new developments are required to adhere to these guidelines. These guidelines fall into six main categories; drainage, toxic substances, lighting, noise, invasives and buffers. A summary of each category is provided below:

Drainage

- All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the Preserve.
- Developments must implement urban runoff and drainage plans which will create the least impact practicable for all development adjacent to the Preserve.
- Pursuant to the San Diego Regional Water Quality Control Board Municipal Permit, and the City of Chula Vista Storm Water Management Standards Requirements Manual, all development and redevelopment located within or directly adjacent to or discharging directly to an environmentally sensitive area (such as the Otay River) are required to implement site design, source control and treatment control BMPs.
- All National Pollution Discharge Elimination System (NPDES)-regulated projects shall implement a combination of BMPs as close to potential pollutant sources as feasible.

Toxic Substances. All uses that generate substances that are potentially toxic or impacting to wildlife, sensitive species, habitat or water quality, need to incorporate methods onsite to reduce impacts caused by the application and/or drainage of such materials into the Preserve. Methods shall be consistent with requirements of the Regional Water Quality Control Board (RWQCB) and NPDES standards.

Lighting. Lighting of all developed areas adjacent to the Preserve should be directed away from the Preserve wherever feasible and consistent with public safety. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the Preserve and sensitive species from night lighting. Consideration should be given to the use of low-pressure sodium lighting.

Noise. Uses in or adjacent to the Preserve should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas and any other use that may introduce noises that could impact or interfere with wildlife utilization of the Preserve. Excessively noisy uses or activities adjacent to breeding areas, including temporary grading activities, must incorporate noise reduction measures or be curtailed during the breeding season of sensitive bird species, consistent with Table 3-5 of the MSCP Subregional Plan.

Invasives. No invasive non-native plant species shall be introduced into areas immediately adjacent to the Preserve. All open space slopes immediately adjacent to the Preserve should be planted with native species that reflect the adjacent native habitat. Appendix L of the Subarea

Plan contains the “Wildland/Urban Interface: Fuel Modification Standards” which contains a plant list for mitigation or buffer plan consultation.

Buffers. There shall be no buffer requirements outside of the Preserve, except as may be required for Wetlands pursuant to Federal and or State permits, or by local agency CEQA mitigation conditions. All open space requirements for the Preserve shall be incorporated into the Preserve. Fuel modification zones must be consistent with Section 7.4.4 of the Subarea Plan.

Wildlife Corridors/Habitat Linkages

The trail and emergency access roadway and temporary construction roadway contain minimal quality vegetation and are not located in an area designated or recognized as either a regional or local wildlife movement corridor or habitat linkage.

5.9.3 Thresholds of Significance

According to the significance criteria included in Appendix G of the CEQA Guidelines, biological resource impacts would be significant if the proposed action would result in any of the following:

Would the project:

- 1) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan or other approved local, regional or state habitat conservation plan?
- 2) Have a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?
- 3) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- 4) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?

- 5) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?
- 6) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

5.9.4 Environmental Impacts

Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan or other approved local, regional or state habitat conservation plan?

Consistency with Subarea Plan: HLIT Ordinance

Figure 5.9-3, *Biological Resources Impacts*, depicts the project’s impacts to existing biological resources. Implementation of the proposed project (off-site portion of the OTC emergency access road) would result in new direct, permanent impacts to the following vegetation communities/land covers: 0.007 acre of developed and 0.009 acre of disturbed habitat (see Table 5.9-1, *Impacts to Vegetation Communities and Land Covers*). It is important to note that due to past grading/site pad development activity, the 19.6 acre building pad site is not included in the analysis of consistency with the Subarea Plan. Only the off-site emergency access roadway to the OTC was analyzed.

**TABLE 5.9-1
Impacts To Vegetation Communities And Land Covers – Proposed Project
(Off-site portion of the emergency access road connection to the OTC)**

Vegetation Community/Land Cover	Total Impacts (in acres)
Developed	0.007
Disturbed Habitat	0.009
Total	0.016

Impacts to developed and disturbed habitat are not considered significant. Because the Chula Vista Subarea Plan was adopted in 2004, thereby providing a regional conservation strategy for the entire City, impacts to land within areas designated as “Development Area” in the Subarea

Figure 5.9-3 Biological Resources Impacts

Plan are not considered significant, provided that consistency with applicable provisions of the Subarea Plan is demonstrated.

While the area that would be impacted is designated as Development Area in the Subarea Plan, it is not within a “Covered Project” area, and is therefore subject to the HLIT Ordinance. As noted in *Section 5.9.2, Existing Conditions*, the Subarea Plan establishes mitigation ratios for Tier I, II and III upland communities. Developed and disturbed habitat are not Tier I, II or III habitat types, therefore mitigation is not required.

Optional Construction Road: Construction of the optional off-site construction road would impact the following habitats: 0.50 acre of disturbed habitat. *Table 5.9-2, Impacts to Vegetation Communities and Land Covers – Optional Construction Road* summarizes these impacts.

**TABLE 5.9-2
Impacts to Vegetation Communities
and Land Covers – Optional Construction Road**

Land Covers	Acres
Disturbed Habitat	0.50
Total Optional Construction Road	0.50

Similar to the proposed emergency access road, disturbed habitat is not sensitive (i.e., not Tier I, II or III) and therefore would not require mitigation. Disturbed habitat is a Tier IV habitat type which is not sensitive nor does it require mitigation.

Optional Pedestrian Trail: Construction of the optional off-site trail would impact the following habitats: 0.04 acre of developed land and 0.27 acre of disturbed habitat. *Table 5.9-3, Impacts to Vegetation Communities and Land Covers – Optional Pedestrian Trail* summarizes these impacts.

**TABLE 5.9-3
Impacts to Vegetation Communities
and Land Covers – Optional Pedestrian Trail**

Land Covers	Acres
Developed	0.04
Disturbed Habitat	0.27
Total Optional Trail	0.31

Similar to the proposed emergency access road, disturbed habitat and developed are not sensitive (i.e., not Tier I, II or III) and therefore would not require mitigation. Disturbed habitat is a Tier IV habitat type which is not sensitive nor does it require mitigation.

Consistency with Subarea Plan: Wetland Requirements

The portion of the proposed emergency access road on the OTC property does not contain wetland resources, therefore consistency with the Subarea Plan's Wetland Protection Program/mitigation policies are not applicable. Similarly, the optional off-site construction access road and pedestrian trail do not contain wetland resources. Therefore, consistency with the Subarea Plan's Wetland Protection Program/mitigation policies are not applicable.

Consistency with Subarea Plan: Sensitive Plants

The portion of the proposed emergency access road on the OTC property would not impact areas suitable for supporting sensitive covered plants including narrow endemics.

Optional Construction Road and Pedestrian Trail. The optional construction road and trail would impact areas that could support narrow endemic plants. Although none were identified during recent surveys conducted for the project, surveys were not conducted within the optimal season for some of the annual narrow endemic plants. Potentially suitable habitat for these plants exist onsite, and therefore, there is a potential for impacts to narrow endemic plant species. This potential impact to narrow endemic plants within the optional pedestrian trail and temporary construction roadway alignments would result in a significant impact.

Consistency with Subarea Plan: Adjacency Requirements

The proposed project's off-site emergency access connection to the OTC is not located next to areas intended for conservation, therefore, adjacency guidelines would not be applicable to this portion of the project. However, as indicated in *Section 5.9.2, Existing Conditions*, the 19.6-acre building pad area is located adjacent to lands intended for conservation in the Otay Valley Regional Park. Adjacency requirements and guidelines are included in the project as described below:

Drainage. All drainages from the proposed project would be diverted away from the Lower Otay Reservoir. The project includes a stormwater pollution control device that will result in capture and filtering of the majority of urban pollutants, particularly those associated with the parking lots. To prevent impacts that might result from contaminants, mitigation measures, including Best Management Practices (BMPs) for source control of

pollutants, as identified in *Section 5.7.5, Water Quality and Hydrology Mitigation Measures*, would prevent any water quality impacts to the Preserve. These measures include provision that all fertilizers and pesticides shall be applied by professionals in order to avoid over application, and that proper wetting and other management techniques will be used to help eliminate blowoff or other non-absorption problems. In addition, bio-filtration swales will be placed at key runoff catchment locations to assist in filtration of run-off.

Toxic Substances. The introduction of potential toxic substances during construction, as well as during project operation (i.e., from potential oil or gasoline construction vehicle drips) as a result of run-off would result in a significant impact. Therefore, mitigation is provided.

Lighting. The introduction of new light sources within the project development area could potentially impact wildlife and sensitive ecological resources within the Preserve. According to the FSEIR #01-01, the project site has been previously planned for development; however, lighting adjacent to preserve lands would present a significant impact. These impacts are considered significant, therefore mitigation is provided.

Noise. Noise impacts to the California gnatcatcher due to construction activities and increased usage adjacent to the preserve lands would be a significant impact (FSEIR # 01-01), therefore mitigation is provided to reduce indirect impacts to below a level of significance.

Invasives. To ensure that there are no adverse effects of invasive landscaping, landscaping plans will be reviewed and approved by the City. In order to further prevent adverse effects from invasive species, mitigation is provided.

Optional Construction Road and Pedestrian Trail: These project features would also be located adjacent to areas intended for conservation, therefore indirect impacts related to urban pollutant runoff, toxic substances, new light sources and invasive landscaping would occur and be considered significant. Additionally, potentially suitable habitat for narrow endemic plant species exist onsite, and are therefore considered significant. In order to reduce these potential impacts, mitigation is provided.

Would the project have a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

The City's participation in the San Diego Multiple Species Conservation Program (through development of the City's MSCP Subarea Plan) ensures that a mechanism is in place to avoid impacts to candidate, sensitive or special status species. The project's consistency with the Chula Vista Subarea Plan ensures that the project will not adversely or substantially impact, either directly or indirectly, a sensitive species protected by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Optional Construction Road: The optional construction road must comply with the required mitigation in the HILT Ordinance and will therefore not conflict with any local or regional plans, policies, or ordinances protecting biological resources.

Optional Pedestrian Trail: The optional pedestrian trail may impact plants that while not regulated by the US Fish and Wildlife Service or California Department of Fish and Game, are classified (in terms of sensitivity) by the California Native Plant Society. Graceful tarplant (*Holocarpha virgata* ssp. *elongata*), which is not a covered species in the City's Subarea Plan, but is designated as "List 4 species" by the California Native Plant Society, occurs within the disturbed habitat in the optional pedestrian trail impact area. This species is relatively common in the San Diego area. Project development would cause direct impacts to this population (approximately 5 individuals) of graceful tarplant. Due to the relatively common nature of this species in the region, List 4 status and small number of individuals which do not constitute a significant population, substantial impacts to this species would not occur. Therefore, impacts to graceful tarplant would be less than significant.

Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

The off-site portion of the emergency road access road connection to the OTC does not contain any riparian habitat that would be impacted as a result of construction activities.

Optional Construction Road and Trail: Similar to the emergency access road, the trail and construction road do not contain riparian habitat, therefore no impacts to riparian habitat would occur.

Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?

The off-site portion of the emergency access route does not contain wetland resources. Therefore, no impact would occur.

Optional Construction Road and Trail: Similar to the proposed emergency access road, the trail and construction access road do not contain wetland resources, therefore no impacts to wetland resources would occur.

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

The City's participation in the San Diego Multiple Species Conservation Program (through development of the City's MSCP Subarea Plan) ensures that a mechanism is in place to avoid impacts to fish and wildlife species movement patterns and breeding sites on the senior housing site. No wildlife movement corridors or habitat linkages were identified within the project impact area. In addition, the project's consistency with the Chula Vista Subarea Plan ensures that the project will not adversely or substantially impact, either directly or indirectly, resident or migratory wildlife movement patterns or breeding sites.

Optional Construction Road and Trail: Similar to the project site, no wildlife movement corridors or linkages were identified within these facilities. These optional features will not adversely impact, either directly or indirectly, resident or migratory wildlife movement patterns on breeding sites.

Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project site is subject to mitigation and permitting under the HLIT Ordinance, as described above. The project will comply with the required mitigation in the HILT Ordinance and will therefore not conflict with any local policies or ordinances protecting biological resources.

The EastLake III Senior Housing project is located in an area designated as "Development Area" within the City's Subarea Plan. The project is located in an area that is adjacent to sensitive habitats, therefore potential indirect impacts to the City's MSCP Preserve may occur. The project would be required to implement best management practices, shield lighting adjacent to

sensitive habitat, and prohibit the use of non-invasive native plant species consistent with the City's Subarea Plan thereby reducing indirect impacts to below a level of significance.

Optional Construction Road and Trail: The optional construction road and trail will comply with the required mitigation in the HILT Ordinance and will therefore not conflict with any local policies or ordinances protecting biological resources. See discussion above under Threshold of Significance #1.

5.9.5 Level of Significance Prior to Mitigation

Potential direct impacts to narrow endemic plant species that may occur within the optional off-site trail and optional construction access road are considered significant. Potential indirect impacts to lands intended for conservation adjacent to the project site (associated with Otay Valley Regional Park) are also considered significant. In addition, failure to comply with mitigation requirements established in the HLIT Ordinance would constitute a significant impact.

5.9.6 Mitigation Measures

5.9-a In accordance with the adjacency guidelines contained in the Subarea Plan, mitigation to minimize indirect impacts to sensitive wildlife species, sensitive plant communities and functions of the Preserve as envisioned in the City's Subarea Plan are as follows:

Drainage and Toxic Substances

- Pollution reduction measures, such as oil and water separators, shall be installed in all drainage systems at the property line to eliminate introduction of contaminants into the Preserve. Such measures shall be indicated on grading plans and approved by the City prior to issuance of any land development permit, including clearing and grubbing and grading permits. The installation of these pollution reduction measures shall be verified by the City during project construction.
- Additional best management practices for reduction to impacts to drainages include: slopes and channels will be protected from erosion; storm drain stenciling and signage will be employed, and control of post-development peak storm water runoff discharge rates and velocities will be enacted to maintain or reduce downstream erosion and to protect stream habitat. These measures shall be further outlined in the project SWPPP.

Lighting

- Light shielding to protect the Preserve from spill-over during construction activities shall be required. In addition, lighting proposed for the residential development shall be directed away and shielded from the Preserve. Low sodium lighting shall also be utilized. Prior to issuance of a building permit, a lighting plan shall be submitted to the City's Environmental Review Coordinator for review and approval. The lighting plan shall illustrate the location of the proposed lighting standards and type of shielding measures. Low-pressure sodium lighting shall be used if feasible and shall be subject to the approval of the City's Environmental Review Coordinator and City Engineer.

Noise

- Construction activities shall include noise reduction measures or be conducted outside the breeding season of sensitive bird species. In particular, grading restrictions shall be implemented during the breeding season (February 15 through August 15) of the California gnatcatcher, and if construction is proposed during the breeding season, noise levels shall not exceed 60 dB(A) L_{eq} within 500 feet of an active gnatcatcher nest.
- Noise impacts adjacent to the preserve shall be minimized through installation of berms or walls adjacent to the residential areas and any other use that may introduce noises that could impact or interfere with wildlife utilization of the Preserve.

Invasives

- Native vegetation shall be used for revegetating the temporary access road, and shall be incorporated into the landscape plan to the satisfaction of the Director of Planning and Building. Such measures shall be indicated on grading plans and approved by the City prior to issuance of any land development permit, including clearing and grubbing and grading permits. Prior to issuance of a grading permit, landscape plans shall be submitted to the City for review and approval.

5.9-b Prior to issuance of any land development permit, including clearing and grubbing and grading permits, for the optional trail and temporary construction access road, the applicant shall retain a City-approved biologist to conduct a Narrow Endemic species survey. Once surveys have been completed, an impact analysis shall be prepared to determine the impacts to any narrow endemic species found in those areas and include mitigation measures in accordance with Section 5.2.3 of the City's Subarea Plan. Finally, the impact analysis shall be submitted to the City's Environmental Review Coordinator

for review and approval prior to initiating any construction activities. If a narrow endemic plant population is discovered, impacts shall be limited to 20% of the population within the project area, and appropriate mitigation shall be provided to meet the requirements of biological equivalency in Section 5.2.3.6 of the Subarea Plan. The City shall prepare findings of equivalency to authorize “Take” of the portion of the plant population.

If, after the comprehensive consideration of avoidance and minimization measures, impacts exceed 20% of the covered Narrow Endemic Species population within the project area, the City must make a determination of biologically superior preservation consistent with Section 5.2.3.7 of the Subarea Plan. This determination shall be based on appropriate mitigation sufficient to meet the requirements established for biologically superior preservation identified in Section 5.2.3.7 of the Subarea Plan. The City shall process the appropriate findings in accordance with Section 5.2.3.3 of the Subarea Plan. If such findings cannot be made for either or both of these optional project features, the feature(s) that are not consistent with the policies related to narrow endemic species shall not be implemented.

5.9.7 Significance of Impacts after Mitigation

With application of the identified mitigation measures, the project is consistent with the City’s Subarea Plan and no significant direct impacts to biological resources would remain. Compliance with the adjacency requirements of the Subarea Plan would reduce impacts associated with indirect effects on the Preserve to less than significant levels.

5.10 PALEONTOLOGICAL RESOURCES

5.10.1 Introduction and Methodology

The FSEIR #01-01 states that paleontological resources impacts would occur when earthwork activities cut into geological formations and destroy the buried fossil remains within the EastLake Vistas project area. Areas of the Otay Formation may be exposed during grading and construction activities. Exposure of this formation would likely result in the unearthing of fossil remains, which could damage the fossils if they were not recovered and salvaged. In order to mitigate for these impacts, mitigation, in the form of paleontological monitoring, would be necessary.

5.10.2 Existing Conditions

The Otay Formation underlies the entire EastLake III project area. This formation possesses potentially high sensitivity for paleontological resources. During the mass excavation work for the initial phases of the EastLake development, well-preserved fossil remains of early vertebrate animals were unearthed and salvaged. These fossils are approximately 27-28 million years old and include remains of tortoises, lizards, birds and a variety of mammals. These recovered fossil remains represent significant contributions to California paleontology. These fossil deposits are considered to be the richest such deposits in California for late Oligocene fossil vertebrates (FSEIR #01-01, 2001).

The majority of the EastLake fossil remains were recovered from the Otay Formation. Fossils were also found in the underlying Sweetwater Formation beneath the Otay Formation.

5.10.3 Thresholds of Significance

According to the significance criteria included in Appendix G of the CEQA guidelines, impacts to paleontological resources would be significant if the proposed action would result in the following:

- 1) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

5.10.4 Environmental Impacts

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

A majority of the grading activity onsite would impact the existing building pad structure which is situated on already disturbed soils. However, during construction, boring of the building column holes may result in impacts to previously undisturbed soils underneath the existing building pad structure. This would result in a potentially significant impact.

Optional Construction Road. Construction of the proposed construction access road would impact areas already graded/disturbed as components of the original site preparation. Therefore, impacts to paleontological resources would not occur.

Optional Pedestrian Trail. The proposed trail would be located on a previously undisturbed hillside. Due to this hillside's location on Sweetwater and/or Otay Formations, paleontological resources could potentially be disturbed during construction of the trail. This would result in a significant impact. Mitigation is provided in order to reduce this potential impact to a level below significance.

5.10.5 Level of Significance Prior to Mitigation

Impacts to previously undisturbed soils as a result of column borings would be a significant impact.

5.10.6 Mitigation Measures

The following mitigation measures are recommended to ensure that potential impacts from discovery of paleontological resources would be less than significant.

- 5.10-a Prior to issuance of a grading permit, the applicant shall confirm in writing to the City of Chula Vista that a qualified paleontologist has been retained to carry out the mitigation described herein. A qualified paleontologist is defined as an individual with a M.S. or Ph. D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified paleontologist. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and who is working under the supervision of a qualified paleontologist.

5.10 PALEONTOLOGICAL RESOURCES

5.10-b The qualified paleontologist or paleontological monitor shall attend preconstruction meeting to consult with the grading and excavation contractors. The paleontologist's duties shall include monitoring of grading, salvaging, preparation of collected materials for storage at a scientific institution that houses paleontological collections, and preparation of a monitoring results report. For each step below, the paleontologist should present results to the City of Chula Vista for review. These duties are defined as follows:

- The paleontologist or paleontological monitor shall be on-site during the original cutting of previously undisturbed sediments of the Otay Formation to inspect cuts for fossils contained therein. The Sweetwater Formation should be monitored on an as-needed basis as determined by the paleontologist or paleontological monitor. The frequency of inspections would depend upon the rate of excavation, the materials excavated, and the abundance of fossils. The paleontologist would work with the contractor to determine the monitoring locations and amount of time necessary to ensure adequate monitoring of the project site.
- In the event that fossils are encountered, the paleontologist (or paleontological monitor) shall have the authority to divert or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains in a timely fashion. Because of the potential for recovery of small fossil remains, it may be necessary to set up a screen-washing operation on-site.
- Fossil remains shall be cleaned, sorted, repaired, cataloged, and then stored in a local scientific institution that houses paleontological collections, such as the San Diego Natural History Museum.
- A monitoring results report with appropriate graphics summarizing the results (even if negative), analyses, and conclusions of the above program shall be prepared and submitted to the City of Chula Vista within 90 days following the termination of the paleontological monitoring program.

