THE CITY OF SAN DIEGO

ADDENDUM TO A ENVIRONMENTAL IMPACT REPORT

Project No. 632813
Addendum to EIR No. 30330/304032
SCH No. 2004651076

SUBJECT: **Plaza La Media South**: A request for a SITE DEVELOPMENT PERMIT, PLANNED DEVELOPMENT PERMIT, and TENTATIVE MAP for the subdivision of one 32.91-acre lot into 4 lots: lot 1 would be 14.09-acres; lot 2 would be 5.30-acres; lot 3 would be 6.51-acres; and lot 4 would be 4.52-acres. The project also proposes the construction of three buildings. Building 1 on lot 1 would be 231,705-square feet, building 2 on lot 2 would be 80,652-square feet, and building 3 on lot 3 would be 96,250-square feet. A total of 408,607 square feet of industrial warehouse uses would be provided. Lot 4 would be retained as Open Space. Additionally, the project proposes 2.49 acres of roadway and utility improvements within the proposed right-of-way along the project's frontage on Airway Road. The Planned Development Permit is required for one deviation; for Parcel 1 to be developed without street frontage. The site is located north Airway Road and east of La Media Road. The site's land use designation is Heavy Commercial and is zoned IL-3-1per the Otay Mesa Community Plan. Additionally, the project site is located within the Airport Land Use Compatibility Overlay Zone (Brown Field), the Airport Influence Area (Brown Field, Review Area 1 and 2), the Federal Aviation Administration Part 77 Noticing Area (Brown Field), the Airport Safety Zones (Brown Field- Zone 6), the Community Plan Implementation Overlay Zone (CPIOZ-A), the Very High Fire Hazard Severity Zone, Prime Industrial Lands, and Transit Priority Area. (LEGAL DESCRIPTION: Parcel 2 of Parcel Map No. 21010 per County Recorder of San Diego County November 7, 2012, as File No. 2012.0696721.) APN 646-121-35-00. Applicant: Majestic Realty Co.

I. SUMMARY OF PROPOSED PROJECT

A request for a SITE DEVELOPMENT PERMIT (SDP), PLANNED DEVELOPMENT PERMIT (PDP), and TENTATIVE MAP for a campus-oriented industrial project with three warehouse buildings and associated automobile parking, truck parking and landscaping. The warehouse buildings would be a maximum of one floor level and would not include mezzanines. The floor area ratio (FAR) is 34.58 percent, which is less than the maximum 50 percent allowed within the IL-3-1 zone. The maximum building height would be approximately 36 feet. See project building summary below for further details.

Project Building Summary

Building	Floor Area	Automobile Parking Spaces	Trailer Parking	Dock Doors
Building 1	231,705	232	86	56
Building 2	80,652	87	0	19
Building 3	96,250	97	0	24
Total	**408,607**	**416**	**86**	**99**

Site Access

Vehicular access for the project site would consist of a proposed signalized driveway on Airway Road to be utilized by other trucks and passenger vehicles and a 28-foot wide right-in/right-out only driveway on Airway Road for passenger vehicles. In addition, a 26-foot wide emergency only access with rolled curb is proposed along Airway Road.

Parking

All automobile and truck trailer parking would be provided on-site. The project is required to provide 410 automobile parking spaces and would provide 416 automobile parking stalls. In addition, the project would provide 86 trailer parking stalls.

Landscaping

Landscaping would be installed in all areas not devoted to buildings, parking, traffic, and specific user requirements, in accordance with the City's Municipal Code Chapter 14, Article 2, Division 4 and the Land Development Code Landscape Standards.

Lighting

Site lighting would be used to provide adequate lighting for circulation, safety, and security. The proposed project would include outdoor security lighting on the buildings and in the parking lots, which would be directed downward onto the project site and installed in accordance with applicable City ordinances. The project assumes that night lighting would be provided seven days per week.

Hours of Operation

The hours of operation for the proposed project would comply with the City of San Diego Zoning Code. The project is currently proposed to operate 24 hours per day, seven days a week.

Infrastructure and Off-site Improvements

The project is located within the Tijuana Valley watershed with on-site slopes starting in the northeast corner flowing west towards La Media Road where runoff enters the existing storm drain system by culverts under La Media Road. The project would utilize inlets, storm drain facilities, biofiltration basins, and an underground stormwater detention tank.

The project will proceed after the construction of the La Media Road Improvements (City's CIP project# S-15018, which is currently under construction). The project would provide improvements to construct Airway Road to its ultimate classification as a four-lane major between the CIP project's easterly limits and Avenida Costa Azul consisting of full width raised median, curb and gutter, full depth paving, striping, streetlights, and non-contiguous

sidewalks. In addition, the project would construct a signalized intersection at Airway Road/Project Driveway 1 with an exclusive left turn pocket into the project site. The project would also include the construction of a driveway access near the eastern boundary and an emergency only access near the western boundary on Airway Road.

Sewer improvements included in the project would consist of a private gravity-fed system that would serve all three buildings and convey south into the existing public 15-inch main located within Airway Road.

The project would include connections and on-site private infrastructure for fire flow, domestic water, and irrigation.

Construction Schedule

Construction is expected to take approximately 11 months and would require the following phases: building construction, architectural coatings application, and paving associated with buildings. For conservative purposes, it was assumed that the entire development would be constructed in one phase following initial site preparation activities. This environmental analysis assumes an opening year of 2025.

Total grading for the project would entail no cut and 130,000 cubic yards of fill.

II. ENVIRONMENTAL SETTING

The 32.91-acre project site is located within the Otay Mesa Community Plan in the City of San Diego in San Diego County and is generally bound by State Route (SR) 905 to the north; Airway Road to the south, an industrial development to the east, and La Media Road to the west. An industrial development is located to the east, undeveloped land designated as Open Space and Institutional is located to the west, and industrial uses are located to the south across Airway Road. **Figure 1: Regional Location Map,** and **Figure 2: Project Vicinity Map,** depict the project site in a regional and local context, respectively. The project site is in the Central Planning District and is designated as Heavy Commercial in the Otay Mesa Community Plan. The project site is zoned Industrial-Light, IL-3-1. Additionally, the project is located in the Community Plan Implementation Overlay Zone (CPIOZ Type A), Airport Influence Area (AIA) Review Area 1 and 2 (Brown Field), Airport Compatibility Overlay Zone (Brown Field), Federal Aviation Administration (FAA) Part 77 Noticing Area (Brown Field), Safety Zone 6 (Brown Field), and within the California Department of Forestry and Fire Protection (Cal Fire) Very High Fire Hazard Severity Zone. The project site is located in a developing area currently served by existing public services and utilities.

The project site is relatively flat and is located on the United States Geological Survey (USGS) 7.5-Minute Topographic Map of the Otay Mesa, California Quadrangle, 2018. Elevations vary from approximately 482 feet Mean Sea Level (MSL) in the southeast corner to approximately 475 feet MSL at the northwest corner. Three relatively large stockpiles of medium to very high expansion soil are located at the south and northeast areas. Two areas of compacted fill soil are located at the northeast end and northwest corner of the project site. The majority of the project site consists of disturbed land; however, disturbed riparian scrub,

emergent wetland, freshwater marsh, southern willow scrub, and tamarisk scrub also exist on the project site.

III. SUMMARY OF ORIGINAL PROJECT

The project site is located within the plan boundaries of the OMCP. The Otay Mesa Community Plan Update (OMCPU) Final Program Environmental Impact Report (Project No. 30330/304032; SCH No. 2004651076) (hereinafter referred to as the OMCPU Final EIR) was certified by the San Diego City Council on March 11, 2014, Resolution No. R-308810 (City of San Diego 2014c). The OMCPU involved an update to the OMCP, a General Plan Amendment, rescission of the Otay Mesa Development District, adoption of a Rezone Ordinance to replace the Otay Mesa Development District with citywide zoning and creation of two new CPIOZs, amendments to the City of San Diego (City) Land Development Code (LDC), and an update of the OMCP Public Facilities Financing Plan (PFFP). In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15168, the OMCPU Final EIR examined the environmental impacts of the OMCP.

The OMCPU provides for a long-range, comprehensive policy framework for growth and development in the OMCP through 2062. The OMCPU identified a land use strategy with new land use designation proposals to create villages, activity centers, and industrial/employment centers along major transportation corridors, while strengthening cultural and business linkages to Tijuana, Mexico via the Otay Mesa Port of Entry. The land use element established a number of land use planning goals for the OMCP area, such as providing a distribution of land uses that provides sufficient capacity for a variety of uses, facilities, and services needed to serve the planning area: providing distinct villages that include places to live, work, and recreate; providing diversified commercial uses that serve local, community, and regional needs, and providing sufficient industrial land capacity to maintain Otay Mesa as a subregional employment center, among others.

The OMCPU included the same nine elements contained in the City's 2008 General Plan, with goals and policies for each element. The nine elements are: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation.

The OMCPU Final EIR concluded that the project would result in significant and unmitigated environmental impacts to air quality, greenhouse gas (GHG) emissions, noise, transportation/circulation, and utilities. The following issue areas were determined to be significant but mitigated to below a level of significance: land use, biological resources, historical resources, human health/public safety/hazardous materials, hydrology/water quality, geology/soils, and paleontological resources. The OMCPU Final EIR Mitigation Monitoring and Reporting Program is included herein as Appendix A. All other impacts analyzed in the OMCPU Final EIR were determined to be less than significant.

Implementation of the OMCP requires subsequent approval of public or private development proposals (i.e., future development) to carry out the land use plan and demonstrate compliance with policies presented in the OMCP.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and certified the OMCPU Final EIR (Project No. 30330/ 304032/ SCH No. 2004651076) per Resolution No. R-30881 on March 11, 2014. Based on all available information in light of the entire record, the analysis in this Addendum, and pursuant to Section 15162 of the State CEQA Guidelines, the City has determined the following:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous environmental document;

    b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in Sections 15162 and 15164 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the project.

Therefore, this Addendum has been prepared in accordance with Section 15164 of the CEQA State Guidelines. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

This Addendum includes the environmental issues analyzed in detail in the previously certified PEIR as well as the project-specific environmental analysis pursuant to the CEQA. The analysis in this document evaluates the adequacy of the PEIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

The OMCPU Final PEIR identified significant impacts related to land use, air quality, biological resources, transportation/circulation, geology/soils, historical resources, hydrology/water quality, paleontological resources, human health/public safety/hazardous materials, noise, utilities, and greenhouse gas emissions. All impacts would be mitigated to below a level of significance, except air quality, transportation/circulation, noise, utilities and GHG emissions that would be significant and unmitigated.

This Addendum includes the subsequent impact analysis to demonstrate that environmental impacts associated with the proposed project are consistent with or not greater than the impacts disclosed in the previously certified OMCPU Final PEIR. This Addendum includes the environmental issues analyzed in detail in the previously certified OMCPU Final PEIR, as well as the subsequent project-specific environmental analysis pursuant to the CEQA. The analysis in this document evaluates the adequacy of the OMCPU Final PEIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

The following analysis indicates there would be no new significant impacts, nor would there be an increase in the severity of impacts resulting from the project. Further, there is no new information in the record or otherwise available indicating that there are substantial changes in circumstances that would require major changes to the OMCPU Final PEIR. A comparison of the project's impacts related to those of the certified OMCPU Final PEIR is provided below in Table 1, Impact Assessment Summary.

Table 1: Impact Assessment Summary

Environmental Issues	OMCPU Final EIR Finding Analysis	OMCP Mitigation	Project	Project Level Mitigation?	Project Impact
Land Use	Significant but mitigated	Yes	No new impacts	No	Less than Significant
Visual Effects and Neighborhood Character	Less than significant	No	No new impacts	No	Less than Significant
Air Quality/Odor	Significant, unmitigated	Yes	No new impacts	No	Less than Significant

Environmental Issues	OMCPU Final EIR Finding Analysis	OMCP Mitigation	Project	Project Level Mitigation?	Project Impact
Biological Resources	Significant but mitigated	Yes	No new impacts	No	Less than Significant
Historical Resources	Significant, but mitigated	Yes	No new impacts	Yes	Mitigated to a Level Less than Significant
Human Health/Public Safety/Hazardous Materials	Significant, but mitigated	Yes	No new impacts	No	Less than Significant
Hydrology/Water Quality	Significant but mitigated	Yes	No new impacts	No	Less than Significant
Geology/Soils	Significant but mitigated	Yes	No new impacts	No	Less than significant
Energy Conservation	Less than significant	No	No new impacts	No	Less than significant
Noise	Significant, unmitigated	Yes	No new impacts	No	Less than Significant
Paleontological Resources	Significant but mitigated	Yes	No new impacts	No	Less than Significant
Transportation/ Circulation	Significant, unmitigated	Yes	No new impacts	Yes	Significant, unmitigated
Public Services	Less than significant	No	No new impacts	No	Less than Significant
Utilities	Significant, unmitigated	Yes	No new impacts	No	Less than significant
Water Supply	Less than significant	No	No new impacts	No	Less than significant
Population and Housing	Less than significant	No	No new impacts	No	Less than significant
Agricultural and Mineral Resources	Less than significant	No	No new impacts	No	Less than significant
Greenhouse Gas Emissions	Significant, unmitigated	Yes	No new impacts	No	Less than significant

Land Use

OMCPU Final EIR

Land Use Plan Conflict

Land Use is discussed in Section 5.1 of the OMCPU Final EIR that concluded that implementation of the OMCP would not result in impacts related to conflicts with applicable local and regional land use plans. The OMCPU Final EIR found that the goals, policies, and programs of the OMCP were consistent with existing applicable local land use plans, policies, and regulations. This includes consistency with the City General Plan, San Diego Association

of Governments (SANDAG) Regional Comprehensive Plan, SANDAG 2050 Regional Transportation Plan, Brown Field Master Plan and Airport Land Use Compatibility Plan (ALUCP), and City's Multiple Species Conservation Program (MSCP) Subarea Plan. Therefore, impacts were identified to be less than significant.

Land Use Compatibility

The OMCPU Final EIR identified that residential and industrial uses collocated in proximity to one another could result in incompatible land use impacts. The OMCPU Final EIR further identified that future development projects would be required to comply with the collocation policies of the General Plan and OMCP to reduce or avoid potential land use incompatibility impacts. The OMCPU Final EIR determined that compliance with the OMCP and General Plan policies, along with local, state, and federal regulations, would reduce potential impacts of collocation to below a level of significance. As detailed in Section 5.2.4.2(b) of the OMCPU Final EIR, implementation of the OMCP would entail the conversion of industrial and agricultural lands to residential and other mixed uses. The environmental effects that would result include the increased potential for exposure of sensitive receptors to hazardous materials. Implementation of Mitigation Framework HAZ-3 would reduce impacts related to conversion of industrial and agricultural lands to residential and other mixed uses in accordance with the OMCP to a level less than significant.

Regulatory Consistency

The Land Use Section of the OMCPU Final EIR also addresses the City's polices included in the OMCP's Conservation Element directed at implementing Environmentally Sensitive Lands (ESL) regulations, the MSCP, and the Biology Guidelines. The OMCPU Final EIR identified that the development footprint of the OMCP would encroach into sensitive ESL areas, which would conflict with the City's ESL Regulations. Implementation of OMCPU Final EIR Mitigation Framework LU-1a would reduce impacts to ESL areas to a level less than significant. Additionally, implementation of the project would have the potential to result in significant impacts to historical resources given the presence of historical resources throughout the OMCP area, which would conflict with the City's Historic Resource Guidelines. However, the OMCPU Final EIR determined that implementation of OMCPU Final EIR Mitigation Framework LU-1b would reduce conflicts with the City's Historic Resource Guidelines to a level less than significant. OMCPU Final EIR Mitigation Framework LU-1b stated that future development project types that are consistent with the OMCP, base zone regulations, and the supplemental regulations for CPIOZ Type A and can demonstrate that there are no archaeological resources present on the project site can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B and OMCPU Final EIR Mitigation Framework HIST-1. Therefore, the OMCPU Final EIR determined that conflicts with the City's ESL Regulations and Historic Resource Guidelines would be mitigated to a level less than significant.

The OMCP Final EIR identified that future projects within the OMCP area would be required to comply with the LDC. This includes brush management for structures within 100 feet of native or naturalized vegetation. No conflict with the Brush Management Regulations were

identified, as project would continue to be required to comply with the LDC with the adoption of the OMCPU. Impacts would be less than significant.

Environmental Plan Consistency
The OMCPU Final EIR determined that future development on, or adjacent to, land designated as Multi-Habitat Planning Area (MHPA) by the City's MSCP Subarea Plan could result in direct and indirect impacts to biological resources that would conflict with the City's MHPA. However, the OMCPU Final EIR determined that implementation of OMCPU Final EIR Mitigation Framework BIO-1 through BIO-4 would reduce direct impacts to sensitive vegetation, wetlands and vernal pools within the MHPA to a level less than significant. Additionally, OMCPU Final EIR Mitigation Framework LU-2 would require all subsequent development projects implemented in accordance with the OMCP adjacent to designated MHPA areas to comply with the Land Use Adjacency Guidelines of the MSCP in terms of land use, drainage, access, toxic substances in runoff, lighting, noise, invasive plant species, grading, and brush management requirements. Therefore, the OMCPU Final EIR determined that conflicts with the City's MHPA would be mitigated to a level less than significant.

Project
The project site is in the Central Planning District within the CPU and is designated as Heavy Commercial in the CPU. Description of uses under this designation include retail sales, commercial services, office uses and heavier commercial uses such as wholesale, distribution, storage and vehicular sales and service. The project site is zoned Industrial-Light, IL-3-1. The IL-3-1 zone allows for a mix of light industrial, office, and commercial uses. The project would be consistent with the CPU and would include warehousing which is a permitted use under the IL-3-1 zone. Furthermore, the proposed project would be consistent with the CPU's specific polices and recommendations for the heavy commercial land use designation such as allowing distribution and storage near the Port of Entry and along Otay Mesa Road and continuing to allow retail uses within the heavy commercial designated areas that support cross border activity. The project proposes warehouse and distribution uses. Therefore, implementation of the project would be consistent with the OMCPU Final EIR's conclusion that land use impacts would be less than significant with no mitigation required because the project meets the Community Plan's objectives.

The project site is less than one-half mile southeast of the Brown Field Municipal Airport and is located within Airport Land use Commission (ALUC) Review Areas 1 and 2 of the Brown Field Airport Influence Area (AIA). It is also located in Safety Zone 6 – Traffic Pattern Zone which does not limit development intensity or warehousing uses within the zone. As discussed in Section 5.1.3.1 of the OMCPU Final EIR, all projects within the CPU area must satisfy all applicable conditions and criteria in the Airport Land Use Compatibility Plan (ALUCP) for Brown Field prior to the approval of individual development projects for any proposed building or uses within the AIA for Brown Field. Implementation of this policy would ensure that future projects developed in accordance with the CPU–including the proposed project–would be consistent with the adopted ALUCP for Brown Field and related policies and regulations. Although the project site overlaps with the ALUCP compatibility zone area for Brown Field, the proposed project would not include elevated features that could interfere with navigable airspace. Implementation of the proposed project would not result in a safety hazard for people working in the project area. Therefore, no land use

inconsistency relative to the ALUCP for Brown Field would result from implementation of the project.

The Project would not affect the ability for multi-modal strategies of the RCP and RTP to be implemented. The Project site is not located within one of the two high-density mixed-use villages and is not along the existing South Bay BRT corridor. However, it is located on a "Future Rapid Transit Route" identified on Figure 3-1, *Otay Mesa Transit Route Map* in the CPU for Airway Road. There is a potential BRT/transit stop identified near the Airway Road and La Media Road intersection. The project site is currently served by the Metropolitan Transit Service (MTS) Route 905A. There is an existing bus stop at the northeast corner of Otay Mesa Road and Airway Road and a stop at SR-905 eastbound onramp and La Media Road for Route 905 that could be utilized by future employees of proposed project.

The project would not impact sensitive biological resources or subsurface historical resources. As discussed under Biological Resources, below, applicable mitigation measures from the OMCPU Final EIR have been satisfied with the preparation of the project's Biological Resources Report. No additional mitigation measures are required for the project. The project would also incorporate Mitigation Measure **HIST-1** discussed in Section 4.5, Historical Resources, and called out in the OMCPU Mitigation Framework for impacts to Historical Resources through project-specific mitigation measures.

As discussed in the OMCPU EIR, the General Plan contains policies regarding brush management which is intended to reduce the risk of wildfire hazards. In addition, the City's Land Development Code (LDC) Section 142.0412 et seq. requires brush management on publicly or privately owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. The City requires submittal of Brush Management Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires. The project site is surrounded by mostly developed land. Compliance with policies and regulations would reduce the impacts related to exposure of people or structures to a significant risk of loss, injury, or death from wild land fires to less than significant. Impacts would be less than significant. No mitigation measures are required.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU EIR result.

Visual Effects and Neighborhood Character

OMCPU Final EIR

Public Views

Section 5.2 of the OMCPU Final EIR provides an analysis of visual effects and neighborhood character impacts associated with the OMCPU. Potential impacts could result to the following: public views; alteration of the communities' visual character by introducing development that is incompatible with the scale and design of surrounding development; the alteration of the existing landform through grading; and through a negative visual

appearance due to the loss, covering, or modification of any unique physical features such as a natural canyon or hillside slope in excess of 25 percent gradient.

The OMCPU Final EIR concluded that implementation of the OMCP would not result in significant impacts to the existing or planned character of the area. The majority of the existing public views of canyons and mesas would be preserved under the OMCP and to prevent impacts to views of public resources, the OMCP included designating view corridors and gateways through plan policies and project design features. With compliance with the OMCP policies, as well as inclusion of these project design features, impacts to public views would be less than significant.

