

Significant and Unmitigatable Impacts

It is quite possible to look at some of impacts where they say less than significant when mitigated and argue that the mitigation is inadequate, but it is really scary that there are so many impacts that they admit can not be mitigated, and we in Chula Vista are just going to be stuck with the impacts even after the city and port do what they can, which will be very expensive.

TRAFFIC

Significant Impact 4.2-12: The addition of Phase I traffic would result in a direct project impact to the freeway segment of I-5 between SR-54 and E Street, resulting in LOS F during both AM and PM peak hours and would require mitigation.

Significant Impact 4.2-17: The addition of Phase I traffic with the closure of F Street, extension of H Street, and partial extension of E Street would result in a direct project impact to the freeway segment of I-5 from SR-54 to E Street, resulting in LOS F during AM peak hours northbound with the project and PM peak hours southbound, with or without the project, and would require mitigation.

Significant Impact 4.2-18: The addition of Phase I traffic with the closure of F Street, extension of H Street, and partial extension of E Street would result in a direct project impact to the freeway segment of I-5 from E Street to H Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This impact would require mitigation.

Significant Impact 4.2-19: The E Street and H Street intersections affected by an at-grade trolley crossing would experience additional delay along the arterial and at adjacent intersections from between 17 and 40 seconds per vehicle (depending on the direction and time of day), causing a deterioration in the LOS by at least one level.

Significant Impact 4.2-29: The addition of Phase II traffic would result in a direct project impact to the freeway segment of I-5 from SR-54 to E Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This

Mitigation Measure 4.2-8

(Implementation of Mitigation Measure 4.2-11 would mitigate Significant Impacts 4.2-12, 4.2-17, 4.2-18, 4.2-29, 4.2-30, 4.2-35 through, 4.2-37, and 4.2-46 through, 4.2-50,, but not to below a level of significance.)

Mitigation Measure 6.5-1

(Mitigation Measure 6.5-1 would mitigate for Significant Impacts 6.5-1, 6.5-2, 6.5-3 6.5-4, 6.5-5, 6.5-6, 6.5-7, 6.5-8, 6.5-9, 6.5-10, 6.5-14, 6.5-15, 6.5-21, 6.5-22, 6.5-23, 6.5-24 and 6.5-25, but not to below a level of significance.)

Port/City:

*The Port and the City shall participate in a multi-jurisdictional effort conducted by Caltrans and SANDAG to assist in developing a detailed I-5 corridor level study that will identify transportation improvements along with funding, including federal, state, regional, and local funding sources and phasing that would reduce congestion management with Caltrans standards on the I-5 South corridor from the SR-54 interchange to the Otay River (the "I-5 South Corridor") (the "Plan"). Local funding sources identified in the Plan shall include fair share contributions related to private and/or public development based on nexus as well as other mechanisms. The Plan required by this mitigation shall include the following:

- The responsible entities (the Entities) included in this effort will include, but may not be limited to, the City, other cities along I-5, the Port, SANDAG, and Caltrans. Other entities will be included upon the concurrence of the foregoing Entities.
- The Plan will identify physical and operational improvements to I-5 adjacent to the project area, relevant arterial roads and transit facilities (the Improvements), that are focused on regional impacts and specific transportation impacts from the project, and will also identify the fair share responsibilities of each Entity for the construction and financing for each Improvement. The Plan will include an implementation element that includes each Entity's responsibilities and commitment to mitigate the impacts created by Phases I, II, III and IV of the Proposed Project.

impact would require mitigation.

Significant Impact 4.2-30: The addition of Phase II traffic would result in a direct project impact to the freeway segment of I-5 from E Street to F Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This impact would require mitigation.

Significant Impact 4.2-35: The addition of Phase III traffic would result in a direct project impact to the freeway segment of I-5 from SR-54 to E Street, resulting in LOS F in both directions, with or without the project. This impact would require mitigation.

Significant Impact 4.2-36: The addition of Phase III traffic would result in a direct project impact to the freeway segment of I-5 from E Street to H Street, resulting in LOS F in both directions with or without the project. This impact would require mitigation.