5.10.7 Significance of Impacts after Mitigation

Implementation of Mitigation Measures 5.10-a and 5.10-b would reduce significant impacts related to paleontological resources to below a level of significance.

SECTION 6.0

CUMULATIVE IMPACTS

6.1 INTRODUCTION/PURPOSE

In many cases, the impact of a single project may not be significant, but when combined with other projects, the “cumulative” impact may be significant. Section 15355 of the CEQA Guidelines defines “cumulative impacts” as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” CEQA Guidelines Section 15130(b) states that “the discussion [of cumulative impacts] need not provide as great of detail as is provided of the effects attributable to the project alone.” Section 15130(b) further states that a cumulative impacts discussion should be guided by the standards of practicality and reasonableness.

Cumulative impacts can occur from the interactive effects of a single project. For example, the combination of noise and dust generated during construction activities can be additive and can have a greater impact than either noise or dust alone. However, substantial cumulative impacts more often result from the combined effect of past, present and future projects that are located in proximity to the project under review. For example, the wastewater treatment demand generated by a project may not be significant when analyzed alone, however, when analyzed in combination with the wastewater demands of approved or proposed projects, the wastewater demands may exceed the resource capabilities of the service agency, resulting in a significant cumulative impact. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present and reasonably foreseeable future developments which may have impacts that might compound or interrelate with those of the project under review.

6.2 CUMULATIVE FORECASTING METHODOLOGY

Section 15130 (b)(1)(A) of the CEQA Guidelines allows for the preparation of a list of past, present, and reasonably anticipated future project as a viable method of determining cumulative impacts. This discussion utilizes that approach. An initial list and description of all related projects is provided followed by a discussion of the effects that the proposed project combined with the list may have on each environmental category of concern. Consistent with CEQA, this discussion is guided by the standards of practicality and reasonableness.

6.3 LIST OF RELATED PROJECTS

This section of the analysis provides a list of past, present, and reasonably foreseeable future projects. Several development proposals and City projects have been submitted for consideration or have been recently approved in proximity to the proposed project that together with the proposed project would result in an increase in construction-related environmental impacts. To analyze cumulative impacts, the greater EastLake area will serve as the study area. The greater EastLake area consists of the land uses along the future alignment of SR-125, along Wueste Road, Otay Lakes Road and Olympic Parkway. The location of each project described below is depicted on *Figure 6-1, Cumulative Projects*.

Bonita Long Canyon. This existing development includes 341 single-family homes, 153 multi-family homes, an open space preserve, senior high school and local commercial uses.

Bonita Meadows. Bonita Meadows is planned to be a 300-single family home development.

EastLake Business Center I and II. The EastLake Business Center I and II includes the development of 185 acres of industrial park and light industry, offices, a park and a fire or police station.

EastLake Panhandle. Future development of this site may include up to 90 dwelling units on 45 acres.

EastLake Trails and EastLake Greens. The EastLake Trails/Greens is located within the EastLake II GDP. These areas include development of 2,788 single-family and 2,100 multi-family residences. In addition, a senior high school, 2 elementary schools and a 158-acre golf course are planned. Land uses also include community commercial, freeway commercial, public and private neighborhood parks, offices, religious and community facilities.

EastLake Woods and EastLake Vistas. The EastLake Woods and Vistas projects include development of 2,061 dwelling units on 492 acres. Both developments will accommodate a mixture of both low-density and high-density residential uses. The Woods Parcel will include public facilities such as an elementary school, junior high school, fire station and recreation area. The Vistas parcel will include commercial and public park land uses in addition to residential development. The proposed project is technically a part of the Vistas Parcel.

Figure 6-1 Cumulative Projects

EastLake Land Swap Parcels. The Land Swap Parcels are planned for commercial and residential development. The Northern parcel would be 24.7 acres of Professional and Administrative Commercial uses and the southern parcel would be used for Freeway Commercial and Medium/High density residential use. This would expand R-9 from 8.5 acres to 65 acres. Densities would also increase from 5.3 dwellings/acre to 11.5 dwellings/acre. The expected result would be 750 units for the residential portion of the southern parcel.

Olympic Training Center. The Olympic Training Center is a master planned facility dedicated to the development of U.S. Olympic athletes. The facility supports many sports, including archery, bobsledding, canoeing/kayaking, cycling, field hockey, luge, rowing, rugby, skiing/snowboarding, soccer, softball, triathlon, and various Paralympic sports. The 155-acre complex accommodates approximately 4,000 athletes a year live and train at the facility. The site also provides housing and dining opportunities for athletes, offices, laboratories, meeting rooms, parking and storage. The Olympic Training Center is planned for 300 multi-family units.

Otay Ranch Master Planned Community. The Otay Ranch is a master planned community consisting of approximately 23,000 acres. At build-out of the community, over 20,000 new residences will be built. The Otay Ranch is planned in a series of “villages” with each village containing a village core where densities and intensity of use are concentrated. Land uses disperse from the village cores, and open spaces, including public parks and trails, separate the villages from one another. A key component of the master plan design is the ability to accommodate light rail transit when such facilities can be extended to this area. The Otay Ranch is located to the west of the proposed project.

Otay Ranch Village 13 Resort Site. The Village 13 project area of Otay Ranch comprises approximately 1,870 acres located in an unincorporated portion of the County and is designated for a resort development and open space. Village 13 include 1,843 single-family and 277 multi-family dwelling units and the proposed resort would include hotel, restaurants, health spa, fitness center, and resort villas and townhomes.

Rancho Del Rey I and II. The Rancho Del Rey I and II development contains 2,535 single-family and 148 multi-family homes, community and commercial uses, parks, a community purpose facility, and a 20-acre junior high/middle school.

Rancho Del Rey III. The Rancho Del Rey III development incorporates 2,512 single-family and 298 multi-family homes in addition to a park, open space area and 26-acre junior high/middle school.

Rolling Hills Ranch. Rolling Hills Ranch is a planned community proposing 2,099 single-family homes and 2,100 multi-family homes, a high school, two elementary schools, golf course, community and freeway commercial uses, public and private parks, offices, religious and community facility buildings.

SR-125 Extension. The SR-125 Extension project would consist of an 11-mile highway alignment from I-905 near the International Border to SR-54 near Sweetwater Reservoir. Completion of this project would provide for connection to the only commercial port of entry in San Diego to the regional freeway network. Completion of SR-125 is anticipated in 2007.

Salt Creek I. Salt Creek I is a developed community with 163 single-family homes and 377 multi-family homes.

San Miguel Ranch. San Miguel Ranch is a planned community under construction with a total of 1,394 single-family homes and 14 acres of commercial uses.

Sunbow SPA Plan. The Sunbow development includes 1,382 single-family and 1,073 multi-family dwelling units. The plan also included a park, elementary school, commercial and industrial uses, a 28-acre hospital site and 176 acres of open space.

Telegraph Canyon Estate. Telegraph Canyon Estate is a developed neighborhood which included the construction of 344 single-family units. The development is located to the west of the EastLake Village Center and west of the future SR-125 alignment.

Terra Nova. The Terra Nova development includes 529 single-family and 739 multi-family units, a church, elementary school, neighborhood park and community commercial uses. One hundred forty acres of the Terra Nova development is preserved in open space.

Vista Mother Miguel. Vista Mother Miguel is a 40 unit development of single-family homes.

6.4 IMPACTS TO ENVIRONMENTAL FACTORS

Because this EIR tiers from FSEIR #01-01 cumulative impacts identified in that previous EIR are summarized below. Similar to the analysis in Section 5.0, an analysis of the proposed project's cumulative impacts follows the FSEIR #01-01 summary of cumulative impacts.

Land Use Planning and Zoning

FSEIR #01-01 stated that development that is consistent with the approved plans would not result in any additional cumulative land use impacts. A significant land use impact would not

occur as long as basic planning principles are achieved. FSEIR #01-01 concluded that the development of the EastLake III Woods and Vistas parcels would generally be consistent with and thus achieve the same basic planning principles as the City General Plan and General Development Plan for EastLake III proposed at that time. The loss of agricultural land associated with project development is a cumulative impact, however, it is not considered cumulatively significant or cumulatively considerable because the land proposed for development is neither prime agricultural land nor zoned for agricultural use.

Although the proposed EastLake III Senior Housing project would require a General Plan Amendment, and amendments to the EastLake III GDP and SPA, the change in land use from commercial tourist to high-density residential senior housing would not introduce a land use that would be incompatible with the surrounding mixture of commercial, quasi-public and residential uses. The change in land use would also not create a significant cumulative loss of commercial tourist use. Several other locations in eastern Chula Vista are planned for resort/hotel uses, including the Otay Ranch Village 13 and Eastern Urban Center. Both sites are located within 2.5 miles of the site and could accommodate the visitors to eastern Chula Vista. Lastly, the proposed project in conjunction with the buildout of other areas of Chula Vista will contribute to the conversion of vacant land to urban uses in the eastern area of Chula Vista. However, the site is planned for development, and is one of the last planned development parcels in the EastLake III Vistas community. Further, the project site is surrounded by development, and services are provided to the site. As such, the proposed project would be considered an “infill” development, would not extend services or promote growth where none is currently planned, and would not result in a cumulative loss of vacant land. The conversion of vacant land to residential uses and change in land use from commercial tourist to high density senior housing is not considered cumulatively significant.

Landform Alteration and Aesthetics

FSEIR #01-01 states that the City of Chula Vista General Plan, EastLake III General Development Plan and General Development Plan EIR anticipated the components of the EastLake III project. Open expanses of rolling hills used for agricultural purposes would be developed with clustered residential and commercial areas separated by open space. Consistent with other EIRs, a significant unmitigable cumulative impact associated with landform alteration and change in visual character was identified. The Chula Vista City Council adopted a Statement of Overriding Considerations for this impact.

Because the proposed project’s environmental analysis is tiered from FSEIR #01-01, this significant cumulative impact related to landform alteration and aesthetics must be carried forward in this document for the decision makers’ review.

The proposed project will contribute to the change in visual character of the Lower Otay Reservoir area. While the project site has been graded and is no longer natural open space, it is an undeveloped vacant site. The proposed project would incrementally contribute to the developed, suburban nature of the western rim of the Lower Otay Reservoir. These visual changes will be most evident from the Lower Otay Reservoir, Olympic Parkway and Wueste Road. In conjunction with other existing, developing or planned developments, the project's contribution to the loss of open space would represent a cumulative impact. The mitigation for the project impacts would be applicable for cumulative impacts to landform alteration and visual quality associated with the proposed project. That said, this impact would remain significant and unmitigable.