Compatibility

The OMCPU Final EIR determined that impacts associated with compatibility with surrounding neighborhood character would be less than significant, as future development would be required to comply with the relevant land use and development design guidelines and policies of the General Plan and OMCPU. The OMCPU Final EIR determined that the existing undeveloped parcels and scattered industrial, commercial, and rural residences along the State Route 905 (SR-905) corridor within the Central District would transition over the next 30 years to a more urbanized, cohesive environment. The land use and development design guidelines and policies of the OMCP are intended to ensure that future development within the OMCP area would not result in architecture, urban design, landscaping, or landforms that would negatively affect the visual quality of the area, or strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projection. Future development would be required to comply with the relevant land use and development design guidelines and policies of the General Plan and OMCPU. In addition, development in areas designated for commercial and industrial uses on properties that have been previously graded and developed with structures that conform to the Urban Design Element would be subject to review in accordance with CPIOZ-A. Development proposals that do not comply with the CPIOZ-A supplemental regulations would be subject to discretionary review in accordance with CPIOZ-B. Therefore, impacts would be less than significant.

Landform Alteration

Impacts associated with landform alteration would be less than significant, as future development would be required to comply with the relevant land use and development regulations, grading ordinance, ESL regulations, and relevant land use and development design guidelines and policies of the General Plan and OMCPU. Impacts were determined to be less than significant.

Unique Physical Features

The OMCPU Final EIR identified that the OMCP could result in a negative visual appearance due to the loss, covering, or modification of any unique physical features such as a natural canyon or hillside slope in excess of 25 percent gradient Future development would be required to comply with relevant development regulations, ESL regulations, and relevant land use and development design guidelines and policies of the General Plan and OMCPU. Therefore, impacts were determined to be less than significant. Overall, adherence to

existing policies and regulations, as well as implementation of the OMCP policies would ensure that potential impacts would be below a level of significance.

Project

Scenic Vistas
There are no scenic vistas identified in the adopted community plan. As shown in Figure 4-1, *Otay Mesa Gateway and View Corridor Opportunities*, of the approved community plan, a designated view corridor opportunity is located at the southwest corner of the project site. The proposed project would include the construction of three warehouse buildings, at similar elevations as the surrounding development. Although the proposed project would obstruct views from the north of the designated view corridor opportunity, the project site is not bound by sensitive land uses to the north.

Neighborhood Character, Natural Landform, and Negative Visual Appearances
The proposed project would include the construction of three warehouse buildings at similar elevations as surrounding development. The site is located adjacent to existing commercial and industrial uses. As discussed in the OMCPU Final EIR, the Central Planning District has been previously developed with industrial uses and the intensification of existing uses would not result in a significant impact to the visual character of the surrounding area. Thus, upon completion of construction, visual character of the project site would be similar to the surrounding area and would not result in significant visual impacts.

The project site consists of approximately 32.91 acres of vacant, previously disturbed land zoned for industrial uses. Project development would not result in the alteration of the natural landform of the site, as the site was previously graded. Impacts associated with the alteration of the natural landform would be less than significant.

The proposed project would change the site appearance from disturbed vacant land to three warehouse buildings and associated on-site improvements. The aesthetic appearance of the proposed development would be consistent with the adjacent industrial uses to the east and south. Although the proposed project would result in substantial changes to the visual character of the site, the proposed development would adhere to applicable development standards to reduce potential visual impacts. Accordingly, impacts to visual character or quality of the site and its surroundings would be less than significant and no mitigation would be required.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU EIR result.

Air Quality

OMCPU Final EIR

Section 5.3 of the OMCPU Final EIR provides an analysis of air quality impacts associated with the CPU.

Plan Consistency
The OMCPU Final EIR determined that development occurring as a result of implementing the OMCP would not obstruct or conflict with the implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portion of the State Implementation Plan, as the change in land uses under the OMCP and the traffic generated under the OMCP would result in fewer emissions than the adopted community plan upon which the current RAQS is based, resulting in a less than significant impact.

Criteria Pollutants
The OMCPU Final EIR concluded that the OMCP could result in air quality impacts related to criteria pollutant emissions from construction and operation of a project within the OMCP area. The OMCPU Final EIR included Mitigation Framework AQ-1, which would require best available control measures/technology to be implemented during construction activities when construction emissions would exceed applicable thresholds, and Mitigation Framework AQ-2, which would require any future projects that significantly impact air quality to be conditioned with all reasonable mitigation to avoid, minimize, or offset the impact and to buffer sensitive receptors through the use of landscaping, open space or other techniques. However, the OMCPU Final EIR determined that implementation of Mitigation Framework AQ-1 and AQ-2, as well as OMCP policies, would reduce emissions, future projects may not be able to reduce air emissions below the City's threshold. Therefore, impacts associated with criteria pollutant emissions would remain significant and unavoidable.

Sensitive Receptors
The OMCPU Final EIR identified impacts to sensitive receptors associated with carbon monoxide hotspots and diesel particulate matter would be less than significant, as there would be no harmful concentrations of carbon monoxide and localized air quality emissions would not exceed applicable standards, and the chronic risks resulting from diesel exhaust emissions associated with the vehicles operating within and adjacent to the OMCP are projected to be less than significant and would not expose future residents or workers to significant cancer risk from traffic-generated diesel exhaust emissions.

The OMCPU Final EIR determined that impacts associated with collocation of sensitive receptors with commercial and industrial uses could result in exposure of sensitive receptors to toxic air emissions, resulting in a significant impact. The OMCPU Final EIR included Mitigation Framework AQ-3, which applies to projects that have the potential to emit toxic air emissions and Mitigation Framework AQ-4, which pertains to projects that contain certain facilities identified in Table 5.3-7 of the OMCPU Final EIR, which, if located proximate to residential and other sensitive uses, that may expose sensitive receptors to toxic air emissions. However, this impact likewise would remain significant and unavoidable.

The OMCPU Final EIR concluded that there are no known sources of specific, long-term odors within the community plan area, and that none of the identified land uses would typically be associated with the creation of objectionable odors. In addition, the OMCPU Final EIR concluded that since the OMCP did not include any new sources of odor that would affect sensitive receptors (schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities), impacts associated with odors would be less than significant.

Project

Kimley-Horn and Associates conducted air quality modeling for the proposed project. The air quality modeling results are included in this Addendum as **Appendix B: Air Quality Modeling Results** and the results are summarized herein.

Regional Air Quality Standards Consistency (RAQS)

As part of its enforcement responsibilities, the United States Environmental Protection Agency (EPA) requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the State and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The project site is located in the San Diego Air Basin (SDAB), which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The SDAPCD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SDAB is in nonattainment and is responsible for the administration and enforcement of air quality regulations in San Diego County. The SDAB is designated non-attainment for the federal and State ozone standard. To reduce ozone emissions, the SDAPCD drafted the 2016 RAQS. The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the San Diego Association of Governments (SANDAG) in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projects and/or the general plan would not conflict with the RAQS. The proposed project is consistent with the CPU, which was found to be consistent with the City's General Plan. Therefore, the project is consistent with the RAQS, and no impact would result.

Construction Impacts

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrous oxide [NO_X]), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). Construction-generated emissions are short term and of temporary duration, lasting only as long as

construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SDAPCD's thresholds of significance.

Construction activity results in the temporary generation of emissions resulting from site preparation, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities for the project is estimated to be approximately 11 months, beginning in 2024. Conservatively, a 9-month schedule was utilized for construction emission analysis purposes. As the emissions analysis is based on per day emissions, a compressed 9-month schedule would be conservative since it would have more emissions per day than the 11-month schedule. Construction-generated emissions associated the proposed project were calculated using the California Air Resources Board (CARB)-approved California Emissions Estimator Model version 2022.1.1 (CalEEMod), which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted maximum daily construction-generated emissions for the proposed project are identified in **Table 1: Project Construction Emissions.**

Table 1: Project Construction Emissions

Construction Year	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2024	101.00	48.50	53.80	0.10	6.86	4.13
SDAPCD Regional Thresholds	*137*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod version 2022.1.1. Refer to **Appendix B** for model outputs.						

Table 2 shows that construction pollutant emissions would remain below their respective thresholds with implementation of SDAPCD Rule 55 (required for all projects). As shown above, all criteria pollutant emissions would be below their respective thresholds and impacts would be less than significant.

Operational Impacts

The project's operational emissions would be associated with area sources (e.g. landscape maintenance equipment, architectural coatings, off-road equipment, etc.), energy sources, mobile sources (i.e., motor vehicle use), and off-road equipment. Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term

operational emissions attributable to the project are summarized in **Table 2: Project Operational Emissions.** The operational emissions sources are described below.

- *Area Source Emissions.* Area source emissions would be generated due to on-site equipment, architectural coating, and landscape maintenance equipment.

- *Energy Source Emissions.* Energy source emissions would be generated due to electricity and natural gas usage associated with the project. Primary uses of electricity and natural gas by the project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

- *Mobile Source Emissions.* Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

  Project-generated vehicle emissions are based on the trip generation within the *Majestic Airway Transportation Impact Study* (Transportation Impact Study) prepared by Kimley-Horn (dated November 2022) and have been incorporated into CalEEMod, as recommended by the SDAPCD. Per the Transportation Impact Study, the project would generate 2,043 total daily vehicle trips, which includes 27 percent daily truck trips.[1]

- *Off-Road Equipment Emissions.* Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. Although the project is a speculative warehouse development and the final end user is not known, it was conservatively assumed that the project would include eight diesel forklifts and two diesel yard trucks.

- *Emergency Backup Generators*. As the project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the project's normal daily operations. Nonetheless, emissions associated with backup generators were included to be conservative. Emissions from emergency backup generators for each warehouse building were calculated separately from CalEEMod; refer to **Appendix B**. However, CalEEMod default emissions rates were used. If backup generators are required, the end user would be required to obtain a permit from the SDAPCD prior to installation. Emergency backup generators must meet SDAPCD's Best Available Control Technology (BACT) requirements and comply applicable SDAPCD rules related to generators, which would minimize emissions.

[1] The percent daily trucks is based on ITE Code 150b (Warehousing >100k). Source: Transportation Engineering and Planning, Inc., *Truck Trip Generation Study*, August 2003.

Table 2: Project Operational Emissions

Source	(Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Source Emissions	12.30	<0.01	17.80	<0.01	0.02	0.03
Energy Emissions	0.09	1.61	1.35	0.01	0.12	0.12
Mobile Emissions – Trucks	0.04	1.50	0.54	0.01	0.21	0.06
Mobile Emissions – Passenger Cars	5.57	4.54	60.90	0.14	5.28	0.98
Off-Road Emissions	1.53	14.17	17.88	0.03	0.77	0.71
Emergency Generators	5.06	14.14	12.90	0.02	0.74	0.74
Total Emissions	**24.59**	**35.96**	**111.37**	**0.21**	**7.14**	**2.64**
SDAPCD Thresholds	*137*	*250*	*550*	*250*	*100*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Note: Total values are from CalEEMod and may not add up 100% due to rounding.						
Source: CalEEMod version 2022.1.1. Refer to **Appendix B** for model outputs.						

As shown in **Table 3**, and discussed above, operational (i.e., area, energy, mobile, off-road, and emergency generators) emissions would not exceed SDAPCD thresholds for all criteria pollutants. Therefore, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, regional operational emissions would result in a less than significant long-term regional air quality impact.

Carbon Monoxide Hotspots

Most of the areas in California state were designated as nonattainment under the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for CO in 1993. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard and CO concentration across the entire state is now designated as attainment. Therefore, detailed modeling of project-specific CO "hot spots" is not necessary. Thus, the project would result in no impacts related to CO hot spots.

Sensitive Receptors

There are no sensitive receptors in the vicinity of the project site.[2] Nearby facilities where people would be working are the surrounding industrial buildings to the east and south of the project site. As shown in **Table 2**, project operational emissions would be well below SDAPCD thresholds. The project site is designated Heavy Commercial, which allows for retail sales, commercial services, office uses and heavier commercial uses such as wholesale,

[2] The nearest sensitive receptor is a college (Southwestern College Higher Education Center at Otay Mesa) located approximately 1,475 feet from the Project site.

distribution, storage and vehicular sales and service. Therefore, sensitive receptors would not be exposed to Toxic Air Contaminants (TAC) emissions that would substantially impact human health and no significant impacts would result. As such, the project would not trigger Mitigation Measures **AQ-3** or **AQ-4** of the OMCP Final EIR, even if the building contained a land use as identified in OMCP Final EIR Table 5.3-7. No impacts would result.

Odors
The project is not anticipated to include land uses that are typically associated with objectionable odors. Odors may be generated during construction activities such as, equipment diesel exhaust, architectural coatings volatile organic compounds, and paving activities. However, these odors would be temporary, are not expected to affect a substantial number of people, and would disperse rapidly. Therefore, impacts related to odors associated with the project's construction-related activities would be less than significant.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU EIR result.

Biological Resources

OMCPU Final EIR
Section 5.4 of the OMCPU Final EIR provides an analysis of biological resource impacts associated with the OMCP.

Sensitive Plants, Animals and Habitat
The OMCPU Final EIR stated that implementation of the OMCP has the potential to impact sensitive plants and animals directly through the loss of habitat or indirectly by placing development adjacent to the MHPA. Specifically, impacts to Tier I, II, IIIA, and IIIB habitats were found to be significant. These sensitive habitats include: maritime succulent scrub, native grassland, Diegan coastal sage scrub, non- native grassland, riparian scrub, vernal pools, and basins with fairy shrimp. Impacts to wetlands and other jurisdictional water resources would also be significant. Impacts to 17 species of sensitive plants would be potentially significant. Impacts to coastal California gnatcatcher, Quino checkerspot butterfly, San Diego fairy shrimp, Riverside fairy shrimp, San Diego horned lizard, Belding's orange-throated whiptail, western burrowing owl, coastal cactus wren, northern harrier, Cooper's hawk, golden eagle, least Bell's vireo, and southern California rufous-crowned sparrow would be potentially significant. Potential impacts to federal or state listed species, MSCP covered species, or species with a California Native Plant Society Rare Plant Ranking would be significant. In addition, the OMCPU Final EIR concluded that future projects would be required to implement project level mitigation measures consistent with Mitigation Framework BIO-1, which requires site-specific biological surveys to determine the potential for sensitive species, along with the provision for the proposal for site-specific mitigation, if necessary, to reduce impacts to sensitive species or habitats. Specifically, OMCPU Final EIR Mitigation Framework BIO-1 requires future projects to conduct a habitat assessment to determine whether or not protocol surveys are needed. Should burrowing owl (*Athene cunicularia*; BUOW) habitat or sign be encountered on or within 150 meters of the project

site, breeding season surveys shall be conducted. If occupancy is determined, site-specific avoidance and mitigation measures shall be developed. Measures to avoid and minimize impacts to BUOW shall be included in a conceptual BUOW mitigation plan, which includes take avoidance (pre-construction) surveys, site surveillance, and the use of buffers, screens, or other measures to minimize construction-related impacts. Implementation of Mitigation Framework BIO-1 would reduce impacts to sensitive plants and animals to a less than significant.

The OMCPU Final EIR determined that future projects within the OMCP area could result in significant impacts to sensitive habitat, specifically to Tier I, II, and IIIB habitat areas, which include maritime succulent scrub, native grassland, Diegan coastal sage scrub, non-native grassland, riparian scrub, vernal pools, and basins with fairy shrimp. Implementation of OMCPU Final EIR Mitigation Framework BIO-1 would reduce impacts to sensitive habitat to a level less than significant. Additionally, compliance with OMCPU polices and established development standards and regulations would reduce impacts to sensitive habitats to a level less than significant.

The OMCPU Final EIR identified potential impacts to sensitive vegetation communities and species as a result of MHPA boundary adjustments would be less than significant because any adjustments would be required to meet the equivalency criteria for approval. The OMCPU Final EIR determined that MHPA adjacency impacts would be addressed at the project-level, and projects adjacent to MHPA areas would be required to comply with the MHPA Land Use Adjacency Guidelines and implement Mitigation Framework LU-2, which would reduce MHPA adjacency impacts to a level less than significant. The OMCPU Final EIR also determined that the OMCP would be consistent with the vision for the Otay Mesa MHPA as the open space network would remain intact and the OMCP incorporates policies for adhering to the Management Directives, and no significant impacts relating to MSCP consistency would occur.

The OMCPU Final EIR determined that there is a potential for temporary noise impacts to wildlife from construction and permanent noise impacts from the introduction of noise generating land uses adjacent to MHPA. Temporary and/or permanent noise impacts to wildlife within the MHPA would be significant. The OMCPU Final EIR determined that impacts to sensitive wildlife species (including temporary and permanent noise impacts) resulting from future projects implemented in accordance with the OMCP would be mitigated to a level less than significant with implementation of Mitigation Framework BIO-1 through BIO-4 and LU-2.

Migratory Wildlife

The OMCPU Final EIR concluded that future development, including construction or extension of OMCP Mobility Element roadways, utility lines, and/or temporary construction activities within the MHPA, has the potential to interfere with nesting, reduce foraging habitat, and obstruct wildlife movement as a result of noise, construction activities, habitat loss, and/or fragmentation. Any direct or indirect impacts to migratory wildlife nesting, foraging, and movement was determined to be significant. The OMCPU Final EIR determined that potential impacts to migratory wildlife nesting, foraging, and movement within the MHPA would be mitigated through compliance with the MHPA Land Use Adjacency

Guidelines implemented through Mitigation Framework LU-2. Implementation of this mitigation measure would ensure impacts would be less than significant. Additionally, the OMCPU Final EIR included Mitigation Framework BIO-2, which required future projects to prepare site-specific biological resources surveys for projects that may impact areas within the MHPA. Implementation of Mitigation Framework BIO-2 would reduce impacts to less than significant. However, because the project is not located within or adjacent to the MHPA, Mitigation Framework LU-2 and BIO-2 would not apply.

MSCP

The OMCP was found to be consistent with the vision for the Otay Mesa MHPA, as the open space network would remain intact and the OMCP incorporates policies for adhering to the Management Directives. No significant impacts relating to MSCP consistency were identified.

The OMCPU Final EIR identified developments proposed adjacent to the MHPA could result in direct impacts to significant biological resources. To ensure avoidance or reduction of the potential MHPA impacts resulting from new development adjacent to the MHPA, future projects would be required to comply with Mitigation Framework LU-2 included in Section 5.1 (Land Use) of the OMCPU Final EIR. This Mitigation Framework LU-2 reinforces compliance with the MHPA Land Use Adjacency Guidelines.

Invasive Plants

In regard to invasive plant impacts, the OMCPU Final EIR determined that impacts could be potentially significant due to the introduction of invasive plants within the MHPA during future grading and development. The OMCPU Final EIR determined that the introduction of invasive species into the MHPA would be addressed at the project level and mitigated through implementation of Mitigation Framework LU-2, thereby reducing impacts to a level less than significant.

Wetlands

The OMCPU Final EIR concluded that future projects implemented in accordance with the OMCP may result in significant impacts to wetlands, vernal pools and vernal pool species, as well as both wetland and non-wetland streambed waters regulated by the U.S. Army Corps of Engineers (ACOE), California Department of Fish and Wildlife (CDFW), and the City, and would thus require a deviation from the ESL Regulations. The OMCPU Final EIR determined that future projects implemented in accordance with the OMCP, which cannot demonstrate compliance with CPIOZ-A because impacts to wetlands/jurisdictional resources cannot be avoided would be required to implement Mitigation Framework BIO-4, which would reduce impacts to wetlands to a level less than significant.

Project

Consistent with the OMCPU Final EIR Mitigation Framework BIO-1, a site-specific Biological Resource Report was prepared for the project by RECON in November 2021. The report documenting the results is included as **Appendix C**.

Sensitive Plants, Animals and Habitat

Burrowing Owl

Burrowing owls have been recorded on lands southwest of the intersection of La Media Road and Airway Road to the southwest of the project site according to information reported in 2016 to the San Diego Biological Information and Observation System (SanBios). No occurrences were reported for the project site in SanBios. A search of the California Natural Diversity Database (CNDDB) revealed that no occurrences of burrowing owl have been previously recorded on the project site. Burrowing owl occurrences reported in the CNDDB have been recorded to the north of the project site north of SR-905 in 2016. Some of these occurrences have been extirpated while those on the airport property and the Lone Star preserve to the north of Otay Mesa Road are assumed extant. A burrowing owl habitat assessment was conducted on November 15, 2021 to assess the potential for habitat on the project site to be suitable for occupation by the burrowing owl. No burrowing owl individuals, sign of burrowing owl, sign of prey species, nor any suitable burrows that could potentially support burrowing owls were located on the project site during the assessment. The tall, dense non-native vegetation around the perimeter of the stockpiles located on the site is not suitable to support burrowing owl. The riparian areas along the man-made drainage channel on the northern and western portions of the site are also too tall and dense to be considered suitable burrowing owl habitat. The stockpiles themselves are devoid of vegetation and lack burrows, thus these areas are not considered suitable habitat for the species. Therefore, the assessment concluded that there is a low likelihood for burrowing owl to breed on or occupy the project site. Given there is a low likelihood for burrowing owl on the project site, impacts are less than significant.

Least Bell's Vireo

Although there is 0.44 acre of southern willow scrub on the project site, it is not expected that least Bell's vireo would occur within the project site, and none were detected during the surveys. The small amount of southern willow scrub on-site is a narrow strip and is isolated from any larger, significant stands of riparian habitat. The habitat also occurs adjacent to SR-905 and La Media Road, which are heavily used by truck traffic and have relatively high ambient noise levels that are not conducive for least Bell's vireo breeding activities. Least Bell's vireo would not occur on the project site. Thus, impacts to least Bell's vireo are less than significant.