Significant Impact 4.2-46: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from SR-54 to E Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-47: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from E Street to H Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-48: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from H Street to J Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-49: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from J Street to L Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-50: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from L Street to Palomar

by Phases I, II, III and IV of the Proposed Project.

c) The Plan will set forth a timeline and other agreed upon relevant criteria for implementation of each Improvement.

d) The Plan will identify the total estimated design and construction cost for each Improvement and the responsibility of each Entity for both implementation and funding of such costs.

e) The Plan will include the parameters for any agreed upon fair-share funding to be implemented, that would require private and /or public developers to contribute to the costs, in a manner that will comply with applicable law.

f) In developing the Plan, the Entities shall also consider ways in which the Improvements can be coordinated with existing local and regional transportation and facilities financing plans and programs, in order to avoid duplication of effort and expenditure; however, the existence of such other plans and programs shall not relieve the Entities of their collective obligation to develop and implement the Plan as set forth in this mitigation measure. Nothing in the Plan shall be construed as relieving any Entity (or any other entity) from its independent responsibility (if any) for the implementation of any transportation improvement.

g) The Port shall seek adoption of the Plan before the Port Board of Commissioners and the City shall seek adoption of the Plan before the City Council upon the completion of the multijurisdictional effort to develop the Plan. The Port and the City shall report, to their respective governing bodies regarding the progress made to develop the Plan within 6 months of the first meeting of the entities. Thereafter, the Port and the City shall report at least annually regarding the progress of the Plan, for a period of not less than five years, which may be extended at the request of the City Council and/or Board of Commissioners.

h) The Plan shall also expressly include each Entity's pledge that it will cooperate with each other in implementing the Plan.

i) Prior to issuance of certificates of occupancy or building permits for any development of individual projects within the Chula Vista Bayfront Master Plan, the Port and the City shall require project applicants to make their fair share contribution toward mitigation of cumulative freeway impacts within the City's portion of the I-5 South Corridor by participating in the City's Western Traffic Development Impact Fee or equivalent funding program. The failure or refusal of any Entity other than the Port or the City to cooperate in the implementation of this mitigation measure shall not constitute failure of the Port or the City to implement this mitigation measure; however, the Port and the City shall each use its best efforts to obtain the cooperation of all responsible Entities to fully participate, in order to achieve the goals of mitigation measure.

Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-37: The addition of Phase III traffic would result in a direct project impact to the freeway segment of I-5 from H Street to J Street, resulting in LOS F in both directions, with or without the project. This impact would require mitigation.

Significant Impact 4.2-46: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from SR-54 to E Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-47: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from E Street to H Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-48: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from H Street to J Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-49: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from J Street to L Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 4.2-50: The addition of Phase IV traffic would result in a direct project impact to the freeway segment of I-5 from L Street to Palomar Street, resulting in LOS F in both directions during both AM and PM peak hours, with or without the project. This impact would require mitigation.

Significant Impact 6.5-1: The addition of Phase I traffic would result in a **cumulative impact** to the freeway segment of I-5 between E Street and H Street, resulting in LOS F during both AM and PM peak hours and would require mitigation.

Significant Impact 6.5-2: The addition of Phase I traffic would result in a cumulative impact to the freeway segment of I-5 between H Street to J Street resulting in LOS F during both AM and PM peak hours and would require mitigation.

Significant Impact 6.5-3: The addition of Phase I traffic would result in a cumulative impact to the freeway segment of I-5 between J Street to L Street resulting in LOS F during both AM and PM peak hours and would require mitigation.

Significant Impact 6.5-4: The addition of Phase I traffic would result in a cumulative impact to the freeway segment of I-5 between L Street to Palomar Street resulting in LOS F during both AM and PM peak hours and would require mitigation.

Significant Impact 6.5-5: The addition of Phase I traffic with the closure of F Street, extension of H Street, and partial extension of E Street would result in a cumulative impact to the freeway segment of I-5 from H Street to J Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This impact would require mitigation.

Significant Impact 6.5-6: The addition of Phase I traffic with the closure of F Street, extension of H Street, and partial extension of E Street would result in a cumulative impact to the freeway segment of I-5 from J Street to L Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This impact would require mitigation.

Significant Impact 6.5-7: The addition of Phase I traffic with the closure of F Street, extension of H Street, and partial extension of E Street would result in a cumulative impact to the freeway segment of I-5 from L Street to Palomar Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This impact would require mitigation.

Significant Impact 6.5-8: The addition of Phase II traffic would result in a cumulative impact to the freeway segment of I-5 from H Street to J Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This

impact would require mitigation.

Significant Impact 6.5-9: The addition of Phase II traffic would result in a cumulative impact to the freeway segment of I-5 from J Street to L Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This impact would require mitigation.