Biological Resources

FSEIR #01-01 concluded that given the predominance of agricultural land and lack of sensitive vegetation on the EastLake III project site, the project's contribution to cumulative biological impacts would not be considered significant. The cumulative loss of sensitive habitats from the project and other cumulative projects within the City is addressed in the MSCP and the City's Subarea Plan which was intended to provide the City with a comprehensive plan for preservation of key biological resources while allowing remaining areas to be developed.

Development of this project, combined with the others described above, would contribute to the increase in human presence within the eastern Chula Vista area. Continued development within the eastern areas of Chula Vista and the extension of SR-125 would extend urban land uses into vacant areas characterized by natural habitats and utilized by the region's sensitive plant and wildlife species. As indicated in FSEIR #01-01, approval of the MSCP and the City's Subarea Plan was intended to mitigate for the cumulative loss of sensitive biological resources in Chula Vista. The project is consistent with the MSCP and City's Subarea Plan. Therefore, the proposed project, combined with existing, developing or planned projects would not result in cumulative biological resource impacts.

Geology and Soils

FSEIR #01-01 did not discuss cumulative impacts related to geology and soil conditions.

Geology and soil hazards associated with development on surrounding projects would be site-specific and can be mitigated on a project-by-project basis. The project would not involve the pumping or depletion of groundwater resources, which would have the potential to result in cumulative impacts to groundwater resources and soil stability. Therefore, no significant cumulative impacts related to geology and soil resources would occur.

Water Quality and Hydrology

FSEIR #01-01 concluded that cumulative impacts to Otay Lakes Basin and the Salt Creek Drainage Basin would occur as a result of development of the EastLake III GDP and SPA Plan. These impacts would be related to the potential for more channel and soil erosion into the downstream areas. Increased erosion could negatively impact downstream water quality. To reduce hydrological impacts to the Otay Lakes Basin, the master drainage system was designed to divert surface flows from 243 acres to the Salt Creek Basin. Incorporation of this design feature along with several Best Management Practices were determined to reduce potential significant cumulative impacts to water quality and hydrology to a level below significant.

Runoff from project development areas, including surface parking lots and landscaped areas will contribute to the incremental increase in urban runoff to the Otay River system. However, the proposed project site currently drains to an existing storm drain system that funnels site drainage to the Salt Creek Drainage Basin to avoid discharge into the Otay Reservoirs. The proposed project would not alter this drainage pattern. Further, the project would implement Best Management Practices to maintain water quality in the Salt Creek Drainage Basin. All drainage that leaves the project site would be filtered through mechanisms designed to trap pollutants which would eliminate the project's regional contribution to cumulative water quality issues.. In compliance with City thresholds, onsite runoff will not exceed pre-development volumes. The project's compliance with applicable federal, state and city regulations for stormwater and construction discharges, including the application of Best Management Practices, would reduce the project's contribution to cumulative impacts to water quality to a level below significance.

Transportation, Circulation and Access

FSEIR #01-01 concluded that significant cumulative traffic circulation impacts at project area intersections, street segments and freeway operations would occur through the years 2005, 2010, 2015, 2020 and at build-out. Impacts to freeway operations at I-805 would remain significant and unmitigable. The Chula Vista City Council adopted a Statement of Overriding Considerations for this impact.

Because the proposed project's environmental analysis is tiered from FSEIR 01-01, this significant cumulative impact related to transportation and circulation must be carried forward in this document for the decision makers' review.

As discussed in *Section 5.0*, the proposed project would contribute 1,684 average daily trips less than assumed for the site under the existing land use designation and as addressed in FSEIR #01-01. The traffic analysis for the proposed project concluded that, in and of itself, the proposed

project would not result in a significant contribution to traffic on I-805 and would not result in a sufficient contribution to regional road network to warrant a cumulative impact. The only traffic impact identified was project specific. However, because the proposed project is part of the buildout of the overall EastLake III community, a significant cumulative unmitigable traffic impact was identified for buildout of the community, and the proposed project would result in an incremental contribution to the traffic from buildout of the community, a significant cumulative unmitigated traffic impact is identified.

Air Quality

FSEIR #01-01 concluded that development of the EastLake III community will result in significant, unmitigable air quality impacts. Compliance with regional air pollution rules and regulations will reduce potential short-term impacts related to construction, however will not completely mitigate for them. Project operations-related impacts, including those related to stationary and mobile sources are projected to exceed South Coast Air Quality Management District thresholds and would therefore result in significant regional air quality impacts. Therefore, significant unmitigable cumulative air quality impacts would occur as a result of buildout of EastLake III. The Chula Vista City Council adopted a Statement of Overriding Considerations for this impact.

Implementation of the proposed project would result in short-term impacts to air quality associated with construction and long-term impacts associated with increased vehicle traffic. The cumulative effect of the proposed project and other projects in the vicinity would incrementally contribute to the San Diego Air Basin's levels of PM-10, ROG, NO_x, CO, O₃ and SO₂. Dust control measures implemented during grading operations would be regulated in accordance with the rules and regulations of the County of San Diego Air Pollution Control District (APCD) and the California Air Resources Board, and, on a project level, not exceed thresholds. However, the San Diego Air Basin is currently in non-attainment status for both federal and state requirements for O₃ and state requirements of PM-10; therefore, any emissions would contribute to a significant impact. While the proposed project would generate less than half of the projected traffic for the site under the existing land use designation, it would still contribute incrementally to overall cumulative vehicular emissions generated by buildout of the area. Therefore, the proposed project would contribute to the significant cumulative air quality impacts which are not be fully mitigable on a project-by-project basis.

Noise

FSEIR #01-01 states that ambient noise levels in the project area would increase as a result of new urban activities. Cumulative noise levels from EastLake III and other development in the

Eastern Territories would not exceed land use compatibility standards if mitigation measures for impacts associated with development on a project-by-project basis are incorporated.

Cumulative noise impacts are discussed in terms of traffic-related noise and a general increase in urbanization in an area. A project's contribution to cumulative traffic noise would be evaluated on a project-by-project basis, and if significant impacts are identified (e.g., non-compliance with noise standards) then mitigation requirements would be imposed. As described in *Section 5.7, Noise*, anticipated interior noise levels warrant mitigation to reduce impacts to less than significant due to the proximity of Olympic Parkway and anticipated traffic levels along this roadway. Once built, the project will contribute to the overall increase in ambient noise, however similar to the conclusion described in FSEIR #01-01 for the entire EastLake III community, because the project and other projects' noise levels within the area would not exceed land use compatibility standards, cumulative noise impacts would not occur.

Public Services and Utilities

FSEIR #01-01 analyzed cumulative impacts to water supply and sewer service. FSEIR #01-01 states that development of the EastLake III project would incrementally increase regional water consumption, however this increase represents a less than significant impact given current water availability. Further, this increase in water demand has been planned for within the City of Chula Vista.

FSEIR #01-01 indicates that development of the Woods and Vistas would incrementally reduce the capacity in the Point Loma Metro Sewer System. However, because the Metro system has the capacity to accommodate future planned growth, the increased flows would not be cumulatively significant. FSEIR #01-01 also noted the potential for increased sewer demand to overwhelm the City's sewer infrastructure. Mitigation was contemplated and has largely been completed to help convey flows within the City's system prior to its entrance into the Metro facilities.

The project would involve an incremental increase in demand for public facilities. However, this demand has been planned for by the City of Chula Vista. Sewer and water services are already provided to the site, and the associated infrastructure is adequately sized to accommodate the sewage generation and water demand. OWD has indicated that water supplies are available for the proposed development. Because other projects considered as part of this cumulative analysis would also be required to demonstrate sewer service and water availability, cumulative impacts to sewer and water services would not be significant.

The proposed project would similarly increase demand on police protection and fire and emergency services. The PFFP that has been prepared for the project addresses the need for

additional police services and recommends methods to maintain acceptable service levels. The City will evaluate each project considered as part of this cumulative analysis on a similar level, and each project will be required to pay fees to offset incremental increases in demand created by the project. Therefore, cumulative impacts to law enforcement and fire protection are not considered significant.

While the project is an age restricted facility, it may contribute to the cumulative need for additional school facilities. The proposed project, as well as foreseeable future projects, will be required to pay school fees to pay for school services and improvements commensurate with need. Therefore, impacts to schools would not be considered significant.

The proposed project would create a demand for library services to serve its residents, and, when considered with past, present and future developments, the project would contribute an incremental demand on libraries. However, the project would pay development fees that would be used towards library facilities within the City, in accordance with the City's Growth Management Ordinance. Other projects considered as part of this cumulative impact analysis would also be required to contribute development fees, as necessary to offset incremental demand for library services. Therefore, cumulative impacts to libraries would not be significant.

Buildout of the proposed project in conjunction with the cumulative projects analyzed in this analysis would increase the amount of solid waste generated within the region. As indicated in *Section 5.8*, the Otay Landfill has sufficient capacity to accommodate the proposed project. Additionally, the project, as well as other foreseeable future projects, would implement programs and policies related to solid waste management and a recycling program. As a result, no significant cumulative solid waste impacts would occur.

Paleontological Resources

FSEIR #01-01 concluded that the EastLake III area contains significant paleontological resources. Fossils were recovered from the underlying Otay and Sweetwater Formations in previous EastLake construction and represent significant contributions to California paleontology. This EIR indicates that the presence of monitors during construction will eliminate paleontological impacts on a project-by-project basis.

Monitoring for paleontological resources already occurred during grading of the site in 2002. However, the proposed project may excavate below previously disturbed formation for the subterranean parking. Therefore, this project may contribute to cumulative impacts to paleontological resources during construction of the underground parking. This cumulative impact will be mitigated through project-specific mitigation measures.

SECTION 7.0

ISSUES FOUND NOT TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines requires that an EIR briefly describe any potential environmental effects that were determined not to be significant during the initial project scoping and, therefore, were not discussed in detail in the EIR. The following environmental issues have not been analyzed in the EIR and the reasons for not further environmental analysis are discussed.

Agricultural Resources

According to FSEIR #01-01, a 1989 biological survey identified the majority of the former project site as agricultural land which had been regularly plowed. In addition, it was reported that the project area was continuously disked, and no crops had been planted on-site, at the time of the survey.

The proposed project site is 19.6 acres and has been graded to a flat building pad in accordance with approved grading permits. The City of Chula Vista's General Plan identifies the proposed project site as being planned for development. The site is not currently used for agricultural purposes, is not designated as significant agricultural land and is planned for development. The change in land use proposed for the site would not change these conditions. Therefore, no impacts to agricultural resources would result from the proposed SPA Plan.