Sensitive Plants

The project site has been historically disturbed over the past decades due to agriculture and other activities that cleared the land periodically of vegetation. Currently, the site has been used to stockpile excess soil and is highly disturbed. No sensitive or narrow endemic plant species were observed or are expected to occur in the project site due to the level of disturbance on-site. Thus, impacts to sensitive plant species are less than significant.

Sensitive Vegetation Communities

Three vegetation communities identified in the project site are considered sensitive or regulated by the City (City of San Diego 2018). Southern willow scrub (riparian scrub), emergent wetland, and freshwater marsh are considered sensitive wetland vegetation communities. While tamarisk scrub is not in itself a sensitive vegetation type, in this case it occurs in the drainage as a form of riparian scrub and is considered part of a wetland.

The project as proposed would have direct impacts to disturbed land. Impacts to disturbed land, a Tier IV vegetation community (as defined in the City's ESL Regulations), are not considered significant. The remaining area No impacts to wetland habitats, including southern willow scrub, freshwater marsh, emergent wetland, or tamarisk scrub, would result from project construction.

Wetlands

Wetlands are areas that support hydrophytic vegetation, hydric soils, and wetland hydrology. Wetland waters of the U.S. under the jurisdiction of the United State Army Corps of Engineers (USACE) require all there of these parameters to be present under normal circumstances for an area to be considered a wetland. The Regional Water Quality Control Board (RWQCB), in general, defines wetland waters of the state the same as the USACE but may include riparian areas not considered wetland waters of the U.S. The CDFW requires that only hydrophytic vegetation be present for an area to be considered a state wetland. The City considers wetlands as any area determined to be a wetland water of the U.S., wetland water of the state, or state wetland. One unnamed ephemeral drainage flows along the northern and western edges of the southern parcel within the project site. The drainage supports patches of southern willow scrub, freshwater marsh, emergent wetland, and tamarisk scrub. These habitat types are considered wetlands under federal, state, and City guidelines. **Table 3: Wetlands within the Project Site (acres)** summarizes the estimated acreage of wetland waters present within the project site.

Table 3: Wetlands within the Project Site (acres)

Type	USACE/RWQCB	CDFW	City of San Diego
Southern Willow Scrub	0.44	0.44	0.44
Freshwater Marsh	0.72	0.72	0.72
Emergent Wetland	0.13	0.13	0.13
Tamarisk Scrub	0.13	0.13	0.13
Total Wetland	**1.42**	**1.42**	**1.42**

Buffers are required adjacent to wetland areas to help minimize indirect effects of nearby development and to help preserve the habitat functions and values of the wetland. The Project would provide a buffer ranging from 25 to 80 feet along the north and western boundary of the development. The buffer area would be re-vegetated with native plant species to replace the existing non-native plant species and enhance the buffer habitat. With incorporation of the wetland buffer, the project would not have any direct or indirect impacts to wetlands. Therefore, no impact would occur.

Additionally, no new information of substantial importance that was not known and could not have been known at the time the OMCPU Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Wildlife Movement Corridors

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human

disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important, because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. Wildlife movement corridors are considered sensitive by resource and conservation agencies. Although it is reasonable to assume that wildlife may move locally through this project area, the parcel is isolated by barriers (e.g., commercial development, roads, SR-905) that prevent the site from being part of a larger wildlife movement corridor. While there may be some wildlife movement within the property, the site does not provide a major movement corridor for wildlife species. The project site is not identified in the City's MSCP within a biological core area or part of a wildlife corridor linkage. Therefore, the project would not have a significant impact on a wildlife corridor.

Additionally, no new information of substantial importance that was not known and could not have been known at the time the OMCPU Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Conflicts with Local Policies or Ordinances

The proposed project would not conflict with any local policies or ordinances protecting biological resources. The project would only impact disturbed land. The disturbed land consists primarily of stockpiles of earthen materials with pockets of non-native vegetation on the slopes and between the piles of dirt. The border of the entire site beyond the limits of the stockpiles contains disturbed land, dominated by dense stands of black mustard (*Brassica nigra*), bristly ox-tongue (*Helminthotheca echioides*), and non-native grasses scattered in the understory (species include slender wild oat [*Avena barbata*], ripgut grass [*Bromus diandrus*}, red brome [*Bromus rubens*], wall barley [*Hordeum murinum*], and rye grass [*Festuca perennis*]). These non-native annual grasses contribute less than 10 percent of the vegetation cover of the disturbed land areas and therefore does not qualify as non-native grassland. Given no trees or sensitive vegetation would be removed by the project, no associated impacts would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the OMCPU Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

MSCP

The City adopted the MSCP in 1997. One of the primary objectives of the MSCP is to identify and maintain a preserve system, the MHPA, which allows for animals and plants to exist at both the local and regional levels. The MSCP has identified large blocks of native habitat having the ability to support a diversity of plant and animal life known as "core biological resource areas." "Linkages" between these core areas provide for wildlife movement. These lands have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region. Input from responsible agencies and other interested participants resulted in creation of the City's MHPA. The MHPA is the area within which the permanent MSCP preserve would be assembled and managed for its biological resources. MHPA lands are considered by the City to be sensitive biological resources. The project site is not within the MHPA. The nearest MHPA lands occur to the southwest of the project site, approximately 250 feet away to the

west and south of the intersection of La Media Road and Airway Road. The adjacent MHPA lands are not located within a designated biological core or linkage. Thus, the project would not affect or disrupt any major habitat linkages between core biological areas. Therefore, the project is in compliance with the MSCP. No impact relative to conservation plans would occur.

Additionally, no new information of substantial importance that was not known and could not have been known at the time the OMCPU Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU EIR result.

Historical Resources

OMCPU Final EIR
Section 5.5 of the OMCPU Final EIR provides an analysis of historical resource impacts associated with the OMCP.

Prehistoric or Historical Impacts
The OMCPU Final EIR determined that future development would have the potential to significantly impact all or a portion of the previously identified recorded prehistoric or historic sites within the OMCP area. The OMCPU Final EIR stated that future discretionary development projects that could result in a potentially significant impact to archaeological resources, as well as religious or sacred sites, and would be required to implement Mitigation Framework HIST-1 to address impacts associated with archaeological resources.

Human Remains
Although the OMCPU Final EIR determined that there are no known human remains in the OMCPU area, human remains may exist below the ground surface that could be unearthed during future development. Unearthing of unknown human remains would be considered a significant impact. The OMCPU Final EIR stated that future discretionary projects that would have the potential to impact religious or sacred sites or human remains would be required to implement Mitigation Framework HIST-1.

Project
Consistent with the OMCPU Final EIR, a Historical Resources Survey Report of the La Media Otay Mesa Project was prepared by RECON in September 2014. The report documenting the results is included as **Appendix D**. Recon requested a search of existing records held by the South Coastal Information Center at San Diego State University (SCIC), part of the California Historical Resources Information System (CHRIS). The search encompassed the entire project area and a one-mile radius buffer. Recon archaeologists conducted a field survey over the project area in July 2014. In addition, historic aerial photographs and historic USGS topographic maps of the project area were analyzed. A request was also made for a search of the Native American Heritage Commission's (NAHC) Sacred Lands File.

Prehistoric or Historic Building

The SCIC records search performed by Recon in July 2014 was conducted to determine whether the project area has been previously subject to survey as well as to detect the presence or absence of cultural resources previously documented within the project area. The search included all records and documents on file with the SCIC, as well as the National Register of Historic Places, the Office of Historic Preservation (OHP) Historic Property Directory, the OHP Archaeological Determinations of Eligibility list, and the Los Angeles Historic- Cultural Monuments (HCM) list.

The records search conducted by SCIC with a one-mile radius buffer lists one prehistoric archaeological site, CA-SDI-12337, which covers the entirety of the project site. CA-SDI-12337 includes four previously recorded sites CA-SDI-5352, -9974. -10072, and -10735 that were possibly combined as part of the proposed 80-acre Lin Project or the Otay Mesa Road Widening Project. The records included the Lin Survey which encompasses the project area that noted many flakes, cores, and tools. Additionally, different portions of what is now CA-SDI-12337 have been tested and it was determined the site lacks subsurface deposits and significant historical resources.

A review of historical imagery was conducted to gather additional information regarding the use of the project area over time that primarily includes ranching and farming since the late 1800s.

Native American Sacred Lands

A search of the Sacred Lands File (SLF) held by the California Native American Heritage Commission (NAHC) was requested on July 14, 2014. This search was requested to supplement the SCIC records search to inquire as to whether resources important to local Native American groups may exist within the proposed project area that may not appear within the CHRIS system. A response from the NAHC was received July 18, 2014, indicating that there was no record of Native American cultural resources in the project area with an accompanying list of groups and individuals to contact. A response was received from Ipay Nation of Santa Ysabel on July 28, 2014, requesting that a Kumeyaay monitor for all ground-disturbing activities related to the project. A response from the Viejas Band of Kumeyayy Indians was received on August 7, 2014, which requested more information on the project, any site archaeological information, and requested that a Native American Cultural Monitor be onsite during all ground-disturbing activities. Copies of correspondence are included in the Historical Resources Report that is provided in **Appendix D**.

The field survey of the project area was conducted in July 2014 by Recon archaeologists and accompanied by a Native American Monitor from Red Tail Monitoring. The project area was flat and had been impacted by some combination of farming, with ground visibility varying between 50-95 percent. No previously unrecorded prehistoric historical resources were found during the survey. The small number of artifacts observed, the lack of artifact concentrations, and the repeated testing in the past of other portions of the project area with determinations not significant, Recon does not recommend a testing program for the portion of CA-SDI-12337 that is the project site.

Historical Properties

Review of the results of the SCIC records search, historical imagery, and field survey indicate that the project location does not contain any nor has it contained any historical properties. The results of prior studies encompassing and adjacent to the project site suggest that the area overall has a low potential for containing previously undocumented archaeological or historical resources. However, the NAHC response indicates tribal interest in monitoring ground-disturbing activities the general project area. Therefore, mitigation measure HIST-1 would be applicable and monitoring would be required.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU EIR result.

Human Health/Public Safety/Hazardous Materials

OMCPU Final EIR

Section 5.6 of the OMCPU Final EIR provides an analysis of health and safety/hazardous materials impacts associated with the OMCP.

Wildfire Hazards

The OMCPU Final EIR found that future development projects that would implement the OMCP would have the potential to result in significant impacts related to wildland fires requiring implementation of Mitigation Framework HAZ-1 to reduce impacts related to wild land fires to below a level of significance. Mitigation Framework HAZ-1 requires future projects to incorporate sustainable development and other measures into site plans in accordance with the City's Brush Management Regulations, and Landscape Standards pursuant to General Plan and OMCP policies intended to reduce the risk of wildfires. In addition, Mitigation Framework HAZ-1 sets forth that future projects shall be reviewed for compliance with the 2010 California Fire Code, Section 145.0701 through 145.0711 of the LDC, and Chapter 7 of the California Building Code.

Aircraft Hazards

The OMCPU Final EIR found that future development projects associated with the OMCP would have the potential to result in significant impacts related to airport operations at the Abelardo L. Rodriguez International Airport and Brown Field Municipal Airport and identified Mitigation Framework HAZ-2 to reduce impacts. Mitigation Framework HAZ-2 requires that the City inform project applicants for future development concerning the existence of the Part77 imaginary surfaces and Terminal Instrument Procedures and FAA requirements. Mitigation Framework HAZ-2 also requires the City to inform project applicants when proposed projects meet the Part 77 criteria for notification to the FAA as identified in City of San Diego Development Services Department Information Bulletin 520. It also prohibits the City from approving ministerial projects that require FAA notification without a FAA determination of "No Hazard to Air Navigation" for the project. Lastly, Mitigation Framework HAZ-2 states the City shall not recommend approval of subsequent development projects that require FAA notification without a FAA determination of "No Hazard to Air Navigation" for the project until the project can fulfill State and Airport Land Use Commission (ALUC)

requirements. With implementation of Mitigation Framework HAZ-2, the EIR identified potential future project aircraft hazards impacts would be reduced to below a level of significance.

Hazardous Substances

The OMCPU Final EIR concluded that impacts associated with hazardous substances would be less than significant, as future projects within the OMCP area would be required to comply with policies contained in the General Plan, the OMCP, and regulations imposed by federal, state, and local agencies, including the U.S. Environmental Protection Agency, Resource Conservation and Recovery Act, California Department of Health Services, County of San Diego Department of Environmental Health, and Caltrans. In addition, the OMCP designated truck routes within the OMCP area along with roadway improvements in conjunction with buildout of the circulation network, which would reduce the potential risk of exposure from hazardous materials to residents as a result of transporting hazardous materials. Compliance with existing regulations would ensure impacts associated with health hazards and hazardous substances remain less than significant.

The OMCPU Final EIR determined that impacts associated with hazardous sites would be potentially significant. Section 5.6.1.2 of the OMCPU Final EIR identified six sites within the OMCP area as containing hazardous materials, which would present a significant hazard to the public or the environment. None of these sites are located within or adjacent to the project site. In addition, the OMCPU Final EIR determined that the presence of unknown hazardous sites within the OMCP could result in significant impacts to future development within the OMCP area. OMCPU Final EIR Mitigation Framework HAZ-3 requires projects that may be affected by hazardous materials to prepare a Phase I Environmental Site Assessment (ESA) and implement remediation activities if determined necessary, which would reduce impacts related to hazardous materials sites to a level less than significant.

Project

Wildfire Risk

The City of San Diego is categorized as a Local Responsibility Area (LRA) by CAL FIRE. The project site is mapped as a very high fire hazard severity zone (VHFHSZ)[3]. The project site is located within the City limit and is generally surrounded by developed land. The City reviews all building plans for compliance with the California Building Code, state and local statutes, ordinances, and regulations relating to the prevention of fire, the storage of hazardous materials, and the protection of life and property against fire, explosion, and exposure to hazardous materials. Adherence to regulations already in place through the development application and review process at the City would reduce the potential impacts associated with fire hazards as a result of adjacent wildlands to less than significant.

Airport Hazards

Brown Field Municipal Airport is located approximately 0.33 miles to the northwest of the project site and is located within Airport Land use Commission (ALUC) Review Areas 1 and 2 of the Brown Field Airport Influence Area (AIA). It is also located in Safety Zone 6 – Traffic

[3] California Department of Forestry and Fire Protection. (2009). San Diego Very High Fire Hazard Severity Zones in LRA. Retrieved from https://osfm.fire.ca.gov/media/5969/san_diego.pdf. Accessed May 26, 2022.

Pattern Zone which does not limit development intensity or warehousing uses within the zone. The project would be submitted to the ALUC for a consistency determination. In addition, the project would be required to submit a Federal Aviation Administration (FAA) 7460 form to ensure that the project would not conflict with FAA Part 77 criteria. The project would be required to obtain a "No Hazard to Air Navigation" determination from the FAA. Mitigation Measure **HAZ-2** would require that the project be consistent with FAA and ALUC requirements prior to the City approving the project. With implementation of Mitigation Measure **HAZ-2**, the impacts from aircraft hazards would be less than significant.

Phase I Environmental Site Assessment
In compliance with OMCPU Final EIR Mitigation Measure **HAZ-3**, Nova Consulting (November 2019) prepared a Phase I ESA for the project in November 2019 (**Appendix G**) and the results are summarized herein.

The Phase I ESA was conducted in accordance with (1) the United States Environmental Protection Agency (EPA) Standards and Practices for All Appropriate Inquiries {(AAI), 40 CFR Part 312} and (2) guidelines established by the American Society for Testing and Materials (ASTM) in the Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process/Designation E 1527-13 (ASTM Standard Practice E 1527-13). The Phase I ESA included records review, interviews, historic use review, and property reconnaissance.

The Phase I ESA did not identify any Recognized Environmental Conditions (RECs) for the project site. Per the Phase I ESA, the project site is currently undeveloped land. The treatment, storage, disposal and/or generation of hazardous substances or petroleum products were not found in connection with the project site.

Once the proposed project is constructed, hazardous materials would be limited to those associated with a warehouse facility. These include cleaners, paints, solvents; and fertilizers and pesticides for site landscaping. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Adherence to federal, State, and local health and safety requirements regarding these substances would preclude potential impacts. Impacts would be less than significant and no mitigation is required.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU EIR result.

Hydrology and Water Quality

OMCPU Final EIR
Section 5.7 of the OMCPU Final EIR provides an analysis of hydrology and water quality impacts associated with the OMCP.

Hydrology (Runoff, Natural Drainage Systems, and Flow Alterations)
The OMCPU Final EIR identified impacts associated with runoff that would result in significant direct and indirect impacts due to an increase in impervious surfaces and associated increases in runoff, and the alterations of on- and off-site drainage patterns. OMCPU Final EIR Mitigation Framework HYD/WQ-1 requires regulatory compliance with the Storm Water Standards Manual. Future projects would be required to implement Mitigation Framework HYD/WQ-1 to reduce impacts associated with runoff to a level less than significant.

The OMCPU Final EIR determined that impacts to natural drainage systems would be potentially significant, as buildout in accordance with the OMCP has the potential to result in a substantial change to stream flow velocities and drainage patterns on downstream properties. OMCPU Final EIR Mitigation Framework HYD/WQ-1requires future projects to demonstrate to the satisfaction of the City Engineer, based on the project application, that future projects are sited and designed to minimize impacts on absorption rates, drainage patterns, and surface runoff rates and floodwaters in accordance with current City and Regional Water Quality Control Board (RWQCB) regulations. Regulatory compliance with the City's Storm Water Standards Manual and RWQCB regulations is typically achieved through preparation of a storm water quality management plan would reduce impacts to natural drainage systems to a level less than significant.

The OMCPU Final EIR concluded that impacts associated with flow alteration would be potentially significant, as future development within the OMCP area would potentially impact the existing course and flow of flood waters due to the presence of floodplains within the OMCP area. OMCPU Final EIR Mitigation Framework HYD/WQ-1 requires regulatory compliance with the Storm Water Standards Manual, which would reduce impacts associated with flow alteration to a level less than significant.

Water Quality
The OMCPU Final EIR determined that impacts to water quality would be potentially significant, as future projects constructed during buildout of the OMCP could result in discharges to surface water or groundwater. Grading and exposed soil could result in sedimentation. Residential development could result in the discharge of sediment, nutrients, trash and debris, oxygen-demanding substances, oil and grease, pesticides, and bacteria and viruses. Industrial operations are known to be a source of heavy metals, oily wastes, and various other substances dependent on the specific industrial operation. Projects would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP). Development of parks, schools, roads, and other public infrastructure would contribute to any of the identified pollutants noted above. OMCPU Final EIR Mitigation Framework HYD/WQ-2 requires future projects to be sited and designed to minimize impacts on receiving waters, which would reduce impacts associated with water quality to a level less than significant.

Project
A site-specific Water Quality Management Plan (WQMP) and Drainage Report were prepared for the project site by Kimley-Horn and Associates (December 2022) included as **Appendix H** and **Appendix I**.

The project is located within the Tijuana Valley watershed with onsite slopes starting in the northeast corner (approximate elevation 482) flowing west towards La Media Rd (approximate elevation 473) where runoff enters the existing storm drain system by culverts under La Media Road. The project site overland flows from the northeast corner flowing west towards La Media Rd where runoff enters the existing storm drain system by culverts under La Media Rd. This storm drain system ultimately discharges into the Rialto Channel, which ultimately discharges into the Santa Ana River Channel.

Following construction, drainage from the project site would be captured and conveyed to various on-site inlets, conveyed through an underground storm drain system, and discharge into one of the four (4) onsite detention basins for treatment and detention. These basins will be designed to filter and treat the water quality storm event volume by means of biofiltration (standard and proprietary) as documented in the project-specific SWQMP. The project will have four discharge locations – one for each detention basin. Orifice calculations were prepared to determine the size of the outlets to meet hydromodification requirements and are used in the flood routing for the peak storm events at each of the discharge locations.

Potentially significant impacts associated with storm water discharge requirements, and water quality, would be reduced to a level of less than significant with implementation of Mitigation Measures **HYD/WQ-1** through **HYD/WQ-2**. These measures are applicable to the project.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Geology and Soils

OMCPU Final EIR
Section 5.8 of the OMCPU Final EIR provides an analysis of geology and soils impacts associated with the OMCP.

Geologic Hazards
The OMCPU Final EIR determined that the OMCPU is within a moderate to high geologic risk area and could therefore result in the exposure of persons or structures to seismic events associated with fault. Faults within the immediate OMCPU area are generally considered to comprise the La Nación Fault Zone. Faults in this zone are considered to be potentially active and would subject the OMCP area to moderate to severe ground shaking, resulting in a potentially significant impact. Regarding compressible soils, the OMCPU Final EIR determined that portions of the OMCP area are underlain by undocumented fill, colluvium/topsoil, and alluvium, which are typically lose, dry, and contain rubble and are considered compressible. For future projects underlain by compressible soils, removal and replacement by compacted fill would be required. Regarding expansive soils, the OMCP area contains clay mudstone strata within the Very Old Paralic Deposits that exhibit a high to very high expansion potential, which occur over the majority of the OMCP area, resulting in a

potentially significant impact. No significant impacts were identified for potential rockfall hazards, and no rock stabilization or blasting would be required for future projects within the OMCP area. OMCPU Final EIR Mitigation Framework GEO-1 requires preparation of a site-specific geotechnical report recommending project-specific engineering design measures that would reduce potential impacts related to geologic hazards to a level less than significant.