Significant Impact 6.5-10: The addition of Phase II traffic would result in a cumulative impact to the freeway segment of I-5 from L Street to Palomar Street, resulting in LOS F during both AM and PM peak hours in both directions, with or without the project. This impact would require mitigation.

Significant Impact 6.5-21: The addition of Phase III traffic with the extension of E Street would result in a cumulative impact to the freeway segment of I-5 from SR-54 to E Street, resulting in LOS F during AM peak hours northbound with the project and PM peak hours southbound, with or without the project, and would require mitigation.

Significant Impact 6.5-22: The addition of Phase III traffic with the extension of E Street would result in a cumulative impact to the freeway segment of I-5 from E Street to H Street, resulting in LOS F during AM peak hours northbound with the project and PM peak hours southbound, with or without the project, and would require mitigation.

Significant Impact 6.5-23: The addition of Phase III traffic with the extension of E Street would result in a cumulative impact to the freeway segment of I-5 from H Street to J Street, resulting in LOS F during AM peak hours northbound with the project and PM peak hours southbound, with or without the project, and would require mitigation.

Significant Impact 6.5-24: The addition of Phase III traffic with the extension of E Street would result in a cumulative impact to the freeway segment of I-5 from J Street to L Street, resulting in LOS F during AM peak hours northbound with the project and PM peak hours southbound, with or without the project, and would require mitigation.

Significant Impact 6.5-25: The addition of Phase III traffic with the extension of E Street would result in a cumulative impact to the freeway segment of I-5 from L Street to Palomar Street, resulting in LOS

<p>F during AM peak hours northbound with the project and PM peak hours southbound, with or without the project, and would require mitigation.</p>	
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The law unfortunately allows the Port and the city to take over-riding circumstances (imaginary and suppositional economic benefits that ignore such expenses as affordable housing for low paid workers, increased crime, more accidents, etc.) and approve the report anyway.

***This south corridor study has apparently not been started yet, and seems very much like deferring mitigation, which is not allowed. We know that for something as mammoth as this the amount the city will collect to fund their share from developers will be inadequate since the Western Traffic Development Fee has been set much lower than in the east. The point is made that the traffic will be unmitigatable even without the Pacifica and/or Gaylord projects. This is because of all the development in the General Plan where the city also took over-riding circumstances. Unfortunately higher taxes are the only way to fund the kind of development Chula Vista has been allowing and planning.**

Aesthetics/Visual Quality:

<p>Significant Impact 4.4-1: The Pacifica Residential and Retail project will change the scale and character of the waterfront as the proposed buildings exceed the scale of the existing waterfront development. A moderate impact to the character of the view scene would result and would be considered significant under CEQA guidelines.</p>	<p>No feasible mitigation beyond redesign of the project as identified as a project alternative would reduce this impact to view quality. See <i>Chapter 5, Alternatives</i>, for a discussion of design options that would allow for an overall reduction in height and bulk of the proposed towers.</p>
<p>Significant Impact 4.4-2: The amount of blockage caused by the Pacifica project would be substantial, especially at the south end where views of the water exist. The Pacifica development will result in a moderate impact to view quality, which would be considered significant under CEQA guidelines.</p>	<p>No feasible mitigation beyond redesign of the project as identified as a project alternative would reduce this impact to view quality. See <i>Chapter 5, Alternatives</i>, for a discussion of design options that would allow for an overall reduction in height and bulk of the proposed towers.</p>
<p>Significant Impact 6.6-1: The Proposed Project would add to the intensification of land use and further</p>	<p>All that is listed below as 4.4-1 but this time it is not sufficient to mitigate the project.</p>

<p>change the character of the area. The Proposed Project would result in a cumulative impact related to view protection, height and bulk, landscaping, gateways, and lighting.</p>	
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All the other visual impacts acknowledged for both Pacifica and Gaylord are mitigated by 4.4-1:

Mitigation Measure 4.4-1 to level of insignificance (according to them)

(Mitigation Measure 4.4-1 would mitigate Significant Impacts 4.4-3, 4.4-4, 4.4-5, 4.4-7, and 4.4-8 to below a level of significance.)