Optional Construction Road: The optional offsite temporary construction road would be located on 0.5 acre of manufactured slope that has been landscaped with native vegetation. This optional project feature does not support agricultural activity.

Optional Pedestrian Trail: The optional pedestrian trail within the OTC property would be located on a natural slope located between the proposed project site and the OTC. The trail area includes 0.31 acre disturbed and developed area that is not used for nor is suitable for agricultural purposes, due to its size and location between uses. Therefore, implementation of these optional features would not result in impacts to agricultural resources.

Biological Resources

Following approval of FSEIR #01-01, which analyzed impacts to biological resources, the designated project area was graded, resulting in a building pad. This document assumes no further impacts to pre-existing biological resources within the project development site, and

notes that mitigation designated for impacts to vegetation within the project site has been fulfilled.

Optional Construction Road and Pedestrian Trail: This EIR addresses two optional features that were not previously analyzed in FSEIR #01-01 in *Section 5.9, Biological Resources*.

Cultural Resources

FSEIR #01-01 concluded that all cultural resources discovered in the Woods and Vistas communities did not meet the significance criteria under CEQA. Therefore, because the project site has already been graded, and significant cultural resources were not noted in FSEIR #01-01 and associated Technical Cultural Resource Report, impacts to cultural resources have been adequately analyzed in previous environmental reviews. FSEIR #01-01 also determined that significant cumulative impacts to cultural resources would not occur.

Optional Construction Road: The optional off-site construction road would be located on the existing manufactured slope abutting the southern edge of the proposed project site. This slope area was also disturbed during the initial 2002 rough grading work for the project site. As with the proposed project site, no resources meeting significance criteria under CEQA were discovered in this area during preparation of FSEIR #01-01. Therefore cultural resource impacts from this optional project feature are considered an effect found not significant.

Optional Pedestrian Trail: The optional pedestrian trail connection to the OTC trail would be located on land previously analyzed during OTC development (as discussed in EIR #89-09). This area of the OTC site did not contain cultural resources. Cultural resources are therefore included as an effect found not significant.

Hazards/Risk of Upset

A Phase 1 Environmental Site Assessment Report was prepared for the proposed project site on October 4, 2004 and was revised on June 20, 2005. The Phase 1 included a site reconnaissance-level site visit, a records review, and an interview. No evidence of hazardous wastes or substances were observed within the 19.6 acres. In addition, the records search did not identify the site as being listed on any of the databases in the Environmental Data Resources (EDR) report. In addition, an EDR report was prepared for properties within the site vicinity. This second EDR report did not identify any facilities that appear to represent a potential source of migration of hazardous substances. On October 4, 2004, an interview took place with Mr. Curt Smith of The EastLake Company who identified the site as being used for dry farming until 1989/1999. In 2002, the site was graded and fill soils were generated from the site. According

to the interview, there are no underground storage tanks or environmental issues associated with the project site. Therefore, impacts from existing hazardous waste or substances would not occur. However, the Phase 1 recommended that general observations should be made during any future site development for areas of possible contamination such as but not limited to the presence of underground facilities, buried debris, waste drums, tanks, stained soil or odorous soils. Should such materials be encountered, further investigation and analysis may be necessary at that time.

During the construction phase of the proposed project Best Management Practices would be applied to ensure that all hazardous materials are stored properly and that no hazards occur during this phase of the project. The proposed project would not involve the routine transport, use or disposal of hazardous material. There are no existing or planned schools located within a quarter mile or airports/private air strips located within two miles of the proposed project site. Therefore these hazards would not be subjected to these types of sensitive land uses.

Optional Construction Road: The optional off-site construction road would be located on the existing manufactured slope abutting the southern edge of the proposed project site. This slope area was disturbed during the initial 2002 rough grading work for the project site, therefore as with the proposed 19.6 acre site, general observations should be made during any future site development for areas of possible contamination such as but not limited to the presence of underground facilities, buried debris, waste drums, tanks, stained soil or odorous soils. As with the proposed 19.6 acre project site, should such materials be encountered, further investigation and analysis may be necessary at that time. It should be noted that hazards related to construction traffic crossing the existing pedestrian trail at the base of the existing manufactured slope and Wueste Road are addressed in *Section 5.5, Traffic and Circulation*.

Optional Pedestrian Trail: Analysis of the optional trail alignment was not included in the June 20, 2005 Phase I Environmental Site Assessment summarized above. However, construction of the proposed trail would entail scraping the top portion of the onsite soil to create a level walking path. This minimal amount of soil disturbance is not likely to unearth any buried hazards or contaminants, therefore the potential for exposure to hazards is considered extremely low and therefore included as an effect found not significant.

Mineral Resources

The State of California's Department of Conservation's Mineral Land Classification Map for aggregate resources designates the proposed project site as a mineral resource zone 3 (MRZ-3). MRZ-3 is identified as an area containing mineral deposits of which its significance cannot be evaluated from the available data.

In addition, the Draft EIR for the City of Chula Vista's Vision 2020 General Plan update identifies significant aggregate reserve areas mainly in the vicinity of Sweetwater and Otay River Valleys; which are located to the north and south of the project site. Since there are no known significant aggregate reserve areas within the project vicinity no impacts would occur.

Optional Construction Road and Pedestrian Trail: As described for the proposed project, the area is not considered to support important aggregate reserves such as present in the Sweetwater and Otay River Valleys. Since there are no known significant aggregate reserve areas within the project vicinity, no impacts would occur and this issue is therefore included as an effect found not significant.

Housing and Population

The project site does not currently support housing, therefore substantial numbers of existing housing would not be displaced. The proposed project would provide housing. The project site is adjacent to existing development and is surrounded by development to the north, south and west. Further, due to the approved development of the EastLake III community, existing infrastructure facilities are available at the site. Therefore, no significant infrastructure extensions will be required as part of the proposed project.

Optional Construction Road and Pedestrian Trail: As indicated for the proposed project, these two alignments do not support housing nor would they necessitate displacement of residents. Similar to the proposed project, no significant infrastructure extensions will be required to implement these optional components.

SECTION 8.0 GROWTH INDUCEMENT

Section 15126.2(d) of the CEQA Guidelines mandate that the growth inducing nature of the proposed project be discussed. This CEQA Guideline states the growth inducing analysis is intended to address the potential for the project to “foster economic or population growth, or the construction of additional housing, whether directly or indirectly, in the surrounding environment.”

FSEIR #01-01 states that implementation of the EastLake III project would have some growth inducing impacts on undeveloped land in the project vicinity as well as encourage any potential adjacent developments to occur sooner than would otherwise take place without the project. However, the October 1989 FSEIR #01-01 concluded that because most of the surrounding land was zoned for urban development, the development of EastLake III would not conflict with the City of Chula Vista’s goals for directing growth. FSEIR #01-01 concludes that implementation of the proposed EastLake III project may have some growth inducing impacts on undeveloped land to the north, west and south of the project area by providing public infrastructure improvements adjacent to currently undeveloped, non-serviced areas. New roads and improvements to existing roadways would also provide and/or improve access to many on- and off-site areas. For these reasons, FSEIR #01-01 concluded that growth inducing impacts would occur, but would not be adverse.

The City of Chula Vista’s Growth Management Plan calls for directing growth in and around the City in an orderly fashion in order to avoid leapfrog development. The City of Chula Vista’s Growth Management Plan is included in their Growth Management Element. The goal of the Growth Management Element is “To direct and coordinate growth and development in ways that maintain and consistently endeavor to improve the quality of life for current and future residents of Chula Vista.” The City of Chula Vista Growth Management Threshold Standards are provided in *Table 8-1, Chula Vista’s Threshold Standards*.

According to the *City of Chula Vista 2005 Growth Management Oversight Commission (GMOC) Annual Report Community Workshop Edition-Threshold Review Period 7/1/03 to 6/30/04 To the Current Time And Five Year Forecast to December 2009* (April 20, 2005), during the review period of July 1, 2003 to June 30, 2004, the threshold was not met for Libraries; Police Priority II; and Fire/EMS. The *2005 Threshold Standard – Annual Review Summary and Five Year Assessment* predicts the potential for future noncompliance with Police Priority II and Fire/EMS thresholds.

**TABLE 8-1
Chula Vista’s Threshold Standards**

Air Quality	Annual report required from Air Pollution Control District on impact of growth on air quality.
Fiscal	Annual report required to evaluate impacts on growth on city operations, capital improvements, and development impact fee revenues and expenditures.
Police	Respond to 81% of the Priority I emergency calls within 7 minutes and maintain average response time of 5.5 minutes. Respond to 57% of Priority II urgency calls within 7 minutes and maintain average response time of 7.5 minutes.
Fire/EMS	Respond to calls within 7 minutes in 80% of all cases.
Schools	Annual report required to evaluate school district's ability to accommodate new growth.
Library	An additional 60,000 gross square feet of library space to be phased to maintain a ratio of 500 square feet of library space adequately equipped and staffed per 1,000 population.
Parks and Recreation	Maintain 3 acres of neighborhood and community parkland with appropriate facilities per 1,000 residents east of Interstate 805.
Water	Annual report from water service agencies on impact of growth and future water availability.
Sewer	Sewage flows and volumes shall not exceed City Engineering Standards. Annual report from Metropolitan Sewer Authority on impact of growth on sewer capacity.
Drainage	Storm flows and volume shall not exceed City Engineering Standards. Annual report reviewing performance of city's storm drain system.
Traffic	Maintain Level of Service (LOS) "C" or better as measured by observed average travel speed on all signalized arterial streets, except, that during peak hours, an LOS "D" can occur for no more than any 2 hours of the day. Those signalized intersections west of Interstate 805 that do not meet the above standard may continue to operate at their 1991 LOS but shall not worsen.

Source: City of Chula Vista, 2005

The proposed project is not expected to generate growth beyond the proposed 494 senior housing units, as the project does not include any major infrastructure improvements which would be of service to vacant, off-site properties. Infrastructure improvements included as part of the proposed project are aimed at meeting the needs of the proposed project itself. The project is located in an area that is currently being developed as proposed and planned for by the City of Chula Vista to the north, south and west. Lower Otay Reservoir is located to the east of the proposed project site.

The majority of the project area is already developed or planned for development, and therefore would not exceed projected growth within the City. This project would involve additional housing, and existing commercial uses in the area would be expected to accommodate the increase in demand for commercial services resulting from the proposed project.

SECTION 9.0

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Section 15126.2(c) requires the evaluation of the “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or non-use thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

FSEIR #01-01 states that the predominant irreversible environmental change would be continuation of planned commitment of land resources to urban/developed uses. This would constitute a permanent change. Once construction occurs, reversal of the land to its original condition is nearly impossible. Other permanent changes would include more traffic and hence noise, permanent landform alteration, increased human presence in the area and the transition from a rural to residential community. Finally, FSEIR #01-01 states that irreversible commitments of energy resources would occur with build-out of EastLake III. These resources would include electricity, natural gas and building materials.