Erosion

The OMCPU Final EIR determined that impacts associated with erosion would be potentially significant, due to the steep nature of many of the hillsides and the generally poorly consolidated nature of the sedimentary materials and soils found throughout the OMCP area, particularly in conjunction with some portions of the San Diego Formation and in drainages and stream valleys. OMCPU Final EIR Mitigation Framework GEO-2 requires preparation of a site-specific geotechnical report to ensure that projects adhere to the Grading Regulation and National Pollutant Discharge Elimination System permit requirements. Implementation of Mitigation Framework GEO-2 would reduce impacts associated with erosion to a level less than significant.

Project

In compliance with OMCPU Final EIR Mitigation Measure **GEO-1**, Geocon Inc. (Geocon) conducted an Updated Geotechnical Investigation for the project in March 2020 (**Appendix E**) and the results are summarized herein.

As discussed in the Geotechnical Investigation prepared for the project, the site is not located in a State of California Earthquake Fault Zone. The nearest known active fault is the Newport-Inglewood/Rose Canyon Fault, located approximately 11 miles west of the site. Therefore, the potential for fault rupture at the site is considered very low. Further, the proposed project would be designed in accordance with the requirements of the California Building Code (CBC). The CBC provides procedures for earthquake-resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. In addition, the Geotechnical Investigation indicated that there are no landslides mapped within the site, so the risk associated with landslide hazard is considered low for this project.

Similarly, the Geotechnical Investigation indicated that based on subsurface conditions encountered during the field investigation, hazards associated with ground subsidence or seismic settlement are not anticipated. Therefore, impacts are less than significant.

The proposed project shall implement mitigation measures as identified in the OMCPU Final EIR to avoid potentially significant seismic impacts. Mitigation Measure **GEO-1** is applicable to the proposed project.

As discussed in the Geotechnical Investigation prepared for the project, there are three relatively large stockpiles of medium to very high expansion soil located in the south and northeast portions of the site. These stockpiles will need to be removed prior to development of the site. Highly expansive soil exists throughout the site. Any expansive soil would need to be removed or used as compacted fill at least 5 feet below proposed rough

grade. Alternatively, highly expansive clay can be mixed uniformly with very low expansive soil to achieve a mix of low to medium expansive soil. Adhering to the recommendations of the Geotechnical Investigation would reduce impacts from expansive soils to less than significant. With implementation of Mitigation Measures **GEO-1** and **GEO-2**, impacts on the project from geology and soils constraints would be less than significant.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Energy Conservation

OMCPU Final EIR

Section 5.9 of the OMCPU Final EIR provides an analysis of energy conservation impacts associated with the OMCP. Energy use associated with a project typically includes fuel (gasoline and diesel), electricity, and natural gas, and sources include:

- Construction-related vehicle and equipment energy use
- Transportation energy use from people traveling to and from the project area during operation
- Building and facility energy use of the proposed project during long-term operation

The applicable regulations related to energy conservation include, but are not limited to, the California Code of Regulations (CCR; Title 24), the OMCPU Urban Design and Conservation Elements, and the Climate Action Plan (CAP).

The CCR, Title 24, is referred to as the California Building Code. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance are the California Building Code energy efficiency and green building standards (CALGreen). The CCR, Title 24, Part 6 is the Energy Efficiency Standards. This code establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The current version of the Energy Code, known as the 2019 Title 24, or the 2016 Energy Code, became effective January 1, 2020. The CCR, Title 24, Part 11 is known as CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The OMCPU Urban Design and Conservation Elements build on the City's General Plan Urban Design and Conservation Elements with policies tailored to the conditions in Otay Mesa. Policies related to energy conservation include planning for energy efficiency through street orientation, building placement, and the use of shading in subdivisions and development plans; encouraging businesses and property owners to conduct energy audits

and implement retrofits to improve the energy and efficiency of existing buildings; and incorporating energy saving technology in truck parking areas to reduce idling.

The City's CAP outlines the actions that the City will undertake to achieve its proportional share of state GHG emissions reductions. The CAP includes strategies to reduce citywide GHG emissions. Strategies 1 through 3 are relevant to energy conservation. Strategy 1, Water & Energy Efficient Buildings, includes goals and actions to reduce building energy consumption. Strategy 2, Clean & Renewable Energy, includes goals and actions to achieve 100 percent renewable energy citywide by 2035. Strategy 3, Bicycling, Walking, Transit & Land Use, includes goals and strategies to increase the use of mass transit, increase bicycling and walking opportunities, reduce vehicle fuel consumption, and promote effective land use patterns to reduce vehicle miles traveled. Note that the City had not yet adopted a CAP when the OMCPU was approved.

San Diego Gas and Electric is the owner and operator of natural gas and electricity transmission and distribution infrastructure in San Diego County. The OMCPU Final EIR concluded that impacts associated with energy conservation would be less than significant, as implementation of the OMCP would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the OMCP. In addition, the OMCPU Final EIR concluded that implementation of the OMCP would not be anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities (i.e., electricity and natural gas lines), which would create physical impacts. Additionally, future projects would be required to comply with the OMCP Urban Design Element which contains a list of Climate Change and Sustainable Development Policies that focus on designing new development to have a climate, energy efficient, and environmentally oriented site design (Policy 4.9-1), incorporating environmentally conscious building practices and materials (Policy 4.9-2), minimizing building heat gain and appropriately shading windows (Policy 4.9-3), providing on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments (Policy 4.9-4), and ensuring development integrates storm water BMPs on-site (Policy 4.9-5). Based on the program-level analysis of the OMCP, state and local mandates for energy conservation, and the energy reduction measures set forth in the OMCP policies outlined above. Impacts associated with energy use would be less than significant.

Project

Construction

Construction of the proposed project is anticipated to occur over approximately 9 months, beginning in 2024. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site preparation, grading, infrastructure improvements, building construction, and paving. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Construction equipment would also be required to comply with the latest United States Environmental Protection Agency (EPA) and California Air Resources Board (CARB) engine emissions standards. These emissions standards require highly efficient combustion

systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy resources during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Impacts would be less than significant in this regard.

Operations

The energy consumption associated with project operations would occur from building energy use (electricity and natural gas), water use, and transportation-related fuel use. The proposed project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider, San Diego Gas and Electric Company (SDG&E), is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects will not result in the waste of the finite energy resources. The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards. The State has implemented legislation and regulations to address transportation related energy consumption by controlling vehicle miles traveled (VMT). Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark.

As previously discussed, the OMCPU Final EIR determined that impacts associated with construction and operational energy consumption would be less than significant. The project would be consistent with the OMCPU Final EIR's conclusion that land use impacts would be less than significant because the project is consistent with the OMCPU zoning and land use designation. Thus, the project would not result in inefficient, wasteful, or unnecessary energy consumption and impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Noise

OMCPU Final EIR

Section 5.10 of the OMCPU Final EIR provides an analysis of noise impacts associated with the OMCP.

Traffic Generated Noise

The OMCPU Final EIR determined that impacts associated with traffic noise would be significant, as noise sensitive land uses are proposed in areas where exterior noise levels would exceed the noise and land use compatibility standards established in Table N-3 of the General Plan. Exterior and potentially interior traffic noise impacts are anticipated at the majority of locations adjacent to Interstate 805, SR-905, SR-125, Otay Mesa Road, and Airway Road. The OMCPU Final EIR includes Mitigation Framework NOI-1 and NOI-2 that would be required by future projects to demonstrate the exterior and interior noise levels for residential uses would not exceed the compatibility standards of the City's General Plan. These measures required site-specific exterior and interior noise analyses to identify site-specific noise attenuating measures; however, even with implementation of these measures, because the effectiveness of project-level noise reduction measures cannot be known at the program level, the OMCPU Final EIR determined that traffic noise resulting from implementation of the OMCP would not be compatible with the General Plan standards.

Stationary Source Noise

The OMCPU Final EIR determined that impacts associated with stationary source noise would be significant, as the OMCP has the potential to site noise-sensitive uses (i.e., residential) adjacent to noise-generating commercial and industrial uses. The OMCPU Final EIR includes Mitigation Framework NOI-3, which requires preparation and submittal of a site-specific acoustical analysis to recommend site-specific noise attenuation measures. Noise reduction measures shall include building noise-attenuating walls, reducing noise at the source by requiring quieter machinery or limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques. However, even with implementation of this measure, because the effectiveness of project-level noise reduction measures cannot be known at the program level, the OMCPU Final EIR determined that impacts would remain significant and unavoidable at the program level.

Airport Noise

The OMCPU Final EIR determined that impacts associated with airport noise would be less than significant, as existing uses within the 60 and 65 CNEL noise contours from Brown Field Municipal Airport would be considered conditionally compatible with these noise levels from operations as Brown Field Municipal Airport located 0.5-mile north of the project site and the General Abelardo L. Rodriguez International Airport located approximately 1.0 mile south of the project site in Tijuana, Mexico.

Construction Noise

The OMCPU Final EIR determined that impacts associated with construction noise would be potentially significant, as construction activities related to implementation of the OMCP would generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. In addition, construction-related noise associated with future development projects within the OMCP area could result in short-term, temporary noise impacts affecting coastal California gnatcatchers (*Polioptila californica*), raptors, and other sensitive species within the MHPA. In order to reduce potentially significant impacts associated with construction noise, the OMCPU Final EIR includes Mitigation Framework NOI-

4 (and LU-2) requiring the implementation of best construction management practices, including preparation of a project-specific Construction Noise Management Plan; however, impacts were determined to remain significant and unavoidable.

Project

Kimley-Horn and Associates conducted noise modeling for the proposed project. The noise modeling results are included in this Addendum as **Appendix J** and the results are summarized herein.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. However, construction noise levels are not anticipated to affect sensitive receptors due to the project's location. The project site is located in an industrial area and the nearest sensitive receptor is a college (Southwestern College Higher Education Center at Otay Mesa) located to the west of the project site.

Construction activities would include site preparation, grading, infrastructure improvements, building construction, paving, and architectural coating applications. Such activities would require dozers and tractors during site preparation; excavators, graders, scrapers, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; and air compressors during architectural coating applications. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 4: Typical Construction Noise Levels.**

Table 4: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The noise levels calculated in

Table 5: Project Construction Noise Λεωελσ, show the exterior construction noise without accounting for attenuation from existing physical barriers which have been estimated by the Roadway Construction Noise Model (RCNM). The nearest noise sensitive receptor is a college (Southwestern College Higher Education Center at Otay Mesa) located approximately 1,475 feet to the west of the property line and 2,107 feet from the center of construction activity. All construction equipment for each phase was assumed to operate simultaneously, which represents a worst-case noise scenario as construction activities would routinely be spread throughout the construction site further away from noise sensitive receptors. In addition, noise generated during the following phases are anticipated to occur simultaneously and have been added together to provide a composite construction noise level: Infrastructure Improvements/Building Construction and Paving/Architectural Coating.

Table 5: Project Construction Noise Levels

Construction Phase	Sensitive Receptor[1]	Receptor Location			Noise Threshold (dBA L_{eq})	Exceeded?
		Direction	Distance (feet)[2]	Worst Case Modeled Exterior Noise Level (dBA L_{eq})		
Site Preparation	College	West	2,107	55.1	75	No
Grading	College	West	2,107	55.7	75	No
Infrastructure Improvements	College	West	2,107	55.7	75	No
Building Construction	College	West	2,107	53.7	75	No
Paving	College	West	2,107	49.1	75	No
Architectural Coating	College	West	2,107	41.2	75	No

Construction Phase	Sensitive Receptor[1]	Receptor Location			Noise Threshold (dBA L_{eq})	Exceeded?
		Direction	Distance (feet)[2]	Worst Case Modeled Exterior Noise Level (dBA L_{eq})		
Infrastructure Improvements/ Building Construction	College	West	2,107	57.9	75	**No**
Paving/ Architectural Coating	College	West	2,107	49.8	75	**No**

Notes:
1. The nearest noise sensitive receptor is a college (Southwestern College Higher Education Center at Otay Mesa) located approximately 2,107 feet from the center of construction activity.
2. Per the methodology described in the FTA *Transit Noise and Vibration Impact Assessment Manual* (September 2018), distances are measured from the sensitive receptor property line to the center of the Project construction site.

Source: Federal Highway Administration, *Roadway Construction Noise Model,* 2006. Refer to **Appendix J** for noise modeling results

The City has identified a construction noise standard of 75 dBA for sensitive land uses. As depicted in **Table 6**, the nearest sensitive receptor could be exposed to temporary and intermittent noise levels of up to 57.9 dBA. The noise levels presented in **Table 6** are conservative, as these noise levels assume the simultaneous operation of heavy construction equipment at the same precise location. **Table 6** shows that construction noise levels would not exceed City standards. Therefore, construction noise would be less than significant.

Operational Stationary Source Noise Impacts

Implementation of the proposed project would create new sources of noise in the project vicinity. The major noise sources associated with the project that would potentially impact sensitive receptors include the following:

- Mechanical equipment;
- Slow moving trucks on the project site, approaching and leaving the loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-site traffic.

As noted above, the nearest sensitive receptor is a college (Southwestern College Higher Education Center at Otay Mesa) located approximately 1,475 feet to the west of the property line. The City has not identified a stationary source noise threshold for institutional uses. Therefore, this analysis conservatively uses the daytime residential threshold of 60 dBA pursuant to Municipal Code Section 59.5.0401. This threshold is consistent with the normally acceptable land use compatibility standard for institutional uses in the General Plan.

Additionally, the City has identified 75 dBA as the stationary source noise threshold for industrial uses.[4,5]

Mechanical Equipment

Mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.[6] HVAC units would be installed on the roof of the proposed structures. Sound levels decrease by 6 dBA for each doubling of distance from the source.[7] The closest receptor would be the industrial use located adjacent to the east. At approximately 102 feet, roof-mounted HVAC units would generate 45.8 dBA at the property line of the nearest industrial use to the east. Therefore, HVAC noise levels would not exceed the City's 75 dBA industrial standard at the nearest industrial uses. The nearest sensitive receptor (Southwestern College Higher Education Center at Otay Mesa) would be located as close as 1,618 feet from the HVAC equipment at the project site. At this distance, mechanical equipment noise levels would be approximately 21.8 dBA, which is well below the City's noise standard for institutional uses (60 dBA). Therefore, the proposed project would result in a less than significant impact related to mechanical equipment noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the north and west side of the proposed warehouse structures.

Typically, heavy truck operations generate a noise level of 64.4 dBA at a distance of 50 feet.[8] Loading docks would be located closest to the property line of the industrial uses to the east at approximately 166 feet. At this distance, truck and loading noise would be 54.0 dBA based on distance attenuation alone (using the inverse square law of sound propagation) and would not exceed the City's 75 dBA industrial standard at the closest industrial uses. The nearest sensitive receptor is located approximately 1,772 feet west of the nearest proposed loading areas. This closest sensitive receptor would experience truck noise levels of approximately 33.4 dBA, which is below the City's 60 dBA noise standard for institutional uses. Loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Noise levels associated with trucks and loading or unloading activities would not exceed the City's standards and impacts would be less than significant.

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[4] City of San Diego, *CEQA Significance Determination Thresholds*, September 2022.

[5] City of San Diego, *San Diego Municipal Code, Section 59.5.0401, Sound Level Limits*, December 2019.

[6] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

[7] Cyril M. Harris, *Noise Control in Buildings*, 1994.

[8] Loading dock reference noise level measurements conducted by Kimley-Horn on December 18, 2018.

Parking Noise

The proposed project would accommodate the need for parking. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA.[9] Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.[10] It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period.

Actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above. Parking lot noise would occur within the surface parking lot on-site and would be up to 30.8 dBA at the nearest sensitive receptors located approximately 1,618 feet to the west. It is also noted that parking lot noise occurs at the adjacent industrial properties under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Off-Site Traffic Noise Impacts

The proposed project would result in additional traffic on adjacent roadways from daily activities, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the *Majestic Airway Transportation Impact Study* (Transportation Impact Study) prepared by Kimley-Horn (dated October 2023), typical daily activities are forecast to generate 2,043 average daily trips. In general, traffic noise level increases of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.[11] Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

Traffic noise levels for roadways primarily affected by the project were calculated using the Federal Highway Administration's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the project, based on traffic volumes obtained from the November 2022 Transportation Impact Study. While there were updated baseline traffic volumes in the October 2023 TIS, the use of the lower opening year without project traffic volumes from the November 2022 represents a conservative analysis considering the doubling of traffic volumes results in traffic noise levels to increase by 3 dBA. The calculated traffic noise levels for the "Opening Year Without Project" and "Opening Year With Project" scenarios are compared in **Table 6: Opening Year Traffic Noise Levels**. As depicted in **Table 7**, under the "Opening Year Without Project" scenario, noise levels would range from approximately 56.7 dBA to 67.7 dBA, with the highest noise levels occurring along the La Media Road segment from the SR-905 westbound (WB) ramps/St. Andrews

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[9] Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

[10] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

[11] California Department of Transportation, *Technical Noise Supplemental to the Traffic Noise Analysis Protocol*, 2013.

Avenue to SR-905 eastbound (EB) ramps. The "Opening Year With Project" scenario noise levels would range from approximately 56.8 dBA to 67.9 dBA, with the highest noise levels also occurring along the La Media Road segment from the SR-905 WB ramps/St. Andrews Avenue to SR-905 EB ramps.

Table 6: Opening Year Traffic Noise Levels

Roadway Segment	Opening Year Without Project		Opening Year With Project		Δ	Significant Impacts
	ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline		
La Media Road						
Otay Mesa Road to SR-905 WB Ramps/St. Andrews Avenue	26,524	67.5	26,933	67.6	0.1	No
SR-905 WB Ramps/St. Andrews Avenue to SR-905 EB Ramps	27,698	67.7	28,668	67.9	0.2	No
SR-905 EB Ramps to Airway Road	21,419	66.4	22,951	66.7	0.3	No
Airway Road to Siempre Viva Road	3,991	56.7	4,093	56.8	0.1	No
Airway Road						
La Media Road to Project Driveway 1	11,741	62.6	13,478	63.2	0.6	No
Project Driveway 1 to Avenida Costa Azul	9,549	61.8	9,856	61.9	0.1	No
Avenida Costa Azul to Harvest Road	10,323	62.0	10,630	62.2	0.2	No
Harvest Road to Sanyo Avenue	8,950	60.1	9,257	60.3	0.2	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.						

Source: Based on traffic data within the *Majestic Airway Transportation Impact Study* prepared by Kimley-Horn (dated November 2022). Refer to **Appendix J** for traffic noise modeling assumptions and results.

As depicted in **Table 7**, the "Opening Year With Project" scenario traffic noise levels would not exceed the 3.0 dBA increase significance threshold along any of the surrounding roadways. As a result, the project would not result in a perceptible increase in traffic noise levels and impacts would be less than significant.

Land Use Compatibility

The proposed project does not include any noise-sensitive land uses on the project site. As analyzed above, project-generated noise levels would not cause an exceedance of the City's noise standards at the nearest sensitive receptor (Southwestern College Higher Education Center at Otay Mesa). Although the project is located approximately 0.5-mile from the Brown Field Municipal Airport, the project site is not located within the Brown Field Municipal Airport 65 CNEL noise contour.[12] Additionally, off-site traffic noise at the project site would

[12] San Diego County Airport Land Use Commission, *Brown Field Municipal Airport Land Use Compatibility Plan, Exhibit III-1, Compatibility Policy Map: Noise*, https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=16145&Command=Core_Download&language=en-US&PortalId=0&TabId=807, accessed February 2023.

not exceed the normally acceptable land use compatibility standard (70 dBA) for industrial uses; refer to **Table 3**. Therefore, noise levels would be within the normally acceptable land use compatibility standards and impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Paleontological Resources

OMCPU Final EIR

The OMCPU Final EIR determined impacts to paleontological resources to be less than significant with mitigation incorporated. Specifically, potentially significant impacts could occur as a result of substantial grading within the San Diego and Otay formations and Very Old Paralic Deposits. In addition, areas designated for industrial and commercial use and have been graded but are undeveloped would be subject to review in accordance with the supplemental regulations of the CPIOZ Type A. Future development projects that do not comply with CPIOZ Type A would be subject to review in accordance with CPIOZ Type B. Projects located within CPIOZ Type B would be required to implement Mitigation Measure PALEO-1, to reduce potential impacts to paleontological resources, which would require a project-level analysis of potential impacts to paleontological resources and monitoring during construction projects that would exceed the City's Significance Determination Thresholds related to grading quantities and depth of excavation for areas of moderate to high resource potential. With the implementation of Mitigation Measure PALEO-1, potential impacts to paleontological resources would be less than significant.

Project

According to Figure 5.11-2, *Paleontological Resource Impact Areas*, in the OMCPU Final EIR, the project site is located in an area of moderate paleontological sensitivity and would potentially be impacted by implementation of the OMCPU.

As discussed in the Geological Investigation prepared for the proposed project (**Appendix E**, soil and geologic formations present within the project site consists of undocumented fill (Qudf), compacted fill ($Qcf/_{(ME)}$), topsoil (unmapped), Very Old Paralic Deposits (Qvop), and Otay Formation (To). The OMCPU Final EIR states potentially significant impacts to paleontological resources could occur within the Otay Formation and Very Old Paralic Deposits. However, the project would require zero cubic yards of cut. As such, the impacts associated with paleontological resources would be less than significant.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Transportation/Circulation

OMCPU Final EIR
Section 5.12 of the OMCPU Final EIR provides an analysis of transportation/circulation impacts associated with the OMCP.