Port:

A. View Protection: As a condition for issuance of Coastal Development Permits, buildings fronting on H Street shall be designed to step away from the street. More specifically, design plans shall protect open views down the H Street Corridor by ensuring that an approximate 100-foot ROW width (curb-curb, building setbacks and pedestrian plaza/walkway zone) remains clear of buildings, structures, or major landscaping. Visual elements above six feet in height shall be prohibited in this zone if the feature would reduce visibility by more than 10 percent. Placement of trees should take into account potential view blockage. This mitigation should not be interpreted to not allow tree masses; however, trees should be spaced in order to ensure “windows” through the landscaping. Trees should also be considered to help frame the views and they should be pruned up to increase the views from pedestrians and vehicles, underneath the tree canopy. In order to reduce the potential for buildings to encroach into view corridors, and to address the scale and massing impact, buildings shall step back at appropriate intervals or be angled to open up a broader view corridor at the ground plane to the extent feasible. All plans shall be subject to review and approval by the Port. All future development proposals shall conform to Port design guidelines and standards to the satisfaction of the Port.

(Considering how close to the street Gateway is, this does not seem possible. H Street is to eventually become a six lane major road from Broadway to the pier. Somehow this does not seem adequate for getting traffic from Chula Vista to the Bay Front.)

Port:

B. Height and Bulk: Prior to issuance of Coastal Development Permits for projects within the Port’s jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, stepping back of buildings, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for large project components to diminish imposing building edges, monotonous facades and straight-edge building rooflines and profiles. This shall be done to the satisfaction of the Port.

City:

C. Height and Bulk: Prior to design review approval for properties within the City’s jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for the large project components to diminish imposing building edges, monotonous facades and straight-edge building rooflines and profiles. This shall be done to the satisfaction of the City of Chula Vista Planning Director.

Port/City:

D. Landscaping: Prior to final approval of Phase I infrastructure design plans, the Port and City shall collectively develop a master landscaping plan for the project’s public components and improvements. The plan shall provide sufficient detail to ensure conformance to streetscape design guidelines and that future developers/tenants, as applicable,

provide screening of parking areas. Streetscape landscaping shall be designed to enhance the visitor experience for both pedestrians and those in vehicles. Specifically, detailed landscaping plans shall be developed to enhance Marina Parkway, a designated scenic roadway and shall provide, where appropriate, screening of existing industrial uses and parking areas until such time as these facilities are redeveloped.

Street landscaping design shall be coordinated with a qualified biologist or landscape architect to ensure that proposed trees and other landscaping are appropriate for the given location. For instance, vegetation planted adjacent to open water/shoreline areas must not provide raptor perches. Landscaping shall be drought tolerant or low water use, and invasive plant species shall be prohibited.

City:

E. Landscaping: Prior to approval of a tentative map or site development plan for future residential development, the project developer shall submit a landscaping design plan for on-site landscaping improvements that is in conformance to design guidelines and standards established by the City of Chula Vista. The plan shall be implemented as a condition of project approval.

Port/City:

F. Gateway Plan: Concurrent with the preparation of Phase I infrastructure design plans for "E and H" Street, a Gateway plan shall be prepared for "E and H" Streets. Prior to issuance of occupancy for any projects within the Port's jurisdiction in Phase I, the "E and H" Street Gateway plan shall be approved by the Port and City's Directors of Planning and Building. The "E and H" Street Gateway plan shall be coordinated with the Gateway plan for J Street.

City:

G. Gateway Plan: Concurrent with development of H-13 and H-14, the applicant shall submit a Gateway plan for "J" Street for City Design Review consideration. Prior to issuance of any building permits, the "J" Street Gateway plan shall be approved by the Director of Planning and Building in coordination with the Port's Director of Planning. The "J" Street Gateway plan shall be coordinated with the Gateway plan for "E and H" Streets.