The proposed project would irreversibly alter the previously graded vacant site to a residential use for the foreseeable future. Similar irreversible changes as outlined in FSEIR #01-01 would occur through development of the proposed project. Non-renewable energy resources including electricity, natural gas, potable water and building materials would be utilized during development and operation of the housing facility.

SECTION 10.0

PROJECT ALTERNATIVES

CEQA Statute Section 21002.1(a) states that the purpose of an EIR is to “identify the significant effects on the environment of a project, to identify alternative to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.”

CEQA guidelines require an EIR to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project, and evaluate comparative merits of the alternatives” (CEQA Section 15126.6(a)). CEQA Guidelines direct the selection of alternative be focused on those alternatives capable of eliminating any significant environmental effects of the project or of reducing them to a less-than significant level, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly. In cases where a project is not expected to result in significant impacts after implementation of recommended mitigation, review of project alternatives is still appropriate.

The range of alternatives required within an EIR is governed by the “rule of reason” which requires an EIR to include only those alternatives necessary to permit a reasoned choice. The discussion of alternatives need not be exhaustive. Furthermore, an EIR need not consider an alternative whose implementation is remote and speculative or whose effects cannot be reasonably ascertained.

This alternatives discussion focuses on three alternatives: **(1)** the no development alternative, **(2)** existing land use designation alternative (commercial tourist), and **(3)** reduced density alternative (single family residential similar to surrounding development). Each of these alternatives is discussed below and a comparison of each alternative to the proposed project is provided in *Table 10-1, Proposed Project vs. Alternative Comparison of Environmental Impacts* at the end of this section.

10.1 NO DEVELOPMENT ALTERNATIVE

Project Description

The No Development Alternative assumes that the project would not be developed, and the project site would remain in its existing undeveloped condition. No amendments to the General Plan, EastLake III GDP and SPA would be required.

Environmental Analysis

Land Use, Planning and Zoning

Under the No Development Alternative the project site would remain in its undeveloped condition. There would be no senior housing developed, and the optional trail and temporary emergency access road would not be constructed. There would be no conflict between the temporary emergency access road and vehicular and pedestrian traffic along Wueste Road.

Landform Alteration and Aesthetics

Implementation of the No Development Alternative would retain the same landform configuration that currently exists. The site would remain a relatively flat, graded site. Therefore, no elements would be introduced under this alternative that would detract from the existing aesthetic character. No impacts to landform or aesthetics would occur.

Agricultural Resources

No agricultural resources exist onsite. If the project site were not developed further, it is unlikely that the site could be used for agricultural uses due to the graded nature, lack of soils suitable for agricultural production and size of the site.

Biological Resources

The No Development Alternative would likely result in habitat and species recolonizing the project site. This alternative would eliminate potential impacts to narrow endemics associated with the optional trail and temporary emergency access road. No indirect impacts to resources in the MSCP Preserve would occur.

Cultural Resources

No grading or other ground disturbance would occur with this alternative. Similar to the proposed project, cultural resource impacts would not occur.

Geology and Soils

The No Development Alternative would not require grading of the site. Erosion associated with the current site condition would still occur, but erosion of newly graded areas would not occur.

Since there would be no human occupation of the site, any impacts related to geotechnical hazards would be eliminated.

Paleontological Resources

Although the proposed project would not result in impacts to paleontological resources, under the No Development Alternative no grading or other ground disturbance would occur; therefore, paleontological resource impacts would not occur.

Water Quality and Hydrology

The No Project Alternative would not result in any modifications to the existing drainage patterns or volume of storm water runoff as the total impervious area on-site would remain unchanged from its present condition. Therefore, no impacts to water quality and hydrology would occur.

Transportation, Circulation and Access

The No Development Alternative would not generate additional vehicle trips; therefore, no impacts would occur to local roadway segments or intersections.

Air Quality

The No Development Alternative would avoid the air quality impacts associated with site grading, construction, vehicular emissions and building operations. No impacts to air quality would be generated by this Alternative.

Noise

Existing ambient noise levels would remain under this alternative. Land uses surrounding the site will still continue to be subjected to noise generated by surrounding activities. However, temporary noise impacts from construction would not occur, and noise impacts from traffic on future residences would not occur under this Alternative.

Public Services and Utilities

Elimination of development on the project site would not generate additional demand for local public services and facility capacity. No public services and utility impacts would occur.

Hazards/Risk of Upset

The potential for additional hazards and the risk of upset of unknown hazards would not occur under this alternative as the site would remain undeveloped.

Project Objectives

The No Development Alternative would meet the following project objectives:

- Preserve open space and natural amenities.

The No Development Alternative would not meet the following project objectives:

- Assure a high quality of development, consistent with City and Community goals and objectives, the Chula Vista General Plan and EastLake III General Development Plan.
- Create an economically viable plan that can be realistically implemented within current and projected economic conditions.
- Provide for orderly planning and long-range development of the project to ensure community compatibility.
- Establish the necessary framework for an identify financing mechanisms to facilitate adequate community facilities, such as transportation, water, flood control, sewage disposal, schools and parks and provide adequate assurance that approved development will provide the necessary infrastructure, when needed, to serve the future residents of EastLake III.
- Establish a planning and development framework which will allow diverse land uses to exist in harmony within the community.

10.2 EXISTING LAND USE DESIGNATION (COMMERCIAL - TOURIST) ALTERNATIVE

Project Description

The existing land use designation for the project site is for Commercial-Tourist uses. The Existing Land Use Designation Alternative would result in the continued development of the site for Commercial-Tourist uses. No amendments to the designation would be necessary. Since the FSEIR #01-01 addressed the development of the project site for commercial-tourist uses; the following impact characterization is a summary of conclusions from the FSEIR #01-01. In cases

where FSEIR #01-01 did not differentiate the impacts related to the specific project site and instead referred to impacts from development of the larger Woods and Vistas project, an independent analysis was provided.

Environmental Analysis

Land Use, Planning and Zoning

This alternative would be consistent with the existing General Plan and EastLake III GDP and SPA. The site would be developed with a commercial tourist use that would support the OTC. The commercial tourist use would be compatible with the surrounding existing and proposed land uses, which include residential and commercial uses. No land use, planning or zoning impacts would result from this alternative if the optional features are not implemented. If the optional temporary construction access road and trail are implemented, similar land use impacts would be associated with these features as the proposed project.

Landform Alteration and Aesthetics

Implementation of the Existing Land Use Designation Alternative would have a similar effect on landform alteration as the proposed project because the site would change from vacant land to urban development. A Commercial-Tourist use would be subject to the existing design guidelines and design review, similar to the proposed project, that would assure an aesthetically compatible structure(s). Under the existing design guidelines, the structure would remain at a maximum height of 45 feet. However, similar to the proposed project, intervening commercial uses would obstruct views of the majority of the commercial tourist structure(s) from the closest residences to the site. Therefore, landform alteration and aesthetics impacts associated with this alternative would be similar to the proposed project.

Agricultural Resources

Impacts to previous agricultural resources were addresses in FSEIR #01-01. Since the preparation of FSEIR #01-01, the project site has been graded in its entirety and therefore, agricultural resources or activities no longer occur on-site. Therefore, as with the proposed project, no impacts to agricultural resources from the Existing Land Use Designation Alternative would occur.

Biological Resources

According to FSEIR #01-01, the project site previously consisted of agricultural lands with small areas of disturbed habitat (and manufactured slopes) and disturbed coastal sage scrub. Since the preparation of the FSEIR #01-01, the project site has been graded and therefore, impacts and associated mitigation to the vegetation communities have already occurred. Therefore, development of the site with a Commercial-Tourist use would not directly impact biological resources. Indirect impacts on the adjacent MSCP Preserve would still occur with this alternative. If the temporary access road and trail to the OTC are developed with this alternative, similar impacts associated with narrow endemics would occur.

Cultural Resources

According to FSEIR #01-01, and EIR #89-09 no cultural resources that meet the significance criteria under CEQA are located within the project site or optional temporary access road or trail location areas. Therefore, similar to the proposed project, the Existing Land Use Designation Alternative would not result in impacts to cultural resources.

Geology and Soils

The Existing Land Use Designation Alternative would result in the same geotechnical impacts and require the same mitigation measures that were provided in FSEIR #01-01. Similar to the proposed project, impacts would be associated with onsite erosion and geological hazards such as seismic activity. No additional impacts would be generated by the Existing Land Use Designation Alternative. If the optional features are implemented with this alternative, similar geological impacts would occur as identified in Section 5.0

Paleontological Resources

According to FSEIR #01-01, the potential exists for paleontological resources to be located within the project site. The Existing Land Use Designation Alternative would result in similar impacts as those presented for the proposed project. The potential for impacts to occur exists with the additional grading activities that would be required from implementing future development on the project site. Mitigation measures from FSEIR #01-01 would be applicable to this project alternative.

Water Quality and Hydrology

FSEIR #01-01 concluded that construction and development of the site could cause an increase in the amount of runoff and have potentially significant hydrologic impact on downstream drainage facilities during major storm events. In addition, FSEIR #01-01 determined that the proposed diversion from the Vistas neighborhood may exceed the capacity of the existing Olympic Parkway storm drain system, which would be a significant impact if storm water runoff is not directed beyond the Olympic Parkway system to the existing Salt Creek outfalls.

Previous analysis for construction related impacts to water quality, as presented in FSEIR #01-01, indicated that impairment to receiving waters resulting from conventional construction techniques could be reduced to a less than significant level through the use of BMPs. This would be similar to the impacts generated by the proposed project.

FSEIR #01-01 also recognized that potentially significant impacts to water quality would result from increased runoff carrying pollutants into nearby water resources, particularly the Otay Reservoirs. The project analyzed under the June 2001 FSEIR was designed to divert runoff away from the reservoirs, with the exception of the manufactured slopes along the east side of the site. FSEIR #01-01 required the use potable water for irrigation and revegetation of disturbed slopes with draught tolerant plants to reduce water usage, and restricted the use of pesticides, herbicides, and fertilizers to reduce impacts to below a significant level. Based on the runoff diversion plan and BMPs proposed to reduce pollutant load, FSEIR #01-01 concluded that water quality in the Otay Reservoirs would not be adversely affected by the Vistas project. Impacts would be less than significant with implementation of mitigation measures.