Capacity and Level of Service
The OMCPU Final EIR determined that impacts to the circulation system would be significant. Specifically, a total of 24 roadway segments under the Horizon Year Plus OMCPU condition would be expected to operate at unacceptable level of service, resulting in significant roadway segment impacts. A total of 49 intersections would be expected to operate at unacceptable levels under the Horizon Year Plus OMCPU condition, resulting in significant intersection impacts, and impacts at 39 intersections would remain significant after mitigation. The OMCPU Final EIR determined that all Interstate 805 freeway segments studied would be expected to operate at an acceptable level of service in the Horizon Year Plus OMCPU condition, while five SR-905 freeway segments would be expected to operate at unacceptable levels in the Horizon Year Plus OMCPU condition, resulting in a significant impact at these five SR-905 freeway segments. In regards to freeway ramp metering impacts, the OMCPU Final EIR determined that five SR-905 metered freeway on-ramps would be expected to experience delays over 15 minutes with downstream freeway operations at unacceptable levels in the Horizon Year Plus CPU condition, resulting in a significant impact.

The OMCPU Final EIR Mitigation Framework stated that at the program level, impacts would be reduced through implementation of the OMCPU proposed classifications of roadways and identification of necessary roadway, intersection, and freeway improvements. Specific mitigation measures or construction of these improvements would be carried out at the project-level via the City's PFFP and/or specific improvement proposals included as part of future development projects. Funding would be through construction by individual development projects, collection of Facilities Benefit Assessment fees, fair-share contributions to be determined at the project-level, and potentially other sources.

The OMCPU Final EIR identified significant impacts on roadway segments throughout the OMCP area. Even with implementation of the recommended street classifications identified in Table 5.12-4 of the OMCPU Final EIR, 24 roadway segments would operate unacceptably in the Horizon Year Plus CPU condition, resulting in significant and unmitigated impacts to roadway segments. The OMCPU Final EIR Mitigation Framework stated that partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future discretionary subsequent development projects are proposed, project-specific traffic analyses would be required to contain detailed recommendations.

The OMCPU Final EIR identified significant impacts at 49 intersections throughout the OMCP area. OMCPU Final EIR Mitigation Framework TRF-1 requires intersection improvements per the lane designations identified in the OMCPU Final EIR Figures 5.12-4a through 5.12-4g. However, the OMCPU Final EIR concludes that even with the lane configurations proposed for the intersections analyzed, impacts at 39 intersections would continue to be significant and unmitigated.

The OMCPU Final EIR proposed mitigations for freeway segment impacts include the construction of high-occupancy vehicle lane in each direction on the SR-905. However, because the affected freeway segments are owned and operated by Caltrans, mitigation to these segments cannot be guaranteed by the City in a timely manner. Therefore, additional mitigation such as Transportation Demand Management measures may be identified in the future at the project-level; however, impacts to the SR-905 mainline segments would remain significant and unmitigated.

At the time future development projects are proposed, project-specific traffic analyses would be required to contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact; however, at the program level, impacts would remain significant and unmitigated.

Traffic Hazards

The OMCPU Final EIR determined that all roadway improvements would be designed and constructed in accordance with the OMCP Mobility Element roadway network satisfactory to the City Engineer. Additionally, the OMCP includes policies that would reduce potential conflicts between vehicle, pedestrian, and bicyclists. Conformance to City design standards and OMCP policies would reduce impacts associated with traffic hazards to motor vehicles, bicyclists, or pedestrians to a level less than significant.

Circulation and Access

The OMCPU Final EIR determined that buildout of the OMCP would result in increased circulation capacity and access for vehicles, bicycles, and pedestrians. Temporary closures with detours that may be required during street improvements would be addressed through traffic control plans in accordance with City policy as construction plans for future projects are processed through the City. The OMCPU Final EIR determined that impacts related to circulation and access would be less than significant.

Alternative Transportation

The OMCPU Final EIR determined that the OMCP included plans to improve the pedestrian, transit, and bicycle transportation network and that impacts would be less than significant.

Project

The project would include the construction of three warehouse buildings and associated on-site improvements. The project would include two proposed driveways located on Airway Road including a full access signalized driveway, and right-in/right-out only driveway to provide access to the project site. In addition, the project is proposing an emergency only access with rolled curb on Airway Road. The project would be required to construct public improvements at intersections and roadway segments to mitigate the project's direct impacts and pay the required fair-share contributions towards roadway and intersection improvements within the project's study area where the project would cause significant cumulative impacts. The proposed circulation improvements would improve mobility and increase safety. As such, by constructing improvements to mitigate the project's direct

impacts to less than significant impact and paying a fair-share contribution towards public improvements per the OM CPU EIR for the project's cumulative impacts, the project would be consistent with the Otay Mesa CPU.

As discussed within the OMCPU Final EIR, specific development projects would be subject to project specific traffic analysis with detailed recommendations prior to project approval. As such, the project has prepared a Traffic Impact Study (**Appendix K – Majestic Airway TIS, Kimley-Horn Associates, October 2023**).

The analysis evaluated traffic conditions for the following scenarios:

- Existing (2022) Conditions
- Existing (2022) Plus Project
- Opening Day (Year 2025) Conditions
- Opening Day (Year 2025) Plus Project
- Horizon Year (2062) Conditions
- Horizon Year (2062) Plus Project

The traffic study analyzes morning and afternoon peak hour conditions at seven intersections, including two proposed access driveways. In addition, 11 roadway segments were analyzed.

Intersections

1. La Media Road and Otay Mesa Road
2. La Media Road and St. Andrews Avenue/ SR-905 Westbound Ramps
3. La Media Road and SR-905 Eastbound Ramps
4. La Media Road and Airway Road
5. Airway Road and Project Driveway 1 (future)
6. Airway Road and Project Driveway 2 (future)
7. Avenida Costa Azul/ Private Driveway and Airway Road

Roadway Segments

1. La Media Road between Otay Mesa Road and SR-905 Westbound Ramps /St. Andrews Avenue
2. La Media Road, between SR-905 Westbound Ramps/ St. Andrews Avenue and SR905 Eastbound Ramps
3. La Media Road, between SR-905 Eastbound Ramps and Airway Road
4. La Media Road, between Airway Road and Avenida de la Fuente
5. La Media Road, between Avenida de la Fuente and Siempre Viva Road
6. Airway Road, between La Media Road and Project Driveway 1
7. Airway Road, between Project Driveway 1 and Avenida Costa Azul
8. Airway Road, between Avenida Costa Azul and Piper Ranch Road
9. Airway Road, between Piper Ranch Road to Avenida de la Fuente N
10. Airway Road, between Avenida de la Fuente N and Harvest Road
11. Airway Road, between Harvest Road and Sanyo Avenue

Peak hour intersection operations at the study intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 6th Edition. Intersection LOS is defined in terms of vehicle delay for signalized and unsignalized intersections. The HCM

establishes minimum Level of Service standards. The acceptable LOS standard for intersections in within the City of San Diego is LOS D. The criteria for the various LOS designations for intersections are included in **Table 7: LOS Criteria for Intersections.**

Table 7: LOS Criteria for Intersections

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections (a)	Unsignalized Intersections (b)	
A	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that is unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

The roadway segment analysis addresses the proposed project's impact on daily operating conditions on roadway segments in the traffic study area. Roadway segments are evaluated by comparing the traffic volume on a roadway segment to the daily capacity of that segment, to determine the volume-to-capacity (v/c) ratio. As noted, the City's LOS standard for daily roadway operation is LOS D. The following describes the roadways within the traffic study area for the proposed project.

Existing Roadway Network Conditions

Otay Mesa Road provides east-west connectivity through the community and currently functions as a six- lane prime arterial between Ocean View Hills Parkway and SR 125, and as a four-lane collector between SR 125 and Sanyo Avenue. The *Otay Mesa Community Plan Mobility Element* designates Otay Mesa Road as a six-lane prime arterial with a planned buffered Class II bike facility. The posted speed limit along Otay Mesa Road is generally 55 mph and reduces to 50 mph east of La Media Road. Parking is prohibited on both sides of Otay Mesa Road. Within the project study area, portions of Class II bike lanes are present along the south side of Otay Mesa Road between Ailsa Court and Otay Mesa Center Road, and between La Media Road and SR-125 southbound Ramps. Striped shoulders are present along the north side of road and on the south side of road where the bike lanes have not yet been installed.

La Media Road is a major north-south connection within the project study area. The segment between Otay Mesa Road and St Andrews Avenue functions as a six-lane collector with four southbound lanes and two northbound lanes. Between St Andrews Avenue and SR 905 westbound ramps, La Media Road functions as a five-lane collector with three southbound lanes and two northbound lanes. Between SR 905 westbound ramps and SR 905 eastbound, La Media Road functions as a six-lane major arterial with three lanes in each direction. Between SR 905 eastbound Ramps and Airway Road, there are two southbound lanes and one northbound lane that expands into three lanes at the intersection of La Media Road/SR 905 eastbound ramps. South of Airway Road, La Media Road is one-way (southbound) truck route with two travel lanes. La Media Road is designated as a six-lane prime arterial between Otay Mesa Road to Airway Road and a five-lane major road between Airway Road and Siempre Viva in *the Otay Mesa Community Plan Mobility Element*, with a planned Class II bike facility. La Media Road, south of Airway Road, currently serves laden trucks travelling south on La Media Road to the one-way truck route along the Mexican Border. Upon completion of the Otay Mesa Truck Route Phase 4 project (S11060), La Media Road will be used by unladen trucks for access to the Port of Entry. These Phase 4 improvements are expected to be completed near the end of 2025. The speed limit on La Media Road is 35 miles per hour south of Otay Mesa Road. Parking is prohibited on both sides. Within the study area, Class II Bicycle lanes are present on both sides of road, from Otay Mesa Road to just south of the SR 905 eastbound Ramps. Between SR 905 eastbound ramps and Airway Road, Class II bicycle lane is present for the southbound direction only.

Airway Road provides east-west connectivity through the community and currently functions as a two-lane collector between La Media Road and Avenida Costa Azul, and between Piper Ranch Road and Avenida de la Fuente. Between Avenida Costa Azul and Piper Ranch Road, the road functions as a three-lane collector (two westbound lanes and one eastbound lane) with a raised median constructed for the future major roadway. Between Avenida de la Fuente and Sanyo Avenue, the road functions as a three-lane collector (two westbound lanes and one eastbound lane) with a striped median. The segment west of La Media Road was under an extended closure to traffic as of August 2022. The *Otay Mesa Community Plan Mobility Element* designates Airway Road as a four-lane major road with a planned buffered Class II bike facility and planned Class I bike path along the south side of Airway Road. The posted speed limit along Airway Road is 40 miles per hour and parking is prohibited on both sides of the road. Currently, Airway Road does not provide bicycle facilities within the study area.

SR-905 is a six-lane freeway that provides east-west connectivity within the vicinity of the project site. There are currently interchanges at Caliente Avenue, Britannia Boulevard, La Media Road, and Siempre Viva Road. The posted speed limit along SR-905 is 65 miles per hour.

The following summarizes the findings of the Traffic Impact Analysis for the four traffic scenarios.

Existing Conditions

Intersection Levels of Service: As identified in Error! Reference source not found., all intersections within the project study area operates at LOS D or better during both AM and PM peak hour periods.

Table 8: Existing (2022) Conditions Intersection LOS Summary

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (a)	LOS (b)	Delay	LOS
1	La Media Road and Otay Mesa Road	Signal	46.6	D	46.9	D
2	La Media Road & St. Andrews Avenue/SR-905 WB Ramps	Signal	12.4	B	22.7	C
3	La Media Road & SR-905 EB Ramps	Signal	8.5	A	8.1	A
4	La Media Road & Airway Road	AWSC*	31.2	D	34.1	D
5	Airway Road & Project Driveway 1	SSSC	Future Driveway			
6	Airway Road & Project Driveway 2	SSSC	Future Driveway			
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	13.9	B	17.1	C

Notes:
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSC intersections, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.
*Intersection is signalized, but operating in flashing all-red mode.
SSSC = Side Street Stop Control
AWSC = All Way Stop Control

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Roadway Levels of Service: As identified in **Table 9: Existing Conditions – Roadway Operations,** all roadway segments within the study area are currently operating at an acceptable LOS D or better with the exception of the following locations:

- La Media Road, between SR 905 eastbound ramps and Airway Road – LOS E
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

Table 9: Existing Conditions – Roadway Operations

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing (2022)		
			ADT (b)	V/C Ratio (c)	LOS
La Media Road					
Otay Mesa Road to SR 905 WB Ramps/St. Andrews Avenue	6L Collector(d)	45,000	13,886	0.309	A
SR 905 WB Ramps/St. Andrews Avenue to SR 905 EB Ramps	6L Collector(d)	45,000	13,683	0.304	A
SR 905 EB Ramps to Airway Road	3L Collector (2L SB, 1L NB) (e)	15,000	14,664	0.978	**E**
Airway Road to Avenida de la Fuente	2L Collector (One-Way) (f)	8,000	3,765	0.471	A
Avenida de la Fuente to Siempre Viva Road	2L Collector (One-Way) (f)	8,000	3,765	0.471	A
Airway Road					
La Media Road to Project Driveway 1	2 Lane Collector (f)	8,000	9,312	1.164	**F**
Project Driveway 1 to Avenida Costa Azul	2 Lane Collector (f)	8,000	7,244	0.906	**E**
Avenida Costa Azul to Piper Ranch Road	3 Lane Collector (2L WB, 1L EB) (g)	15,000	8,562	0.571	C
Piper Ranch Road to Avenida de la Fuente N	2 Lane Collector (TWLTL) (h)	15,000	8,562	0.571	C
Avenida de la Fuente N to Harvest Road	3 Lane Collector (2L WB, 1L EB) (i)	15,000	8,562	0.571	C
Harvest Road to Sanyo Avenue	3 Lane Collector (j)	15,000	8,443	0.563	C

Notes:
#L = Total number of lanes; TWLTL = Two-way left-turn lane

(a) ADT volumes for the roadway segments were collected by NDS in August 2022.
(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(c) Collector roadway due to lack of raised median
(d) Collector roadway – no fronting property
(fe Collector roadway – commercial/industrial fronting property
(f) Collector roadway – existing raised median and left-turn pockets
(g) Collector roadway – with continuous two-way left-turn lane or left-turn pockets
(h) Collector roadway – existing painted median
(i) Collector roadway – north half of roadway under construction (West Half: 2L WB / 1L EB with pained median | East Half: 1L WB / 1L EB with TWLTL)

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Project Trip Generation

The City of San Diego Trip Generation Manual (May 2003) was referenced to calculate the estimated trip generation for the Project. The "Warehousing" land use was used to forecast daily and peak-hour trips for the Project. Due to the land use type and the location of the site, no pass-by trips, internal capture, nor transit, bicycle, or pedestrian credits were applied.

The proposed project would construct three (3) industrial warehouse buildings consisting of a total of 408,607 square feet. Using the trip generation rate for warehousing, the project is expected to generate a total of 2,043 daily trips with 306 morning peak-hour trips (215 in, 91 out) and 327 afternoon peak-hour trips (131 in, 196 out). Trip generation rates and resulting trip generation estimates for the project are summarized below:

Table 10: Summary of Project Trip Generation

ITE Land Use	Units[1]	Trip Rate	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	408.61 KSF	5/KSF	2,043	215	91	306	131	196	327
Proposed Total			2,043	215	91	306	131	196	327

Notes:
1. KSF = 1,000 square feet
2. Trip rates referenced from the City of San Diego Land Development Code – trip General Manual, May 2003.

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Trip Distribution and Assignment

Trip distribution assumptions for the project was based on current network configuration, knowledge of the project area, and a review of recent traffic studies in the project study area.

- 10% to/from SR 125 north of Otay Mesa Road On/Off Ramps
- 15% to/from Otay Mesa Road west of La Media Road
- 55% to/from SR 905 west of La Media Road
- 5% to/from Airway Road west of La Media Road
- 5% to/from Airway Road west of Enrico Fermi Drive
- 10% to/from SR 905 south of Siempre Viva Road

Project trip generation and project trip assignment are depicted in Figure 4-1: Project Trip Distribution and Figure 4-2: Project Trip Assignment of the Traffic Impact Study, respectively (**Appendix K**).

Existing (2022) Conditions Plus Project

Intersection Levels of Service: As indicated in

Table 11: Existing (2022) Plus Project Intersection LOS Summary, all traffic study area intersections currently operate at LOS D or better.

Table 11: Existing (2022) Plus Project Intersection LOS Summary

	Intersection	Traffic Control	Peak Hour	Existing (2022)		Existing (2022) Plus Project		Δ(c)	Significant
				Delay (a)	LOS (b)	Delay (a)	LOS (b)		
1	La Media Road & Otay Mesa Road	Signal	AM	46.6	D	46.6	D	0.0	NO
			PM	46.9	D	47.2	D	0.3	NO
2	La Media Road & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	12.4	B	12.3	B	-0.1	NO
			PM	22.7	C	22.4	C	-0.3	NO
3	La Media Road & SR-905 EB Ramps	Signal	AM	8.5	A	9.2	A	0.7	NO
			PM	8.1	A	8.6	A	0.5	NO
4	La Media Road & Airway Road	AWSC*	AM	31.2	D	114.0	**F**	82.8	**YES**
			PM	34.1	D	98.2	**F**	64.1	**YES**
5	Airway Road & Project Driveway 1	Signal	AM	Future Driveway		6.3	A	-	NO
			PM			7.6	A	-	NO
6	Airway Road & Project Driveway 2	SSSC	AM	Future Driveway		9.3	A	-	NO
			PM			10.3	B	-	NO
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	13.9	B	14.5	B	0.6	NO
			PM	17.1	C	18.6	C	1.5	NO

Notes:
BOLD values indicate intersections operating at LOS E or F. BOLD and SHADED values indicate project significant impact. SSSC = Side Street Stop Control. AWSC = All Way Stop Control.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.

(c) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay.
decreasing the overall intersection average delay.

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Roadway Levels of Service: As indicated in **Table 12: Existing (2022) Plus Project Roadway Segment LOS Summary**, all roadway segments within the study area would continue to operate at LOS D or better with the addition of project traffic, with the exception of the following locations:

- *La Media Road, between SR-905 EB Ramps and Airway Road – LOS F;*
- *Airway Road, between La Media Road and Project Driveway 1 – LOS F; and*
- *Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E*

Table 12: Existing (2022) Plus Project Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing (2022)			Existing (2022) Plus Project			Δ ADT	Δ V/C	Significant?
			ADT (b)	V/C Ratio (c)	LOS	ADT	V/C Ratio	LOS			
La Media Road											
Otay Mesa Rd to SR 905 WB Ramps/St. Andrews Ave	6L Collector(d)	45,000	13,886	0.309	A	14,295	0.318	A	409	0.009	NO
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	6L Collector(d)	45,000	13,683	0.304	A	14,653	0.326	A	970	0.022	NO
SR 905 EB Ramps to Airway Rd	3L Collector (2L SB, 1L NB) (e)	15,000	14,664	0.978	**E**	16,196	1.08	**F**	1,532	0.102	**YES**
Airway Rd to Avenida de la Fuente	2L Collector (One-Way) (f)	8,000	3,765	0.471	A	3,867	0.483	A	102	0.012	NO
Avenida de la Fuente to Siempre Viva Rd	2L Collector (One-Way) (f)	8,000	3,765	0.471	A	3,867	0.483	A	102	0.012	NO
Airway Road											
La Media Rd to Project Driveway 1	2 Lane Collector (f)	15,000	9,312	1.164	**F**	11,049	1.381	**F**	1,737	0.217	**YES**
Project Dvwy 1 to Avenida Costa Azul	2 Lane Collector (f)	15,000	7,244	0.906	**E**	7,551	0.944	**E**	307	0.038	**YES**
Avenida Costa Azul to Piper Ranch Rd	3L Collector (2L WB, 1L EB) (g)	15,000	8,562	0.571	C	8,869	0.591	C	307	0.020	NO
Piper Ranch Rd to Avenida d la Fuente N	2L Collector (TWLTL) (h)	15,000	8,562	0.571	C	8,869	0.591	C	307	0.020	NO
Avenida de la Fuente N to Harvest Rd	3L Collector (2L WB, 1L EB) (i)	15,000	8,562	0.571	C	8,869	0.591	C	307	0.020	NO
Harvest Rd to Sanyo Ave	3L Collector (j)	15,000	8,443	0.563	C	8,750	0.583	C	307	0.020	NO

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Opening Day (Year 2025) Conditions

Intersection Levels of Service: As indicated in **Table 13: Opening Day (Year 2025) Conditions Intersection LOS Summary**, all traffic study area intersections would operate at LOS D or better.

Table 13: Opening Day (Year 2025) Conditions Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Opening Day (Year 2025)	
				Delay (a)	LOS (b)
1	La Media Road & Otay Mesa Road	Signal	AM	46.0	D
			PM	48.6	D
2	La Media Road & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	13.2	B
			PM	26.4	C
3	La Media Road & SR-905 EB Ramps	Signal	AM	9.9	A
			PM	9.7	A
4	La Media Road & Airway Road	Signal	AM	18.7	B
			PM	20.6	C
5	Airway Road & Project Driveway 1	SSSC	AM	Future Driveway	
			PM		
6	Airway Road & Project Driveway 2	SSSC	AM	Future Driveway	
			PM		
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	15.5	C
			PM	21.8	C

SSSC = Side Street Stop Control

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSSC intersections, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Roadway Levels of Service: As indicated in **Table 14: Opening Day (Year 2025) Conditions Roadway Segment LOS Summary**, the traffic study area roadway segments would continue to operate at an acceptable level of service (LOS D) with the exception of the following locations:

- La Media Road to Project Driveway 1 (LOS F); and
- Project Driveway 1 to Avenida Costa Azul (LOS F).

Table 14: Opening Day (Year 2025) Conditions Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Opening Day (Year 2025)		
			ADT	V/C Ratio(b)	LOS
La Media Road					
Otay Mesa Road to SR 905 WB Ramps/St. Andrews Avenue	6L Collector(c)	45,000	36,177	0.804	D
SR 905 WB Ramps/St. Andrews Avenue to SR 905 EB Ramps	6L Collector(c)	45,000	30,429	0.676	C
SR 905 EB Ramps to Airway Road	6L Prime Arterial	60,000	29,025	0.484	B
Airway Road to Avenida de la Fuente	5L Major Arterial (3L SB, 2L NB)	45,000	16,287	0.362	A
Avenida de la Fuente to Siempre Viva Road	4L Major Arterial	40,000	15,442	0.386	B
Airway Road					
La Media Road to Project Driveway 1	3L Collector (2L WB, 1L EB) (e)	12,000	13,339	1.112	**F**
Project Driveway 1 to Avenida Costa Azul	3L Collector (2L WB, 1L EB) (e)	12,000	11,271	0.939	**E**
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB) (f)	15,000	11,819	0.788	D
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWLTL) (g)	15,000	11,490	0.766	D
Avenida de la Fuente N to Harvest Road	3L Collector (2L WB, 1L EB) (h)	15,000	11,490	0.766	D
Harvest Road to Sanyo Avenue	3L Collector (2L WB, 1L EB) (i)	15,000	10,455	0.697	D

Notes:

(α) #L = total number of lanes; TWLTL = Two-way left-turn lane; BOLD values indicate roadway segment operating at LOS E or F. BOLD and SHADED values indicate a project significant impact.Existing roads street classification is based on field observations. ADT volumes for the roadway segments were collected by NDS in August 2022

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) Collector roadway due to lack of raised median

(d) Collector roadway – no fronting property
(e) Collector roadway – commercial/industrial fronting property
(f) Collector roadway – existing raised median and left-turn pockets
(g) Collector roadway – with continuous two-way left-turn lane or left-turn pockets
(h) Collector roadway – existing painted median
(i) Collector roadway – north half of roadway under construction
- West Half: 2L WB / 1L EB with pained median
- East Half: 1L WB / 1L EB with TWLTL

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Opening Day (Year 2025) Plus Project

Intersection Levels of Service

As identified on **Table 15: Opening Day (Year 2025) Plus Project Intersection LOS Summary**, all study area intersections would operate at acceptable levels of service and would not have a significant impact.

Table 15: Opening Day (Year 2025) Plus Project Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Opening Day (Year 2025)		Opening Day (Year 2025) Plus Project		Δ (c)	Significant?
				Delay (a)	LOS (b)	Delay (a)	LOS (b)		
1	La Media Road & Otay Mesa Rd	Signal	AM	46.0	D	46.6	D	0.6	NO
			PM	48.6	D	50.9	D	2.3	NO
2	La Media Road & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	13.2	B	13.1	B	-0.1	NO
			PM	26.4	C	28.2	C	1.8	NO
3	La Media Road & SR-905 EB Ramps	Signal	AM	9.9	A	10.9	B	1.0	NO
			PM	9.7	A	10.4	B	0.7	NO
4	La Media Road & Airway Road	Signal	AM	18.7	B	21.4	C	2.7	NO
			PM	20.6	C	26.5	C	5.9	NO
5	Airway Road & Project Driveway 1	Signal	AM	Future Driveway		9.8	A	-	NO
			PM			11.5	B	-	NO
6	Airway Road & Project Driveway 2	SSSC	AM	Future Driveway		9.6	A	-	NO
			PM			10.7	B	-	NO

	Intersection	Traffic Control	Peak Hour	Opening Day (Year 2025)		Opening Day (Year 2025) Plus Project		Δ (c)	Significant?
				Delay (a)	LOS (b)	Delay (a)	LOS (b)		
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	15.5	C	16.3	C	0.8	NO
			PM	21.8	C	24.3	C	2.5	NO

Notes:
SSSC = Side Street Stop Control
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSSC intersections, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.
(c) Change in delay due to addition of project traffic. The addition of Project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movement with less delay than the current overall intersection average delay, decreasing the overall intersection average delay

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Roadway Levels of Service. As identified **Table 16: Opening Year (2025) Plus Project Roadway Segment LOS Summary**, all traffic study roadway segments would continue to operate at LOS D or better with the addition of the project, with the exception of the following locations:

- Airway Road, between La Media Road and Project Driveway 1 (LOS F); and
- Airway Road, between Project Driveway 1 and Avenida Costa Azul (LOS E).

Table 16: Opening Year (2025) Plus Project Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	Opening Day (Year 2025)			Opening Day (Year 2025) Plus Project			Δ ADT	Δ V/C	Significant?
		ADT	V/C Ratio(b)	LOS	ADT	V/C Ratio	LOS			
La Media Road										
Otay Mesa Rd to SR 905 WB Ramps/St. Andrews Ave	6L Collector(c)	36,177	0.804	D	36,586	0.813	D	409	0.009	NO
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	6L Collector(c)	30,429	0.676	C	31,399	0.698	C	970	0.022	NO
SR 905 EB Ramps to Airway Rd	6L Prime Arterial	29,025	0.484	B	30,557	0.509	B	1,532	0.025	NO
Airway Rd to Avenida de la Fuente	5L Major Arterial (3L SB, 2L NB)	16,287	0.362	A	16,389	0.364	A	102	0.002	NO
Avenida de la Fuente to Siempre Viva Rd	4L Major Arterial	15,442	0.386	B	15,544	0.389	B	102	0.003	NO
Airway Road										
La Media Road to Project Driveway 1	3L Collector (2L WB, 1L EB) (d)	13,339	1.112	**F**	15,076	1.256	**F**	1,737	0.144	**YES**
Project Driveway 1 to Avenida Costa Azul	3L Collector (2L WB, 1L EB) (d)	11,271	0.939	**E**	11,578	0.965	**E**	307	0.026	**YES**
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB) (e)	11,819	0.788	D	12,126	0.808	D	307	0.020	NO
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWLTL) (f)	11,490	0.766	D	11,797	0.786	D	307	0.020	NO
Avenida de la Fuente N to Harvest Rd	3L Collector (2L WB, 1L EB) (g)	11,490	0.766	D	11,797	0.786	D	307	0.020	NO
Harvest Rd to Sanyo Ave	3L Collector (2L WB, 1L EB) (h)	10,455	0.697	D	10,762	0.717	D	307	0.020	NO

Notes:
#L = total number of lanes; TWLTL = Two-way left-turn lane; BOLD values indicate roadway segment operating at LOS E or F. BOLD and SHADED values indicate a project significant impact.
(a) Opening Day (Year 2025) roads street classification is based on field observations and planned/funded improvements anticipated to occur before opening day.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(c) Collector roadway due to lack of raised median
(d) Collector roadway – commercial/industrial fronting property
(e) Collector roadway – existing raised median and left-turn pockets
(f) Collector roadway – with continuous two-way left-turn lane or left-turn pockets
(g) Collector roadway – existing painted median
(h) Collector roadway – north half of roadway under construction
- West Half: 2L WB / 1L EB with pained median
- East Half: 1L WB / 1L EB with TWLTL

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

The project would have a significant direct impact on these two street segments under Opening Day (Year 2025) Plus Project conditions which would be mitigated by the project by construction of a raised median across the full project frontage and to Avenida Costa Azul and second eastbound lane on Airway Road, between La Media Road and Avenida Costa Azul, to provide a 4-Lane Major Arterial. The project's direct significant impacts would be mitigated to less than significant with the proposed improvements, as shown in the matrix below:

Roadway Segment	Opening Day (Year 2025) Plus Project ADT	Before Mitigation		After Mitigation		Significant Impact Mitigated?
		Classification / LOS E Capacity	V/C LOS	Classification / LOS E Capacity	V/C LOS	
Airway Road						
La Media Road to Project Driveway 1	15,076	3L Collector / 12,000	1.256 **F**	4L Major / 40,000	0.377 B	Yes
Project Driveway 1 to Avenida Costa Azul	11,578	3L Collector / 12,000	0.956 **E**	4L Major / 40,000	0.289 A	Yes
Notes:						
Bold values indicate roadway segment operating at LOS E or F.						
Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023						

Horizon Year (2062) Conditions

Intersection Level of Service

Under Horizon Year (2062) conditions, the study area intersections would all operate below an acceptable level (LOS F); refer to **Table 17: Horizon Year (2062) Conditions Intersection LOS Summary.**

Table 17: Horizon Year (2062) Conditions Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Horizon Year (2062) Conditions	
				Delay (a)	LOS (b)
1	La Media Road & Otay Mesa Road	Signal	AM	570.3	**F**
			PM	495.8	**F**
2	La Media Road & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	373.2	**F**
			PM	389.7	**F**
3	La Media Road & SR-905 EB Ramps	Signal	AM	529.9	**F**
			PM	364.7	**F**
4	La Media Road & Airway Road	Signal	AM	384.6	**F**
			PM	349.7	**F**
5	Airway Road & Project Driveway 1	SSSC	AM	Future Driveway	
			PM		
6	Airway Road & Project Driveway 2	SSSC	AM	Future Driveway	
			PM		
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	>1,000	**F**
			PM	>1,000	**F**

Notes:
BOLD values indicate intersections operating at LOS E or F. SSSC = Side Street Stop Control
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSSC intersections, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Roadway LOS Summary

As show in in **Table 18: Horizon Year (2062) Conditions Roadway Segment LOS Summary**, all study area roadway segments would operate at LOS D or better, with the exception of the following locations:

- La Media Road between SR-905 WB Ramps and SR-905 EB Ramps – LOS F
- La Media Road, between SR 905 EB Ramps and Airway Road – LOS F
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS F
- Airway Road, between Avenida Costa Azul and Piper Ranch Road – LOS F
- Airway Road, between Piper Ranch Road and Avenida de la Fuente N – LOS F
- Airway Road, between Avenida de la Fuente N and Harvest Road – LOS F
- Airway Road, between Harvest Road and Sanyo Avenue – LOS F

Table 18: Horizon Year (2062) Conditions Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Horizon Year (2062)		
			ADT	V/C Ratio(b)	LOS
La Media Road					
Otay Mesa Road to SR 905 WB Ramps/St. Andrews Avenue	6L Collector(c)	45,000	37,091	0.824	D
SR 905 WB Ramps/St. Andrews Avenue to SR 905 EB Ramps	6L Collector(c)	45,000	49,780	1.106	**F**
SR 905 EB Ramps to Airway Road	6L Prime Arterial	60,000	62,468	1.041	**F**
Airway Road to Avenida de la Fuente	5L Major Arterial (3L SB, 2L NB)	45,000	32,898	0.731	C
Avenida de la Fuente to Siempre Viva Road	4L Major Arterial	40,000	21,398	0.535	D
Airway Road					
La Media Road to Project Driveway 1	3L Collector (2L WB, 1L EB) (d)	12,000	29,263	2.439	**F**
Project Driveway 1 to Avenida Costa Azul	3L Collector (2L WB, 1L EB) (d)	12,000	30,693	2.558	**F**
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB) (e)	15,000	33,693	2.246	**F**
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWLTL) (f)	15,000	33,693	2.246	**F**
Avenida de la Fuente N to Harvest Road	3L Collector (2L WB, 1L EB) (g)	15,000	33,693	2.246	**F**
Harvest Road to Sanyo Avenue	3L Collector (2L WB, 1L EB) (h)	15,000	26,193	1.746	**F**

Notes:
#L = total number of lanes; TWLTL = Two-way left-turn lane. BOLD value indicate roadway segment operating at LOS E or F.

(a) Horizon Year street classification is based on planned and funded improvements to the roadway network.
(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(c) Collector roadway due to lack of raised median
(d) Collector roadway – commercial/industrial fronting property
(e) Collector roadway – existing raised median and left-turn pockets
(f) Collector roadway – with continuous two-way left-turn lane or left-turn pockets
(g) Collector roadway – existing painted median
(h) Collector roadway – north half of roadway under construction
- West Half: 2L WB / 1L EB with pained median
- East Half: 1L WB / 1L EB with TWLTL

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

Horizon Year (2062) Plus Project Conditions

Intersection LOS Summary

As shown in **Table 19: Horizon Year (2062) Plus Project Intersection LOS Summary**, all intersections within the study area would continue to operate at LOS B or better, during both peak periods with the exception of the following locations:

- La Media Road and Otay Mesa Road
- La Media Road and St. Andrews Avenue/SR-905 Westbound Ramps
- La Media Road and SR-905 Eastbound Ramps
- La Media Road & Airway Road
- Airway Road & Project Driveway 1
- Avenida Costa Azul/Private Driveway and Airway Road

The intersections of Airway Road & Project Driveway 1, and Avenida Costa Azul/Private Driveway & Airway Road were not evaluated in the OMCPU EIR. The intersection of Airway Road and Project Driveway 1 is required to provide access to the proposed project; and therefore, was not analyzed as part of the OMCPU EIR. The intersection of Avenida Costa Azul/Private Driveway and Airway Road was also not analyzed as part of the OM CPU EIR, however, this intersection is included in the OM PFFP as a planned signalized intersection (Project OM T-35).

Table 19: Horizon Year (2062) Plus Project Intersection LOS Summary

	Intersection	Traffic Control	Peak Hour	Horizon Year (2062)		Horizon Year (2062) Plus Project		D (c)	Significant?
				Delay (a)	LOS (b)	Delay (a)	LOS (b)		
1	La Media Road & Otay Mesa Road	Signal	AM	570.3	F	579.4	**F**	9.1	**YES**
			PM	495.8	F	507.6	**F**	11.8	**YES**
2	La Media Road & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	373.2	F	379.8	**F**	6.6	**YES**
			PM	389.7	F	409.8	**F**	20.1	**YES**
3	La Media Road & SR-905 EB Ramps	Signal	AM	529.9	F	565.8	**F**	35.9	**YES**
			PM	364.7	F	383.3	**F**	18.6	**YES**
4	La Media Road & Airway Road	Signal	AM	384.6	F	414.3	**F**	29.7	**YES**
			PM	349.7	F	383.3	**F**	33.6	**YES**
5	Airway Road & Project Driveway 1	Signal	AM	Future Driveway		145.1	**F**	-	**YES**
			PM			44.5	D	-	NO
6	Airway Road & Project Driveway 2	SSSC	AM	Future Driveway		14.6	B	-	NO
			PM			13.3	B	-	NO
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	>1,000	F	>1,000	**F**	-	**YES**
			PM	>1,000	F	>1,000	**F**	-	**YES**

Notes:
BOLD values indicate intersection operating at LOS E or F. BOLD and SHADED values indicate project significant impact. SSSC = Side Street Stop Control

Intersection	Traffic Control	Peak Hour	Horizon Year (2062)		Horizon Year (2062) Plus Project		D (c)	Significant?
			Delay (a)	LOS (b)	Delay (a)	LOS (b)		
a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSSC intersections, delay refers to the worst movement. b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11. c) Change in delay due to addition of project traffic.								
Source: **Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023**								

As shown on the table below, the intersection of Airway Road and Project Driveway 1 would improve from LOS F to LOS B by constructing a signalized driveway with a shared left/right-turn southbound lane as part of the site improvements, and by the implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project Mitigated conditions, which includes widening Airway Road between La Media Road and Avenida de la Fuente from a 3-Lane Collector to a 4-Lane Major Arterial and constructing a full width raised median. These improvements would provide the following intersection conditions:

- SB: Shared left/right-turn lane;
- EB: Left-turn lane (200-foot pocket) and two thru lanes; and
- WB: Future left-turn lane (200-foot pocket), one thru lane, and a thru/right-turn lane.

These intersection improvements would accommodate a future driveway on the south leg of intersection (northbound approach), which would provide a full-access driveway for the property on south side of Airway. See the matrix below:

Intersection		Peak Hour	Horizon Year (2062) Plus Project – Before Mitigation		Horizon Year (2062) Plus Project – After Mitigation	
			Delay (a)	LOS (b)	Delay (a)	LOS (b)
1	La Media Rd & Otay Mesa Rd	AM	579.4	F	235.5	**F**
		PM	507.6	F	219.0	**F**
2	La Media Rd & St. Andrews Ave/SR-905 WB Ramps	AM	379.8	F	247.9	**F**
		PM	409.8	F	176.7	**F**
3	La Media Rd & SR-905 EB Ramps	AM	565.8	F	415.9	**F**
		PM	383.3	F	341.3	**F**
5	Airway Rd & Project Driveway 1	AM	145.1	F	10.4	B
		PM	44.5	D	10.4	B
7	Avenida Costa Azul/Private Driveway & Airway Road	AM	>1,000	F	49.3	D
		PM	>1,000	F	30.6	C
Notes: **Bold** values indicate intersections operating at LOS E or F. (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement. (b) LOS calculations are based on the methodology outlined in the *HCM 6th Edition* and performed using Synchro 11.0						
Source: **Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023**						

The project will proceed after the completion of the City's CIP Project #S-15018 La Media Roadway Improvements, which is currently under construction. With the construction of the intersection of La Media Road and Airway Road to its ultimate intersection geometrics by the City's CIP #S-15018, the intersection of La Media Road and Airway Road would continue to operate at LOS F during both the AM and PM peak hours. This intersection would have a significant and unmitigated impact, which is consistent with findings of the OMCPU EIR. Since the City's CIP #S-15018 would construct the intersection to its ultimate intersection geometrics, as identified in the currently adopted Otay Mesa Community Plan, no project mitigation measures are required.

With the exception of the intersections of Airway Road and Project Driveway 1 and La Media Road and Airway Road, to reduce the project's intersection significant cumulative impacts at these intersections, the project would implement Mitigation Measure **TRF-3** through **TRF-6,** which would require the Owner/Permittee to pay a fair-share contribution percentage of the required funding for intersection improvements per the OM CPU EIR. As shown on the table above, the intersections of La Media Road and Otay Mesa Road, La Media Road and St. Andrews Ave/SR-905 Westbound Ramps, and La Media Road and SR-905 Eastbound Ramps would continue to operate at LOS F during both AM and PM peak hours with the implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions. Impacts at these intersections would be significant and unmitigated, which is consistent with the findings of the OMCPU EIR.

Roadway LOS Summary

Error! Reference source not found. displays the roadway segments analysis under the Horizon Year (2062) Plus Project Conditions. As shown in **Table 21**, all traffic study roadway segments would continue to operate at LOS D or better with the addition of the project, except at the following locations:

- La Media Road between SR-905 WB Ramps and SR-905 EB Ramps (LOS F)
- La Media Road, between SR 905 EB Ramps and Airway Road (LOS F)
- Airway Road, between La Media Road and Project Driveway 1 (LOS F)
- Airway Road, between Project Driveway 1 and Avenida Costa Azul (LOS F)
- Airway Road, between Avenida Costa Azul and Piper Ranch Road (LOS F)
- Airway Road, between Piper Ranch Road and Avenida de la Fuente N (LOS F)
- Airway Road, between Avenida de la Fuente N and Harvest Road (LOS F)
- Airway Road, between Harvest Road and Sanyo Avenue (LOS F)

Table 20: Horizon Year (2062) Plus Project Roadway Segments LOS Summary

Roadway Segment	Roadway Classification	LOS E Capacity	Horizon Year (2062)			Horizon Year (2062) Plus Project			Δ ADT	Δ V/C	Significant?
			ADT	V/C Ratio(b)	LOS	ADT	V/C Ratio	LOS			
La Media Road											
Otay Mesa Road to SR 905 WB Ramps/St. Andrews Avenue	6L Collector(c)	45,000	37,091	0.824	D	37,500	0.833	D	409	0.009	NO
SR 905 WB Ramps/St. Andrews Avenue to SR 905 EB Ramps	6L Collector(c)	45,000	49,780	1.106	F	50,750	1.128	F	970	0.022	YES
SR 905 EB Ramps to Airway Road	6L Prime Arterial	60,000	62,468	1.041	F	64,000	1.067	F	1,532	0.026	YES
Airway Road to Avenida de la Fuente	5L Major Arterial (3L SB, 2L NB)	45,000	32,898	0.731	C	33,000	0.733	C	102	0.002	NO
Avenida de la Fuente to Siempre Viva Road	4L Major Arterial	40,000	32,898	0.822	D	33,000	0.825	D	102	0.003	NO
Airway Road											
La Media Road to Project Driveway 1	3L Collector (2L WB, 1L EB) (d)	12,000	32,263	2.689	F	34,000	2.833	F	1,737	0.144	YES
Project Driveway 1 to Avenida Costa Azul	3L Collector (2L WB, 1L EB) (d)	12,000	33,693	2.808	F	34,000	2.833	F	307	0.025	YES
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB) (e)	15,000	33,693	2.246	F	34,000	2.267	F	307	0.021	YES
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWLTL) (f)	15,000	33,693	2.246	F	34,000	2.267	F	307	0.021	YES
Avenida de la Fuente N to Harvest Road	3L Collector (2L WB, 1L EB) (g)	15,000	33,693	2.246	F	34,000	2.267	F	307	0.021	YES
Harvest Road to Sanyo Avenue	3L Collector (2L WB, 1L EB) (h)	15,000	26,193	1.746	F	26,500	1.767	F	307	0.021	YES

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

To reduce the project's significant cumulative impacts at these roadway segments, the project would implement Mitigation Measures **TRF-7** through **TRF-11**, which would require the Owner/Permittee to pay fair-share contribution towards impacted roadway segment improvements per the OM CPU EIR. The proposed improvements would be consistent with the Otay Mesa CPU. As such, with the implementation of Mitigation Measures **TRF-7** through **MM TRF-11**, the project would be consistent with the Otay Mesa CPU. See the matrix below:

Roadway Segment	Horizon Year (2062) Plus Project ADT	Before Mitigation		After Mitigation		Significant Impact Mitigated?
		Classification / LOS E Capacity	V/C LOS	Classification / Capacity	V/C LOS	
La Media Road						
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	50,750	6L Collector[a] / 45,000	1.128 **F**	6L Prime / 60,000	0.846 C	Yes
SR 905 EB Ramps to Airway Road	64,000	6L Prime / 60,000	1.067 **F**	6L Prime / 60,000	1.067 **F**	**No**
Airway Road						
La Media Road to Project Driveway 1	34,000	3L Collector[b] / 12,000	2.833 **F**	4L Major / 40,000	0.850 D	Yes
Project Driveway 1 to Avenida Costa Azul	34,000	3L Collector[b] / 12,000	2.833 **F**	4L Major / 40,000	0.850 D	Yes
Avenida Costa Azul to Piper Ranch Road	34,000	3L Collector[c] / 15,000	2.267 **F**	4L Major / 40,000	0.850 D	Yes
Piper Ranch Road to Avenida de la Fuente N	34,000	2L Collector[d] / 15,000	2.267 **F**	4L Major / 40,000	0.850 D	Yes
Avenida de la Fuente N to Harvest Road	34,000	3L Collector[e] / 15,000	2.267 **F**	4L Major / 40,000	0.850 D	Yes
Harvest Road to Sanyo Avenue	26,500	3L Collector[f] / 15,000	1.746 **F**	4L Major / 40,000	0.663 C	Yes

Notes: **Bold** values indicate roadway segment operating at LOS E or F.

a) Collector roadway due to lack of raised median
b) Collector Roadway – commercial/industrial fronting property
c) Collector Roadway – existing raised median and left-turn pockets
d) Collector Roadway – with continuous two-way left-turn lane or left-turn pockets
e) Collector Roadway – existing painted median
f) Collector Roadway – north half of roadway under construction (West Half: 2L WB / 1L EB with pained median | East Half: 1L WB / 1L EB with TWLTL)

Source: Appendix K - Majestic Airway TIS, Kimley-Horn Associates, October 2023

As shown on the table above, all roadway segments would be mitigated to less than significant impact with the exception of La Media Road between SR-905 Eastbound ramps to

Airway Road. This segment would be constructed to its ultimate classification as a 6-lane prime arterial, as identified in the currently adopted Otay Mesa Community by the CIP City's CIP Project #S-15018 La Media Roadway Improvements. This roadway would continue to operate at LOS F, and impact would be significant and unmitigated, which is consistent with the findings of the OMCPU EIR

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Public Services

OMCPU Final EIR

Section 5.13 of the OMCPU Final EIR provides an analysis of public service impacts associated with the OMCP. The OMCP would increase demand for fire protection services and would contribute to the need for new or altered facilities. The OMCP anticipated construction of a planned 10,500-square-foot fire station (Fire Station No. 49) in addition to a 10,500-square-foot fire station to be collocated with the police facilities near Britannia Boulevard and Airway Road to ensure the department meets established response times, within the OMCP area. The construction of new facilities would take place within the development footprint of the OMCP and would be subject to separate environmental review at the time design plans are available. Therefore, at the program-level of analysis conducted for the OMCPU Final EIR, impacts related to the construction of fire protection facilities were determined to be less than significant.