Transportation, Circulation and Access

FSEIR #01-01 evaluated the traffic impacts of implementation of the EastLake III SPA in its entirety. FSEIR #01-01 assumed development of the site with Commercial Tourist uses. The generation rate for Commercial Tourist uses is 200 trips per acre of commercial development. Therefore, the Existing Land Use Designation Alternative would generate 3,660 ADT. This alternative would generate approximately 1,684 more ADT than the proposed project. If this alternative constructs the temporary access road, a similar conflict would result at the intersection with Wueste Road and the regional trail.

Air Quality

The implementation of tourist-commercial uses at the project site would generate higher traffic volumes than compared to the proposed project. Higher traffic levels will likely result in more

congestion which will in-turn contribute to the Region's current air quality non-attainment levels. FSEIR #01-01 indicated that the proposed SPA development would result in significant, unmitigable environmental impacts. This alternative would therefore result in similar significant, unmitigable air quality impacts compared to the proposed project.

Noise

Higher noise levels are anticipated to be generated from a Commercial-Tourist use as compared to a senior housing development. A Commercial-Tourist use, such as a hotel with restaurant and meeting spaces, would likely be very active, with a frequent turn over of guests. As noted above, the Commercial Tourist use would generate more traffic which would result in higher noise levels adjacent to Olympic Parkway. Therefore, noise impacts associated with the Existing Land Use Designation Alternative will be greater than those generated by the proposed project.

Public Services and Utilities

Potable Water. FSEIR #01-01 analyzed implementation of the EastLake III SPA in its entirety, and estimated the potable water demand for the commercial tourist use to be 33,380 gallons per day. FSEIR #01-01 concluded that the proposed Woods and Vistas project would result in an incremental increase in water consumption and place additional demands on water storage and pumping facilities. The increase in the demand for water would not have a significant impact on the ability of Otay Water District to provide service to the site, however, the impact to water storage and pumping facilities would be significant if construction of new facilities does not coincide with the project's anticipated growth. Potable water demand for the proposed project is estimated at 148,200 gallons per day, therefore this alternative would result in less water consumption than the proposed project.

Sewer. The amount of sewage anticipated to be generated by the Existing Land Use Alternative is approximately 49,500 gpd; this is almost half of what is anticipated to be generated by the proposed project (98,306 gpd). Therefore, the Existing Land Use Alternative would result in less sewage generated and would have less of an impact on sewer system than proposed project.

Police. The Chula Vista Police Department does not meet its current response times. Impacts to police services are dependent upon response times and the anticipated amount of calls based on land use type. It is assumed that commercial tourist uses would generate more calls (related to theft and burglary) than the proposed gated project, and would therefore have an increased demand for services than the proposed project.

Fire. The Chula Vista Fire Department does not currently meet the threshold standard for response times for the City. Increased response time is attributable, in part, to increased travel time, which results from responding to freeway incidents, and lower density, hilly terrain and the more circuitous non-grid nature of many streets in new residential developments in Chula Vista. Impacts to fire services should be similar to those of the proposed project.

Library Services. The development of Commercial-Tourist uses would not generate a large demand for library services as this service demand is based on new residents. The City's threshold standard is 500 gross square feet per 1,000 residents and the current estimate is approximately 451 square feet per 1,000 residents. Therefore, the Existing Land Use Alternative would not generate impacts to library services as new residents would not be directly attributable to the development of Commercial-Tourist land uses.

Solid Waste. Impacts associated with the production and disposal of solid waste were not analyzed in FSEIR #01-01 for the previously proposed commercial development. However, prior to issuance of a building permit, the City requires applicants to submit a Solid Waste Management Plan describing how at least 50 percent of solid waste generated by construction will be diverted to sources other than landfills. This requirement ensures that solid waste associated are recycled and not submitted to a local landfill. Therefore, impacts are anticipated to be similar as the proposed project.

Parks and Recreation. The development of tourist commercial uses would not generate the need of additional park and recreational needs. Impacts would be the same as those for the proposed project.

Schools. The development of a tourist-commercial use at the project site would not generate the need of additional educational facilities. Therefore, as with the proposed project, this Alternative would not result in impacts to local schools.

If the temporary access road and trail are constructed with this alternative, these facilities would not have an impact on public facilities or services, similar to the proposed project.

Hazards/Risk of Upset

There are no known sources of hazards located at the project site. The potential for hazards to occur at the project site during construction and operation of this alternative would be similar in nature to the proposed project. Hazardous materials would need to be disposed of and any remaining soil hazards remediated. Impacts related to this alternative would be similar to that of the proposed project.

Project Objectives

The existing Zoning/General Plan Designation alternative would meet the following project objectives:

- Assure a high quality of development, consistent with City and Community goals and objectives, the Chula Vista General Plan and EastLake III General Development Plan.
- Create an economically viable plan that can be realistically implemented within current and projected economic conditions.
- Provide for orderly planning and long-range development of the project to ensure community compatibility.
- Establish the necessary framework for an identify financing mechanisms to facilitate adequate community facilities, such as transportation, water, flood control, sewage disposal, schools and parks and provide adequate assurance that approved development will provide the necessary infrastructure, when needed, to serve the future residents of EastLake III.
- Establish a planning and development framework which will allow diverse land uses to exist in harmony within the community.

The existing Zoning/General Plan Designation alternative would not meet the following project objectives:

- Preserve open space and natural amenities.

10.3 REDUCED DENSITY ALTERNATIVE (SINGLE FAMILY RESIDENTIAL)

Project Description

The Reduced Density Alternative would consist of single-family residential uses that are typical of the surrounding environment. Consistent with surrounding densities, approximately 56 single-family units could be developed on the site.

Environmental Analysis

Land Use, Planning and Zoning

Similar to the proposed project, the Reduced Density Alternative would require a General Plan Amendment and amendments to the EastLake III GDP and SPA. If the optional temporary construction access road and trail are implemented, similar land use impacts would be associated with these features as the proposed project. Therefore, impacts to land use, planning and zoning would be the same as for the proposed project.

Landform Alteration and Aesthetics

Implementation of the Reduced Density Alternative would have a similar change in landform from a vacant site to a residential community. The scale, density and quantity of residential units would be less than the proposed project. Aesthetically, the site would resemble single-family neighborhoods to the west and north and therefore would blend better from a community character perspective compared to the proposed project. Light and glare would be introduced to the site, similar to the proposed project.

Agricultural Resources

The site has been previously graded, and no agricultural activities currently occur on-site. Development of the site with single-family units would not result in impacts to agricultural resources.

Biological Resources

Similar to the proposed project, this alternative would not have direct impacts on biological resources. However, indirect impacts on the adjacent MSCP Preserve would still occur. If the optional temporary construction access road and trail are implemented with this alternative, there would be similar impacts associated with potential narrow endemics..

Cultural Resources

According to FSEIR #01-01 and EIR #89-09, no cultural resources that meet the significance criteria under CEQA are located within the project site or optional temporary access road or trail location areas. Therefore, neither the proposed project nor the Reduced Density Alternative would result in impacts to cultural resources.

Geology and Soils

The Reduced Density Alternative would require the same geotechnical mitigation measures that were provided in FSEIR #01-01 and suggested for the proposed project. That said, this alternative would eliminate the need for basement parking excavation which is anticipated to expose unstable alluvium in the proposed project scenario.

Paleontological Resources

According to FSEIR #01-01, the potential exists for paleontological resources to be located within the project site. The Reduced Density Alternative would result in similar impacts as those presented for the proposed project. The potential for impacts to occur exists with the additional grading activities that would be required from implementing future development on the project site. Mitigation Measures from FSEIR #01-01 would therefore still be applicable.

Water Quality and Hydrology

The amount of runoff generated by this alternative would depend upon the area of impervious surfaces as compared to the proposed project. Runoff from the site could carry contaminants to the storm drain system. Similar to the proposed project, BMPs would be required to treat runoff prior to entering the storm drain system or, in the case of the southern slope, prior to entering the Lower Otay Reservoir. Similar to the proposed project and in accordance with City requirements, the volume of runoff could not increase above existing volumes. Therefore, similar water quality and hydrology impacts would be applicable to the Reduced Density Alternative.

Transportation, Circulation and Access

The Reduced Density Alternative would result in approximately 56 single-family residential units, which would generate approximately 560 ADT. This is 1,416 ADT less than what would be generated by the 494-unit senior housing project. Therefore, traffic impacts from this alternative would be less than those generated by the proposed project. It is anticipated that the level of service at the main driveway into the site would still be at unacceptable levels and would warrant a traffic signal. If the temporary construction access road is developed with this alternative, a conflict at the intersection with Wueste Road and the regional trail would result, similar to the proposed project.

Air Quality

Air quality impacts from construction related activities are anticipated to be similar to those of the proposed project; however, the duration of construction may be less than the Reduced Density Alternative. For the operational phase of the project, the Reduced Density Project would generate less ADT and therefore, less vehicular emissions. Therefore, the Reduced Density Alternative would generate less air quality impacts than the proposed project.

If the temporary access road and trail are constructed with this alternative, construction of these facilities would contribute to construction-related emission, similar to the proposed project. There would be no long-term air quality emissions associated with these features.

Noise

It is estimated that the Reduced Density Alternative would decrease noise levels primarily due to the decrease in the number of vehicles traveling to and from the site. The proposed project would generate 1,976 ADT verses approximately 560 ADT for the Reduced Density Alternative.

If the temporary access road and trail are constructed with this alternative, these facilities would not have an impact on noise, similar to the proposed project.

Public Services and Utilities

Implementation of the Reduced Density Alternative would decrease the amount of water, electricity, sewer, solid waste, police services and fire services required. However, similar to the proposed project, the applicant would be required to pay the Fee Recovery District Fee, as determined by the City Engineer, to help further offset impacts to City fire, police, emergency and other services anticipated to occur as a result of build-out of the Eastern Territories. The Reduced Density project would generate the need for 0.42 acres of parkland (3 acres/1,000 people - 2.5 people per single-family residential unit was assumed). Therefore, the amount of parkland generated by the Reduced Density Alternative would be less than that of the proposed project.

If the temporary access road and trail are constructed with this alternative, these facilities would not have an impact on public facilities or services, similar to the proposed project.

Hazards/Risk of Upset

There are no known significant hazardous resources located within the project site. Therefore, the Reduced Density Alternative would have similar impacts associated with hazards as the proposed project.

Project Objectives

The reduced density alternative would meet the following project alternatives:

- Create an economically viable plan that can be realistically implemented within current and projected economic conditions.
- Provide for orderly planning and long-range development of the project to ensure community compatibility.
- Establish the necessary framework for an identify financing mechanisms to facilitate adequate community facilities, such as transportation, water, flood control, sewage disposal, schools and parks and provide adequate assurance that approved development will provide the necessary infrastructure, when needed, to serve the future residents of EastLake III.