The OMCPU Final EIR stated that buildout of the OMCP would result in additional demand for police service in Beat 713. At stated in the OMCPU Final EIR, the average response times for Beat 713 exceed both the citywide average and police department goals for Emergency, Priority One, and Priority Two calls. Police response times would continue to increase with the buildout of OMCPU and the increase of traffic generated by new growth, requiring construction of new facilities. A 10,000-square-foot collocated police/fire-rescue facility is contemplated by the PFFP for the OMCP. The construction of this facility would be within the development footprint of the OMCP and would be subject to separate environmental review at the time design plans are available. Therefore, it was determined that, at the program level analysis, impacts related to the construction of new police protection facilities would be less than significant.

The OMCPU Final EIR stated that the buildout of the OMCPU would place additional demands on school services and additional school facilities would be required to meet the needs of the OMCP buildout. As discussed in the OMCPU Final EIR, the construction of these facilities would take place within the development footprint of the plan area and be subject to separate environmental review at the time design plans are available. The OMCPU Final EIR determined that payment of the statutory fee, pursuant to Senate Bill 50, by future projects consistent with the OMCPU would mitigate the impact associated with increased demand for schools because of the provision that the statutory fees constitute full and

complete mitigation. Therefore, impacts associated with future school facilities were determined to be less than significant.

The OMCPU Final EIR identified that new parks would be required in the OMCP area in order to meet the increased demand associated with buildout of the OMCPU. Under the OMCPU, approximately 2,909 acres would be designated for parks and open space. Of this, 161 acres were designated for population-based parks. The remaining 2,748 acres would consist of open space. The construction of additional park facilities is specifically indicated in the PFFP for the OMCP; and the OMCPU Final EIR stated that it is reasonable to assume that these facilities would be constructed in the future. The construction of these facilities would take place within the development footprint of the OMCP and would be subject to separate environmental review at the time design plans are available. Therefore, at this program-level of analysis, the OMCPU Final EIR determined that impacts related to the construction of new park and recreation facilities within the OMCP area would be less than significant.

The OMCPU Final EIR stated that there would be a need for an additional library facility to serve the OMCP area upon buildout. The OMCPU Final EIR stated that the construction of a new facility was specifically contemplated by the current PFFP for the OMCP, and that it is reasonable to assume that this facility would be constructed in the future. The construction of this facility would take place within the development footprint of the OMCP and would be subject to separate environmental review at the time design plans are available. Therefore, the OMCPU Final EIR determined that at the program level of analysis, impacts related to the construction of a new library within the OMCP area would be less than significant.

Project

The project would include the construction of three warehouse buildings and associated on-site improvements. Implementation of the proposed development would result in an increase in fire protection and police protection service calls to the site. The proposed project would be required to pay development impact fees, which would fund required needs to adequately serve the site.

The proposed project does not include the construction of habitable structures. As discussed, in Section 4.16, Population and Housing, implementation of the proposed project would not result in substantial population growth. Construction workers and future employees are anticipated to commute to the project site from within the City and surrounding areas. As such, the proposed project would not result in a substantial increase in demand for schools, parks and recreation, or libraries, necessitating the construction or expansion of existing facilities.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Utilities

OMCPU Final EIR

Section 5.14 of the OMCPU Final EIR evaluated potential impacts on utility services that may occur through development of the OMCP.

Water, Sewer, and Reclaimed Water

The OMCPU Final EIR concluded that impacts associated with water and reclaimed water utility systems would be less than significant, as improvements to these systems had been previously identified in master planning documents, including Otay Water District's (OWD) 2008 Water Resources Master Plan and 2010 Water Resources Master Plan Update and the City's Public Utilities Department (PUD) Otay Mesa Master Plan Optimization Baseline Report, and would be required regardless of whether the OMCP was implemented. The OMCPU Final EIR determined that impacts associated with wastewater would be less than significant, as the 2004 Otay Mesa Trunk Sewer Master Plan and 2009 Refinement Report previously identified sewer system improvements as required in future phases to accommodate buildout wastewater generation from the area. The three additional improvements identified within the OMCP would occur within existing utility line easements and facilities and would not result in significant impacts to the environment.

Storm Water Infrastructure

Impacts associated with storm water infrastructure were concluded to be less than significant, as no storm drains, or other community-wide drainage facilities are proposed for construction in conjunction with adoption of the OMCP. All such facilities would be constructed in conjunction with future development projects implemented in accordance with the OMCP, designed to the satisfaction of the City Engineer. At the project-level, adherence to existing storm water regulations, conformance with General Plan and OMCPU policies, and review under CEQA would assure that impacts associated with the requirements for and/or construction of storm water infrastructure would be less than significant at the program-level.

Solid Waste

The OMCPU Final EIR determined that discretionary projects that would generate 60 tons or more of waste would be required to prepare a Waste Management Plan (WMP) that is subject to City approval. However, compliance with the Storage, Recycling, and Construction and Demolition ordinances alone would result in only a 40 percent diversion rate within in the OMCPU area. Because all future projects within the OMCPU area may not be required to prepare a WMP or may not reduce project-level waste management impacts to below a level of significance, impacts related to solid waste to meet the 75 percent diversion requirement could not be assured at the program-level. Therefore, OMCPU Final EIR determined that impacts associated with solid waste would be significant and unavoidable at the program-level.

Communication Systems

Communication systems impacts were identified as less than significant, as cable and telephone services would be available through private utility companies that have capacity to serve the OMCP area. In addition, the OMCPU Final EIR determined that short-term construction impacts from installation of new communication systems or undergrounding

for individual future projects under the OMCP would not result in significant impacts because communication lines would be within existing or planned roadway ROW.

Project

Water, Wastewater, and Reclaimed Water

The project site is located within the CPU area in the service area of the City's Public Utility District and the Otay Water District. As discussed in Section 4.15, Water Supply, the Otay Water District's water supply will meet the demands of the CPU area during normal, single dry year, and multiple dry years during the 20-year planning horizon. Further, the Otay Water District's 2020 Urban Water Management Plan (UWMP) includes information on the water quality and water supply within the jurisdiction. The Otay Water District can obtain up to 10 mgd from the Otay Water Treatment Plant.

The Otay Water District's water supply would be sufficient to address the water supply demand of the project and would not result in new significant effects or a substantial increase in the severity of a previously addressed impact. The information presented in the UWMP also confirms the availability of the Otay Water District's water supply to address the estimated water demands and no new impacts with respect to water supply have been identified.

Project implementation would result in an increase in wastewater generation on-site. As determined in the OMCPU Final EIR, CPU buildout would require improvements to the wastewater systems. The project includes the necessary improvements for wastewater service, as detailed in Appendix L: Sewer Study. With the required improvements, the wastewater system which serves the approved community plan would have the capacity to adequately serve the project. As a result, the impacts are less than significant.

Solid Waste

Implementation of the proposed project would be expected to generate additional waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. Solid waste service for the OMCPU area is provided by the Otay Landfill (1700 Maxwell Road), located approximately 3.87 miles north of the project site. The landfill has a maximum throughput of 6,700 tons per day. The landfill has a maximum remaining capacity of approximately 21,194,008 tons.[13] The landfill has an expected operational life through February 28, 2030. For these reasons, the proposed project's solid waste disposal needs can be met by an existing landfill and associated impacts are less than significant.

The proposed project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

[13] CalRecycle. (March 2023). SWIS Facility/Site Activity Details. https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0055/. Accessed March 2023.

Communication Systems

The proposed project will be served by existing private communications services that are already provided to the area. The project would not require the need for new communication systems or substantial modifications to existing systems therefore, the impact to communications systems would be less than significant. No mitigation measures would be required.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Water Supply

OMCPU Final EIR

Section 5.15 of the OMCPU Final EIR determined that impacts on water supply associated with buildout of the OMCP would be less than significant.

Water Supply
The City PUD prepared a Water Supply Assessment (WSA) for the OMCPU Final EIR that determined sufficient water supply would be available to serve existing demands, project demands of the OMCP, and future water demands within the City PUD and OWD service area in normal and dry year forecasts during a 20-year projection.

Landscape Plans
Buildout under the OMCP would result in the placement of new landscaping requiring water use for irrigation purposes. However, future development would be required to adhere to Landscape Standards found in the City's Land Development Manual, as well as General Plan and OMCP policies regarding the use of drought-tolerant plantings for project landscape plans. The OMCPU Final EIR concluded that adherence to these requirements would prevent excessive water usage for irrigation and other purposes, and impacts would be less than significant.

Project

The Otay Water District's water supply will meet the demands of the CPU area during normal, single dry year, and multiple dry years during the 20-year planning horizon. The proposed project would include the construction of three warehouse buildings, on a vacant, previously disturbed site. As such, project implementation would increase water demand of the project site.

Potable Water
As discussed in the OMCPU Final EIR, the buildout of the CPU allows for the intensification of industrial uses. During operation the project would require water usage similar to existing

industrial uses in the CPU area. As such, the Otay Water District's water supply will have a sufficient water supply to serve the needs of the project. The proposed project would have a less than significant impact on the available water supplies.

Landscaping and Excessive Water Usage
The proposed project would comply with the City's Landscape Standards, the General Plan, and CPU, which all require the use of low-water using plants and irrigation design for landscape plans. Drought-tolerant plants would be included in the proposed project's landscape plans. Thus, excessive water would not be required of the proposed landscape.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Population and Housing

OMCPU Final EIR

Section 5.16 of the OMCPU Final EIR provides an analysis of population and housing impacts associated with the OMCP.

Population Growth
The OMCPU Final EIR determined that impacts associated with population growth would be less than significant, as the OMCP would implement SANDAG's Regional Comprehensive Plan and Regional Housing Element and the City's General Plan and Housing Element by providing a mix of housing types within mixed-use centers linked to public transportation, increase the City's and region's supply of needed housing consistent with SANDAG's regional growth forecast, and focus increased housing supply within compact villages conducive to supporting frequent transit service in accordance with the Regional Comprehensive Plan and General Plan goals and policies. The OMCP provides comprehensive planning for the management of population growth and necessary economic expansion to support economic development efforts where none currently exist, resulting in a less than significant impact.

Affordable Housing
The OMCPU Final EIR determined that impacts associated with affordable housing would be less than significant, as the land use designations and design guidelines contained in the OMCP are intended to foster the development of housing for all income levels. As such, the OMCP would provide affordable housing units consistent with federal and state regulations and the City's objective of increasing the stock of affordable housing impacts to affordable housing, resulting in a less than significant impact.

Project
The project would include the construction of three warehouse buildings on vacant, previously disturbed land. The project site does not feature existing residential structures. Construction workers and future employees for the project are anticipated to commute to the site from within the City and surrounding areas. As such, implementation of the project

would not result in substantial population growth and would be consistent with the OMCPU Final EIR. No new mitigation measures are required. The project site does not feature existing residential structures, and the proposed project does not include residential structures. Thus, the proposed project would not be required to comply with the City's Inclusionary Affordable Housing Ordinance, and no impact would occur.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Agriculture and Mineral Resources

OMCPU Final EIR

Section 5.17 of the OMCPU Final EIR provides an analysis of agricultural and mineral resource impacts associated with the OMCP.

Conversion of Agricultural Land
The OMCPU Final EIR determined that impacts associated with the conversion of agricultural land would be less than significant. It was determined that although the OMCP would convert additional Important Farmland to non-agricultural uses, these areas are fragmented and are surrounded by urban land uses and MHPA lands, and agricultural viability within the OMCP area has been significantly reduced due to rising land values, water costs, increasing taxes, habitat management planning, and other land use conflicts. Agricultural land in the OMCP area is intended as an interim, rather than permanent use. The OMCP allows agriculture as an interim use pending development and would rezone the Central Village to an agricultural "holding" zone to accommodate continued agricultural operations until such time that a Specific Plan is implemented.

The OMCPU Final EIR determined that impacts associated with City and regional consequences of agricultural land conversion would be less than significant, as the viability of this area for agricultural use is limited, and the amount of existing farmland is minimal relative to the regional total.

Mineral Resources
The OMCPU Final EIR determined that impacts to mineral resources would be less than significant, as portions of the OMCP area where Mineral Resource Zone MRZ-2 (MRZ-2) "regionally significant" aggregate resource areas exist are currently developed or where entitlements have already been approved for future development. These existing and planned developments restrict access to these aggregate areas and preclude the ability to extract those resources. Further, the majority of the acreage designated as MRZ-2 contains existing residential uses, which would be incompatible with extraction operations even under the adopted community plan. Impacts to MRZ-3 areas were determined not to be significant. As such, the ability to extract mineral resources would not be impacted with the adoption of the OMCPU.

Project

The project site is designated as Urban and Built-Up Land, as determined by the OMCPU Final EIR. The project site is designated Heavy Commercial. The project site consists of vacant, disturbed land and is not used for agricultural uses. As such, the project would not result in the conversion of the site from agricultural use to non-agricultural use and no impact would occur. Furthermore, the project site is not the subject of a Williamson Act Contract. The site does not include forest resources, including timberlands. No impacts related to the loss of farmland would occur.

According to the OMCPU Final EIR, the project site is located within the Mineral Resource Zone 3 (MRZ 3). The project site consists of vacant, previously disturbed land and has not been used for mineral resource extraction. Furthermore, MRZ 3 includes areas that contain mineral deposits of which the significance cannot be evaluated. Therefore, there is a less than significant impact to mineral resources with project implementation. No mitigation is required.

No significant impacts to agricultural and mineral resources are identified in the OMCPU Final EIR relative to the project site. Accordingly, no new impact relative to agricultural resources and mineral resources or a substantial increase in the severity of a previously identified significant impact evaluated in the OMCPU Final EIR would occur.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

Greenhouse Gas Emissions

OMCPU Final EIR

Consistency with Adopted Plans, Policies, and Regulations

Section 5.18 of the OMCPU Final EIR evaluated whether implementation of the OMCPU would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs, or would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The plans, policies, and regulations in place at the time of preparation of the OMCPU Final EIR included Executive Order S-3-05, which established GHG reduction targets for years 2010, 2020, and 2050; Assembly Bill 32, which required CARB to adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020; and the Climate Change Scoping Plan, which included strategies and reduction measures to achieve these reduction goals. The OMCPU Program EIR determined that impacts associated with GHG emissions would be significant and unmitigated at the program level. Mitigation Framework GHG-1 required that future projects implemented in accordance with the OMCPU shall be required to incorporate GHG reducing features or mitigation measures in order to show a 28.3 percent reduction in GHG emissions, relative to business as usual (BAU), to meet year 2020 target levels. However, since future projects could potentially not meet the necessary reduction goals even with implementation of Mitigation Framework GHG-1, it was concluded that impacts would

remain significant and unmitigated. The OMCPU contains policies that would reduce GHG emissions from transportation and operational building uses and would be consistent with the strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Subsequent projects implemented in accordance with the OMCPU would be required to implement GHG-reducing features beyond those mandated under existing codes and regulations.

Cumulative GHG Emissions
The OMCPU Final EIR determined that impacts associated with cumulative GHG emissions would be significant and unmitigated at the program level. OMCPU Final EIR Mitigation Framework GHG-1 required that future projects implemented in accordance with the OMCP to incorporate GHG reducing features or mitigation measures in order to show a 28.3 percent reduction in GHG emissions, relative to BAU, to meet Assembly Bill Year 2020 target levels. However, since future projects could potentially not meet the necessary reduction goals even with implementation of OMCPU Final EIR Mitigation Framework GHG-1, it was concluded that impacts would remain significant and unmitigated. The OMCP contains policies that would reduce GHG emissions from transportation and operational building uses and would be consistent with the strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Subsequent projects implemented in accordance with the OMCP would be required to implement GHG-reducing features beyond those mandated under existing codes and regulations.

OMCPU Final EIR Mitigation Framework GHG-2 requires future projects to demonstrate their avoidance of significant impacts related to long-term operational emissions. However, even with implementation of mitigation, impacts would remain significant and unmitigated as the analysis determined that the 9.1 to 11.4 percent reductions relative to BAU would fall short of meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions relative to BAU. While the Mobility, Urban Design, and Conservation elements of the OMCPU included specific policies that work to minimize GHG emissions, such as requiring dense and compact development, encouraging efficient energy and water conservation design, and increasing transit accessibility, among others, the OMCPU's projected emissions would fall short of meeting the 28.3 percent reduction goal.

Project

Project Consistency with GHG Plans, Policies, and Regulations
Since certification of the OMCPU Final EIR, the City adopted the *City of San Diego Climate Action Plan* (2015 CAP) in December 2015. The 2015 CAP set GHG reduction targets for the year 2020 (15 percent below 2010 levels) and 2035 (49 percent below 2010 levels), in line with the State GHG reduction goals. Implementation actions and phasing for achieving the 2020 and 2035 GHG reduction goals are included in the 2015 CAP. The 2015 CAP also identifies a comprehensive set of goals, policies, and actions that the City can use to reduce GHG emissions. The 2015 CAP includes five strategies: (1) water- and energy-efficient buildings; (2) clean and renewable energy; (3) bicycling, walking, transit, and land use; (4) zero-waste; and (5) climate resiliency. To ensure that future developments comply with the 2015 CAP, the City adopted a CAP Consistency Checklist on July 12, 2016. The CAP Consistency Checklist contains measures that are required to be implemented on a project-

by-project basis to ensure that the specified emission targets identified in the 2015 CAP are achieved.

In September 2022, the City approved the *City of San Diego Climate Action Plan, Our Climate, Our Future* (2022 CAP). The 2022 CAP set a community-wide goal of net zero by 2035 in accordance with AB 1279. The 2022 CAP includes CAP Consistency Regulations, which replaced the 2015 CAP Consistency Checklist. However, the City included provisions in the 2022 CAP which allowed projects to rely on the 2015 CAP Consistency Checklist if the application was submitted and deemed complete prior to the adoption of the 2022 CAP Consistency Regulations. Therefore, a CAP Consistency Check was completed for the project to demonstrate consistency with the City's GHG CEQA thresholds, that the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and that the project would be consistent with the City's CAP.

CAP Consistency Checklist
The CAP Consistency Checklist is used by the City to verify a project's consistency with the underlying assumptions in the 2015 CAP and ensure that the City would achieve the emissions reduction targets. The CAP Consistency Checklist includes a three-step process to determine project consistency.

- Step 1 consists of an assessment to determine a project's consistency with the growth projects of the CAP.
- Step 2 includes a list of measures a project is required to implement. Regardless of whether the project answers "yes" or "no" to Step 1, implementation of the measures listed in Step 2 are required for all projects, as applicable.
- Step 3 focuses on assessing if a project would implement the General Plan's City of Villages strategy, the General Plan's Mobility Element, pedestrian improvements, the Bicycle Master Plan, and support transient-oriented development within a Transit Priority Area (TPA). Step 3 applies to projects proposing a land use and/or zoning designation amendment and increased density within a TPA.