The reduced density alternative would not meet the following project objectives:

- Assure a high quality of development, consistent with City and Community goals and objectives, the Chula Vista General Plan and EastLake III General Development Plan.
- Establish a planning and development framework which will allow diverse land uses to exist in harmony within the community.
- Preserve open space and natural amenities.

10.4 IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project/No Development Alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The environmental analysis of alternatives presented above and summarized in Table 10-1 indicates, through a comparison of potential impacts from each alternative to the proposed project, that the No Development Alternative is the environmentally superior alternative. If left in its current state, no new impacts would be introduced to the area. This alternative would result in the least impact to area roadways, aesthetics, the noise environment, air quality, biological resources and public services. However, the No Development Alternative would not implement the General Plan, GDP or SPA for the site. Further, this alternative would not accomplish any of the project objectives.

The Reduced Density Alternative could also be considered environmentally superior because it would result in less traffic than the proposed project and would be less dense than the proposed project. However, this alternative would not implement the General Plan, GDP or SPA for the site and would not accomplish any of the project objectives, particularly related to providing a diversity of housing types.

**TABLE 10-1
PROPOSED PROJECT VS. ALTERNATIVES: COMPARISON OF ENVIRONMENTAL IMPACTS**

Issue Area	Proposed Project	No Development Alternative	Existing Land Use Designation (Commercial - Tourist) Alternative	Reduced Density Alternative
Land Use, Planning and Zoning	The proposed project would be inconsistent with several General Plan policies. The proposed project would result in potentially significant, temporary land use conflicts between use of the proposed construction access road, vehicles using Wueste Road and recreational trail users. Grading for the optional pedestrian trail connection to the OTC and the temporary construction access road may conflict with the City's MSCP Subarea Plan relative to the potential for narrow endemics. As discussed in Section 5.0, all of these impacts would be mitigated to below significance.	No impact.	No impact. If the optional temporary construction access road and trail are implemented, similar land use impacts would be associated with these features as the proposed project, and similar mitigation measures would be required.	Similar to the proposed project. If the optional temporary construction access road and trail are implemented, similar land use impacts would be associated with these features as the proposed project, and similar mitigation measures would be required.
Landform Alteration and Aesthetics	The project would introduce a new source of light and glare which would be potentially significant. The temporary access road would result in a temporary visual/landform impact on views from Wueste Road north to the site. As discussed in Section 5.0, this impact would be mitigated to below significance.	No impacts.	Similar to the proposed project. If the optional temporary construction access road is implemented, similar temporary visual/landform impacts would be associated with this feature as the proposed project, and similar mitigation measures would be required.	Similar to the proposed project with respect to light and glare. Reduced scale and density as compared to the proposed project would blend with the existing residential community. If the optional temporary construction access road is implemented, similar temporary visual/landform impacts would be associated with this feature as the proposed project, and similar mitigation measures would be required.
Agricultural Resources	No impacts to agricultural resources would be associated with implementation of the proposed project.	No impacts.	Similar to the proposed project.	Similar to the proposed project.
Biological Resources	Potential direct impacts to narrow endemic plant species that may occur within the optional off-site trail and optional temporary	No impact	Similar to the proposed project. If the optional temporary construction access road and trail	Similar to the proposed project. If the optional temporary construction access road and trail are implemented, similar land use impacts would be

**TABLE 10-1
PROPOSED PROJECT VS. ALTERNATIVES: COMPARISON OF ENVIRONMENTAL IMPACTS**

Issue Area	Proposed Project	No Development Alternative	Existing Land Use Designation (Commercial - Tourist) Alternative	Reduced Density Alternative
	construction access road are considered significant. Potential indirect impacts to adjacent Preserve lands are also considered significant. As discussed in Section 5.0, these impacts would be mitigated to below significance.		are implemented, similar biological impacts would be associated with these features as the proposed project, and similar mitigation measures would be required.	associated with these features as the proposed project, and similar mitigation measures would be required.
Cultural Resources	Neither the proposed project nor the optional temporary access road or trail connection to the OTC would result in impacts to cultural resources.	No impact.	Similar to the proposed project. If the optional temporary construction access road and trail are implemented, there would be no impact to cultural resources.	Similar to the proposed project. If the optional temporary construction access road and trail are implemented, there would be no impact to cultural resources.
Geology and Soils	Impacts associated with slope instability would be potentially significant. Erosion during construction, although short-term in nature, could be significant without erosion control measures. Structures will be located over underground parking. Potentially significant impacts to foundations and structures could occur if expansive soils are encountered. Potential impacts resulting from other geological hazards such as seismic activity would be significant. Erosion could be associated with the temporary access road. As discussed in Section 5.0, these impacts were determined to be mitigated to below significance.	No impact.	Similar to the proposed project. If the optional temporary access road is constructed with this alternative, similar erosion impacts could occur.	Similar to the proposed project. If the optional temporary access road is constructed with this alternative, similar erosion impacts could occur.
Paleontological Resources	Impacts of the proposed project would be considered potentially significant as column drilling may unearth native, previously	No impacts.	Similar to the proposed project. If these impacts were significant, it is assumed that similar design	Similar to the proposed project. If these impacts were significant, it is assumed that similar design measures available to the proposed project could be

**TABLE 10-1
PROPOSED PROJECT VS. ALTERNATIVES: COMPARISON OF ENVIRONMENTAL IMPACTS**

Issue Area	Proposed Project	No Development Alternative	Existing Land Use Designation (Commercial - Tourist) Alternative	Reduced Density Alternative
	undisturbed soils. These impacts could be mitigated to a level below significance.		measures available to the proposed project could be incorporated to reduce impacts to a level below significance.	incorporated to reduce impacts to a level below significance.
Water Quality and Hydrology	Potential Impacts to water quality would occur both during construction and after the project is constructed. Impacts to water quality could occur from grading of the temporary access road. As discussed in Section 5.0, impacts would be mitigated to a level below significance.	No impacts.	Similar to the proposed project. If the optional temporary access road is constructed with this alternative, similar water quality impacts could occur as compared to the proposed project.	Similar to the proposed project. If the optional temporary access road is constructed with this alternative, similar water quality impacts could occur as compared to the proposed project.
Transportation, Circulation and Access	Impacts would occur at the project driveway/ Olympic Parkway intersection. In addition, a temporary traffic impact could occur at the intersection of the temporary access road and Wueste Road and the adjacent trail. As discussed in Section 5.0, these impacts would be mitigated to below significance.	No impacts.	This alternative would generate approximately 1,684 more ADT than the proposed project. It is assumed that similar design features could be implemented to reduce this impact to a level below significance.	Impacts would occur, however, traffic volumes from this alternative would be less than those generated by the proposed project. If these impacts were significant, it is assumed that similar design measures available to the proposed project could be incorporated to reduce impacts to a level below significance.
Air Quality	Impacts to air quality would be significant for the proposed project. During construction, ROC emissions would exceed the daily standard. Although construction-related emissions would not surpass PM ₁₀ thresholds, the project will generate nuisance dust and fine particulate matter. As discussed in Section 5.0, mitigation is provided to reduce construction emissions but the impacts remain significant and unmitigable. In and of themselves, the	No impact.	Similar to the proposed project with the exception that this alternative would generate more traffic which would result in an increase in vehicular emissions. If the temporary access road and trail were constructed with this alternative, they would generate similar air quality impacts as identified with the proposed project.	Similar to the proposed project with the exception that this alternative would generate less traffic which would result in a decrease in vehicular emissions. If the temporary access road and trail were constructed with this alternative, they would generate similar air quality impacts as identified with the proposed project.

**TABLE 10-1
PROPOSED PROJECT VS. ALTERNATIVES: COMPARISON OF ENVIRONMENTAL IMPACTS**

Issue Area	Proposed Project	No Development Alternative	Existing Land Use Designation (Commercial - Tourist) Alternative	Reduced Density Alternative
	<p>temporary access road and trail would not generate significant air quality impacts. However, grading and site scraping associated with these features would contribute to the project's overall significant air quality impact.</p>			
Noise	<p>Potential exposure of future residents to exterior noise levels (from patio and balcony areas) greater than the City's allowable limit of 65 dB CNEL would be considered significant. Potential exposure to interior noise levels greater than the City's allowable limit of 45 dB CNEL would be considered significant prior to mitigation. In and of themselves, the temporary access road and trail would not generate noise. As discussed in Section 5.0, these impacts would be mitigated to below significance.</p>	No impact.	<p>Higher noise levels adjacent to Olympic Parkway are anticipated to be generated from a Commercial-Tourist use primarily due to significantly more traffic being generated by this alternative. In addition, the active nature of hotels, restaurants and/or meeting spaces would generate more onsite noise. If the temporary access road and trail were constructed with this alternative, they would not provide a significant noise contribution.</p>	<p>Lower noise levels adjacent to Olympic Parkway are anticipated to be generated from this alternative primarily due to the significantly less traffic that will be generated. If the temporary access road and trail were constructed with this alternative, they would not provide a significant noise contribution.</p>
Public Services and Utilities	<p>The proposed project would result in an incremental increase in demand on public facilities if they are not provided commensurate with demand. The incremental contribution of solid waste, and demand on water and sewer service, parks, fire, police, emergency services, libraries and schools would be significant. Safety issues for recreational trail users directly exposed to crossing construction traffic are</p>	No impact	<p>This alternative would generate similar demands for police, fire, solid waste, parks and recreation as the proposed project, but would not have a demand on schools. Demand for potable water, sewage generation and demand on libraries would be reduced under this alternative. . If the temporary access road and</p>	<p>This alternative would generate less demand on police, fire, parks and recreation, libraries and schools than the proposed project. This alternative would generate less solid waste and sewage, and would result in less demand for potable water. If the temporary access road and trail were constructed with this alternative, they would not result in an impact on public services. Safety issues related to the crossing of the access road at Wueste Road and adjacent trail would still occur.</p>

**TABLE 10-1
PROPOSED PROJECT VS. ALTERNATIVES: COMPARISON OF ENVIRONMENTAL IMPACTS**

Issue Area	Proposed Project	No Development Alternative	Existing Land Use Designation (Commercial - Tourist) Alternative	Reduced Density Alternative
	considered significant. As discussed in Section 5.0, these impacts can be mitigated to a level below significance.		trail were constructed with this alternative, they would not result in an impact on public services. Safety issues related to the crossing of the access road at Wueste Road and adjacent trail would still occur.	
Hazards/Risk of Upset	No impacts related to hazards or risk of upset would occur as a result of the proposed project.	No impacts.	Similar to the proposed project.	Similar to the proposed project.

SECTION 11.0

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Significant Irreversible Environmental Changes

None.

Project Alternatives

None.

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