The project's CAP Consistency Checklist is included in this Addendum as **Appendix F: CAP Consistency Checklist**. As summarized below, the project would be consistent with the three steps identified in the CAP Consistency Checklist and is therefore consistent with the CAP.

Project Consistency with Step 1: The project site is in the Central Planning District within the CPU and is designated as Heavy Commercial in the CPU. Description of uses under this designation include retail sales, commercial services, office uses and heavier commercial uses such as wholesale, distribution, storage and vehicular sales and service. The project site is zoned Industrial-Light, IL-3-1. The IL-3-1 zone allows for a mix of light industrial, office, and commercial uses. The project would be consistent with the CPU and would include warehousing which is a permitted use under the IL-3-1 zone. Therefore, the project would be consistent with Step 1.

Project Consistency with Step 2: The project would be consistent with applicable strategies and actions supporting GHG reductions, as depicted in **Appendix F**. Specifically, the project would implement the following project design features:

- Include roofing materials which meet or exceed the minimum solar reflection and thermal emittance standards as required by the California Green Building Standards Code (CALGreen).
- Utilize plumbing fixtures and fittings consistent with the requirements specified in CALGreen for non-residential buildings.
- Provide 50 percent of the required electric vehicle charging stalls with charging equipment installed ready for use.
- Provide long-term bicycle parking in accordance with CALGreen. The project is exempt from providing short-term bicycle spaces per Municipal Code Section 142.0530.
- Designate parking spaces for low-emitting, fuel efficient, and carpool/vanpool spaces.

These project design features would be implemented as a condition of project approval. Therefore, the project would be consistent with Step 2.

Project Consistency with Step 3: Project CAP Conformance Evaluation would only apply if the project is not consistent with the land use plan or zoning designation. As previous discussed, the project would be consistent with the land use and zoning designations and therefore was determined to be consistent with Step 1. Thus, Step 3 does not apply to the project.

Cumulative GHG Emissions
Based on the project's consistency with the City's CAP Consistency Checklist, the project's contribution of GHGs to cumulative Statewide emissions would be less than cumulatively considerable. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions or generate GHG emissions that may adversely affect the environment. Thus, impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the OMCPU Final EIR. The project would not result in any new significant impacts, nor would a substantial increase in the severity of impacts from those described in the OMCPU Final EIR result.

VI. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT

The project shall be required to comply with the applicable mitigation measures outlined within the Mitigation Monitoring and Reporting Program (MMRP) of the previously certified PEIR (No. 30330/304032/SCH No. 2004651076) and those identified with the project-specific subsequent technical studies. The following MMRP identifies measures that specifically apply to this project.

A. GENERAL REQUIREMENTS – PART I
Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.

2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, **"ENVIRONMENTAL/MITIGATION REQUIREMENTS."**

3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

http://www.sandiego.gov/development-services/industry/standtemp.shtml

4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.

5. **SURETY AND COST RECOVERY –** The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II
Post Plan Check (After permit issuance/Prior to start of construction)

1. PRE CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT. The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants:

Qualified Archaeologist
Qualified Native American Monitor

Note:
Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – 858-627-3200**

b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at 858-627-3360**

2. MMRP COMPLIANCE: This Project, Project Tracking System (PTS) #632813 and /or Environmental Document # 632813, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc

Note:
Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. OTHER AGENCY REQUIREMENTS: Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency.

Not Applicable

4. MONITORING EXHIBITS
All consultants are required to submit , to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

NOTE:
Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. OTHER SUBMITTALS AND INSPECTIONS:
The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Document Submittal/Inspection Checklist

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Archaeology	Archaeology Reports	Archaeology/Historic Site Observation
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

General (Biological Resource Protection During Construction)

I. Prior to Construction

A. **Biologist Verification:** The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2018), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.

B. **Preconstruction Meeting:** The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.

C. **Biological Documents:** The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.

D. **BCME:** The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions, etc.), avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.

E. **Resource Delineation:** Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.

F. **Education:** Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).

II. During Construction

A. **Monitoring**: All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR shall be e-mailed to MMC on the 1st day of monitoring, the 1st week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.

B. **Subsequent Resource Identification:** The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna onsite (e.g., flag plant specimens for avoidance during access, etc). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

III. Post Construction Measures

A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City ADD/MMC within 30 days of construction completion.

Historical Resources

MM-HIST-1: Archaeological Monitoring

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.
3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.

a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.

b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.

2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed or emailed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.

a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.

b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in Guidelines Section, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.

c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.

2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.

2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.

2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.

3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Guidelines Section 15064.5(e), the California Public Resources and Health & Safety Codes.

4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.

5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:

a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being granted access to the site, OR;

b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, the landowner shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance, THEN

c. To protect these sites, the landowner shall do one or more of the following:

(1) Record the site with the NAHC;

(2) Record an open space or conservation easement; or

(3) Record a document with the County. The document shall be titled "Notice of Reinterment of Native American Remains" and shall include a legal description of the property, the name of the property owner, and the owner's acknowledged signature, in addition to any other information required by PRC 5097.98. The document shall be indexed as a notice under the name of the owner.

V. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.

2. The following procedures shall be followed.

a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night and/or weekend work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.

a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

b. Recording Sites with State of California Department of Parks and Recreation

The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.

3. The PI shall submit revised Draft Monitoring Report to MMC for approval.

4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued

2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.

2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

Transportation

Opening Year 2025 Plus Project

Roadway Segments:

MM-TRF-1: Prior to issuance of the first building permit, the Owner/Permittee shall assure by permit and bond to widen Airway Road between La Media Road and Project Driveway 1 (east of the CIP S-15018 eastern project limit) from a 3-Lane Collector to a 4-Lane Major Arterial, construct a full width raised median, curb, gutter, and 22-foot wide parkway with 6-foot wide non-contiguous sidewalk, as shown on Exhibit 'A' per current City standards, satisfactory to the City Engineer. All improvements shall be constructed and operational prior to first occupancy.

MM-TRF-2: Prior to issuance of the first building permit, the Owner/Permittee shall assure by permit and bond to widen Airway Road between Project Driveway 1 and Avenida Costa Azul from a 3-Lane Collector to a 4-Lane Major Arterial, relocate existing overhead electrical lines and power poles on the south side of Airway Road, construct a full width raised median, curb, gutter, and 22-foot wide parkway with 6-foot wide non-contiguous sidewalk with offsite transitions as shown on Exhibit 'A' per current City standards, satisfactory to the City Engineer. All improvements shall be constructed and operational prior to first occupancy.

Horizon Year 2062 Plus Project

Intersections:

MM-TRF-3: Prior to issuance of any building permit, the Owner/Permittee shall pay a 0.77% fair-share towards intersection improvements at La Media Road and Otay Mesa Road to widen all approaches to accommodate dual left-turn lanes and dual right-turn lanes on each intersection approach, two southbound thru lanes, and three through lanes on the northbound, eastbound, and westbound approaches per the OMCPU EIR, satisfactory to the City Engineer

MM-TRF-4 : Prior to the issuance of any building permit, the Owner/Permittee shall pay an 2.63% fair-share towards intersection improvements at La Media Road and St. Andrews Avenue/SR-905 westbound ramps to restripe the west leg to restrict EBT movement and provide an eastbound left-turn land and right-turn lane. It also includes restriping the south leg to provide dual left-turn lanes, three thru lanes, and right-turn pocket per the OMCPU EIR, satisfactory to the City Engineer.

MM-TRF-5 : Prior to the issuance of any building permit, the Owner/Permittee shall pay an 3.46% fair-share contribution towards intersection improvements at La Media Road and SR-905 EB Ramps to widen the southbound La Media Road approach to accommodate three thru lanes and a right-turn lane per the OMCPU EIR, satisfactory to the City Engineer.

MM-TRF-6: Prior to the issuance of any building permit, the Owner/Permittee shall pay a 3.57% fair-share contribution towards signalizing Avenida Costa Azul/Private Driveway & Airway Road per OM PFFP Project T-35 and restriping to provide a northbound left-turn/thru lane and right-turn pocket, satisfactory to the City Engineer.).

Roadway Segments:

MM-TRF-7: Prior to the issuance of any building permit, the Owner/Permittee shall pay an 2.62% fair-share towards the roadway improvements on La Media Road between SR-905 westbound ramps/St. Andrews Avenue and SR-905 eastbound ramps to construct of a raised median to provide a 6-Lane Primary Arterial per the OM CPU IEIR, satisfactory to the City Engineer.

MM-TRF-8: Prior to the issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair-share towards roadway improvements on Airway Road between Avenida Costa Azul and Piper Ranch Road to restripe the roadway as a 4-Lane Major Arterial per the OMCPU EIR, satisfactory to the City Engineer.

MM-TRF-9: Prior to the issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair-share towards roadway improvements on Airway Road between Piper Ranch Road and Avenida de la Fuente N to widen the roadway and construct a raised median to provide a 4-Lane Major Arterial per the OMCPU EIR, satisfactory to the City Engineer.

MM-TRF-10: Prior to the issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair-share towards roadway improvements on Airway Road between Avenida de la Fuente N and Harvest Road to widen the roadway and construct a raised median to provide a 4-Lane Major Arterial per the OMCPU EIR, satisfactory to the City Engineer, satisfactory to the City Engineer.

MM-TRF-11: Prior to the issuance of any building permit, the Project Applicant shall pay a 1.70% fair-share contribution towards roadway improvements on Airway Road between Harvest Road and Sanyo Avenue to widen the roadway and construct a raised median to provide a 4-Lane Major Arterial. PRJ-1042571, the Sanyo Logistics project, is currently under construction and includes widening the north side of Airway Road to a 4-Lane Major Arterial, constructing a raised median along the project site's frontage, and restriping the roadway segment with four travel lanes. Therefore, fair-share contributions will be based on the cost of constructing the remaining portion of raised median between Harvest Road and this PRJ-1042571 project's limits (approximately 450-feet), and any other improvements required to provide a 4-Lane Major Arterial, satisfactory to the City Engineer.

VII. SIGNIFICANT UNMITIGATED IMPACTS

The Otay Mesa Community Plan Update EIR No. 30330/304032 SCH No. 2004651076 indicated that direct significant impacts to the following issues would be substantially lessened or avoided if all the proposed mitigation measures recommended in the EIR were implemented: land use, biological resources, historical resources, human health/public safety/hazardous materials, hydrology/water quality, geology/soils, and paleontological resources. The CPU EIR concluded that significant impacts related to air quality (criteria pollutants, stationary sources/ collocation), traffic/circulation, noise (traffic/stationary sources and construction) utilities (solid waste), and greenhouse gas emissions would not be fully mitigated to below a level of significance. With respect to cumulative impacts, implementation of the Community Plan Update would result in significant circulation/traffic, noise, air quality, utilities (solid waste) and greenhouse gas emissions impacts, which would remain significant and unmitigated. Because there were significant unmitigated impacts associated with the original project approval, the decision maker was required to make specific and substantiated "CEQA Findings" which stated: (a) specific economic, social, or other considerations which make infeasible the mitigation measures or project alternatives

identified in the EIR, and (b) the impacts have been found acceptable because of specific overriding considerations. Given that there are no new or more severe significant impacts that were not already addressed in the previous certified EIR, new CEQA Findings and/or Statement of Overriding Considerations are not required.

The proposed project would not result in any additional significant impacts nor would it result in an increase in the severity of impacts from that described in the previously certified CPU EIR.

VIII. CERTIFICATION

Copies of the addendum, the certified EIR, the MMRP, and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at https://www.sandiego.gov/ceqa/final.

Dawna Marshall

Dawna Marshall
Senior Planner
Development Services Department

11/28/2023
Date of Final Report

Analyst: Morgan Dresser

Attachments:

Figure 1: Regional Location Map
Figure 2: Project Vicinity Map
Figure 3: Site Plan

Appendices:

Appendix A: 2014 OMCPU EIR MMRP
Appendix B: Air Quality Modeling Results
Appendix C: Biological Resource Report
Appendix D: Historical Resources Survey Report
Appendix E: Updated Geotechnical Investigation
Appendix F: CAP Consistency Checklist
Appendix G: Phase I ESA
Appendix H: Water Quality Management Plan
Appendix I: Drainage Report
Appendix J: Noise Modeling
Appendix K: Traffic Impact Study

References (Including Appendices)

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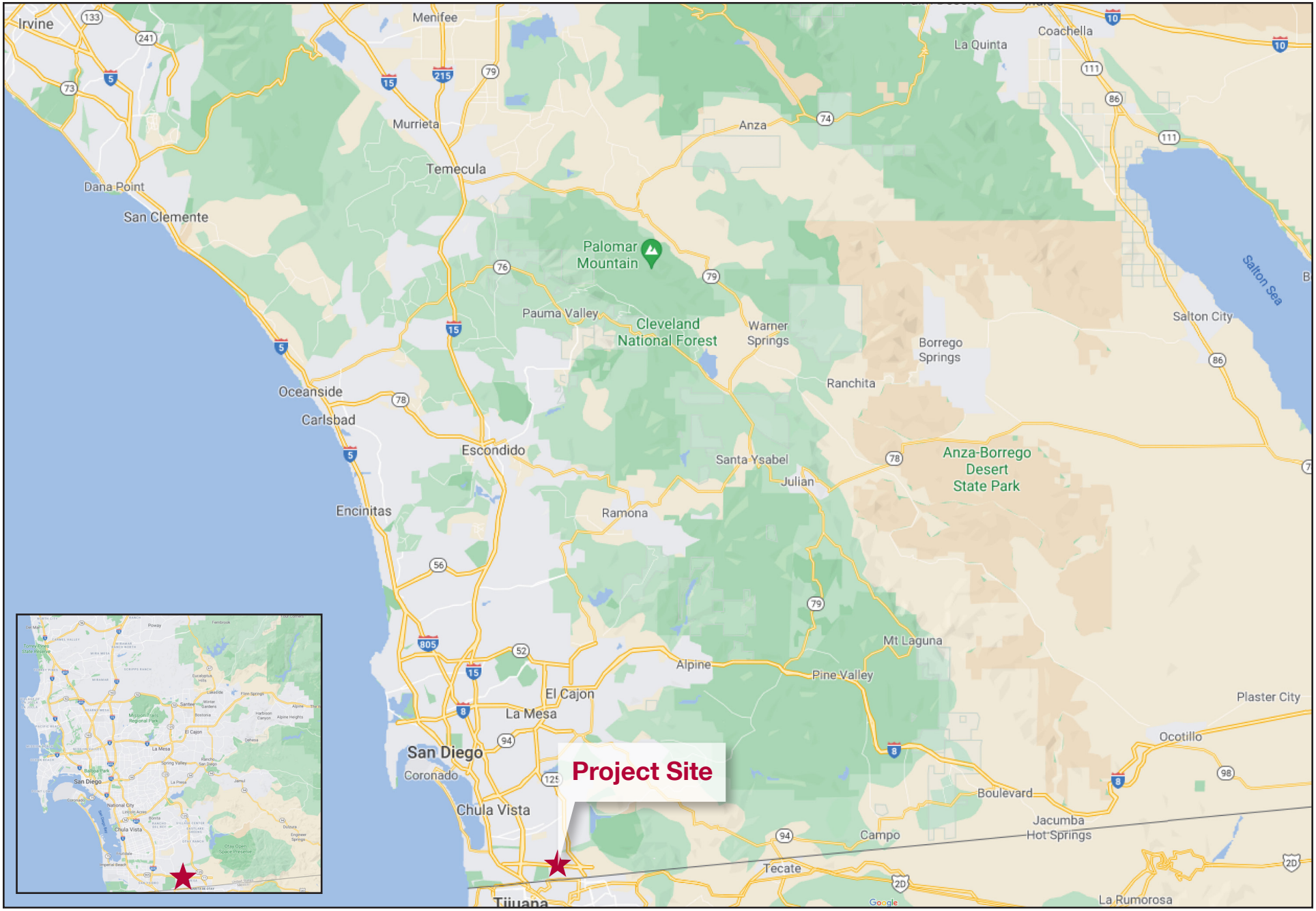
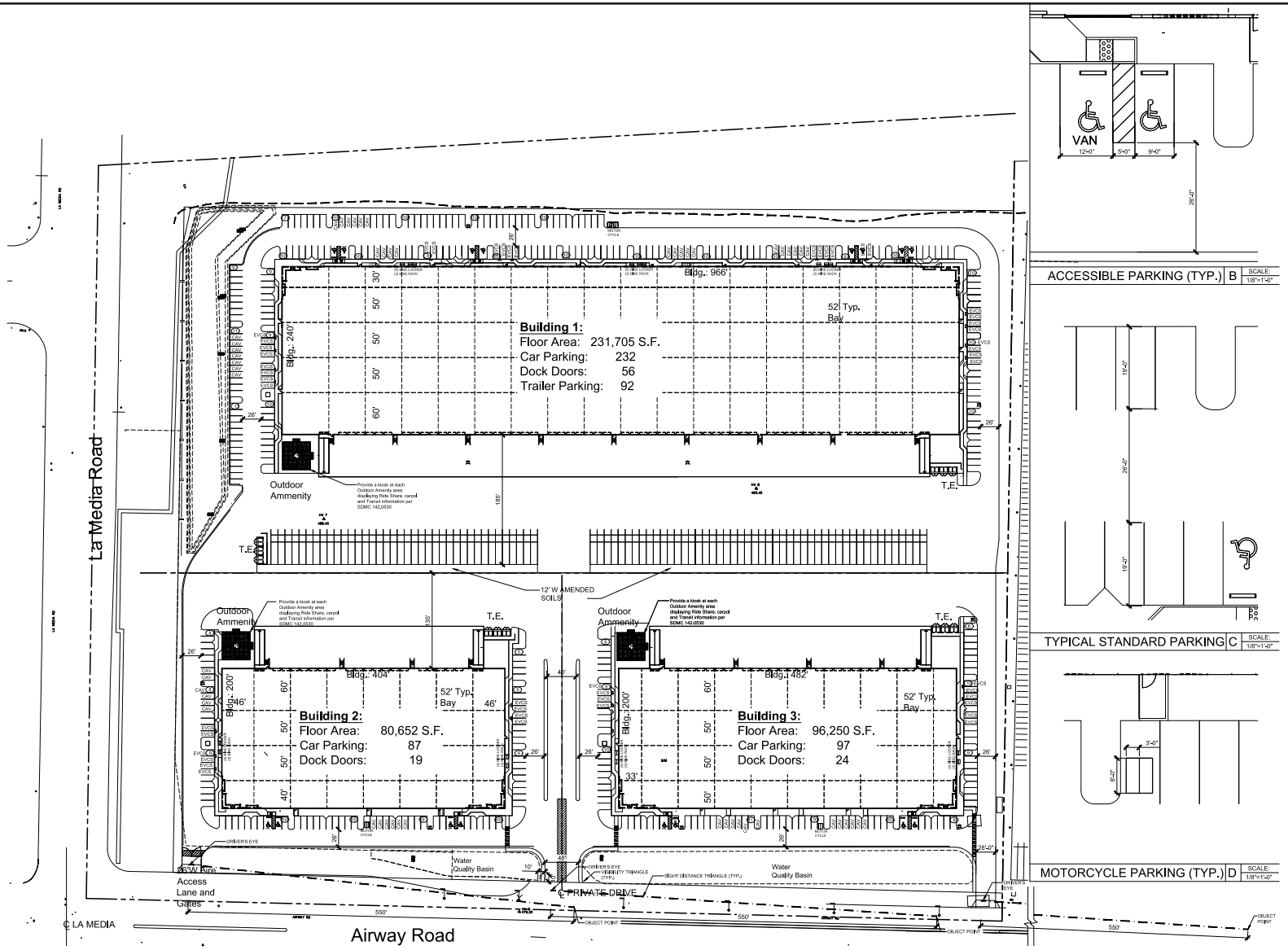


FIGURE 1: Regional Location Map
Majestic Airway
San Diego

Kimley»Horn

FIGURE 2: Project Vicinity Map
Majestic Airway
San Diego

Kimley»Horn



BUILDING/SITE DATA:

Building Number	Site Area (Acres)	Building Area (SF)	Coverage (%)	Landscape (*Provided (%))	Car Parking Required (Provided) (1*/1,000 s.f.)	Motorcycle Parking Required (Provided)	Trailer Parking Stalls (10'Wx50'L	Accessible Parking Required (Provided)	Clean Air Vehicle Parking Required (Provided)	Bike Parking Lockers Req'd (Provided)	Visitor Bike Rack Spaces	ELECTRIC VEHICLE CHARGING STALLS	SHOWER STALL / TWO-TIER PERSONAL EFFECTS LOCKERS
Building 1	14.09	231,705	0.3775		232 (232)	5 (5)	92	7(8)	26(26)	12(18)	9	26 (26)	1 SHOWER/4 LOCKERS
Building 2	5.30	80,652	0.3493		81 (87)	2 (2)	0	4(4)	11(12)	5(8)	6	9 (10)	1 SHOWER/3 LOCKERS
Building 3	6.51	96,250	0.3394		97 (97)	2 (2)	0	4(4)	12 (12)	5(8)	6	9 (10)	1 SHOWER/3 LOCKERS
TMM	25.90	408,607	0.3554		410 (416)	9 (9)	92	15(16)	51(52)	22(34)	21	44 (48)	3 SHOWER/10 LOCKERS

Coverage: 408,607 Bldg. s.f./1,181,789 site s.f. = 34.58% coverage

FIGURE 3: Site Plan
Majestic Airway
San Diego

Kimley»Horn