Air Quality

<p>Significant Impact 4.6-1: Construction activities would result in significant air quality impacts for each of the criteria pollutants for all phases of the Proposed Project. Unmitigated PM10 and PM2.5 emissions are projected to exceed the standard during mass grading operations for each project phase. Construction emissions are projected to exceed the standards for NOx and reactive organic gases (ROG) during some years of construction, but not during others. These impacts would be potentially significant.</p>	<p>Mitigation Measure 4.6-1 (Mitigation Measure 4.6-1 would reduce impacts to air quality identified in Significant Impacts 4.6-1 and 4.6-6.)</p> <p>Port/City: Prior to the commencement of any grading activities, the following measures shall be placed as notes on all grading plans, and shall be implemented during grading of each phase of the project to minimize construction emissions. These measures shall be completed to the satisfaction of the Port and the Director of Planning and Building for the City of Chula Vista (These measures were derived, in part, from Table 11-4 of Appendix 11 of the SCAQMD CEQA Air Quality Handbook, and from SCAQMD Rule 403).</p> <p>See Mitigation Measure 4.6-1 in Section 4.6, Air Quality for a list of Best Available Control Measures for Specific Construction Activities.</p>
<p>Significant Impact 4.6-2: Operational emissions projected for Phase I of development are anticipated to exceed the standard for each criteria pollutant except SO2 and PM2.5. The exceedance of the standard for criteria pollutants (ROG, Nox CO, and PM10) would be a significant impact for Phase I development.</p>	<p>Mitigation Measure 4.6-2</p> <p>City: A. For development within the City's jurisdiction, applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City. This plan shall demonstrate "the best available design to reduce vehicle trips, maintain or improve traffic</p>

	<p>flow, and reduce vehicle miles traveled". There are two options to meet the AQIP requirement. The applicant shall either evaluate the project using the Chula Vista CO2 Index Model including any necessary site plan modifications, or participate in the Green Star Building Energy Program.</p> <p>Port/City:</p> <p>B. Prior to the issuance of buildings permits, the applicant shall demonstrate that the Proposed Project complies with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements along with the following measures shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City:</p> <ul style="list-style-type: none"> • Use of low-NOx emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be doublepaned
<p>Significant Impact 4.6-3: Operational emissions projected for Phase II of development are anticipated to exceed the standard for each criteria pollutant except SO2 and PM2.5. The exceedance of the standard for criteria pollutants (ROG, Nox CO, and PM10) would be a significant impact for Phase II development.</p>	<p>Mitigation Measure 4.6-3</p> <p>City:</p> <p>A. For development within the City's jurisdiction, the applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City of Chula Vista. This plan shall demonstrate "the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled. There are two options to meet the AQIP requirement. The applicant shall either evaluate the project using the Chula Vista CO2 Index Model including any necessary site plan modifications, or participate in the GreenStar Building Energy Program.</p> <p>Port/City:</p> <p>B. Prior to the issuance of buildings permits, the applicant shall demonstrate that the Proposed Project complies with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements along with the following measures shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City:</p> <ul style="list-style-type: none"> • Use of low-NOx emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be doublepaned.
<p>Significant Impact 4.6-4: Operational emissions projected for Phase III of development are anticipated to exceed the standard for each criteria pollutant except SO2, PM10 and PM2.5. The exceedance of the standard for criteria pollutants (ROG, NOx and CO) would be a significant impact for Phase III development.</p>	<p>Mitigation Measure 4.6-4</p> <p>City:</p> <p>A. For residential, as well as mixed-use/commercial development within the City's jurisdiction, the applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP</p>

	<p>pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City of Chula Vista. This plan shall demonstrate “the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled. There are two options to meet the AQIP requirement. The applicant shall either evaluate the project using the Chula Vista CO2 Index Model including any necessary site plan modifications, or participate in the GreenStar Building Energy Program.</p> <p>Port/City:</p> <p>B. Prior to the issuance of buildings permits, the applicant shall demonstrate that the Proposed Project complies with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements along with the following measures shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City:</p> <ul style="list-style-type: none"> • Use of low-NOx emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be doublepaned.
<p>Significant Impact 4.6-5: Operational emissions projected for Phase IV of development are anticipated to exceed the standard for each criteria pollutant except SO2, CO, PM10, and PM2.5. The exceedance of the standard for criteria pollutants (ROG and NOx) would be a significant impact for Phase IV development.</p>	<p>Mitigation Measure 4.6-5</p> <p>City:</p> <p>A. For residential, as well as mixed-use/commercial development within the City’s jurisdiction, the applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City of Chula Vista. This plan shall demonstrate “the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled. There are two options to meet the AQIP requirement. The applicant shall either evaluate the project using the Chula Vista CO2 Index Model including any necessary site plan modifications, or participate in the GreenStar Building Energy Program.</p> <p>Port/City:</p> <p>B. Prior to the issuance of buildings permits, the applicant shall demonstrate that the Proposed Project shall comply with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements along with the following measures shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City:</p> <ul style="list-style-type: none"> • Use of low-NOx emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be doublepaned.
<p>Significant Impact 4.6-6: Construction of</p>	<p>Same as Mitigation Measure 4.6-1 above.</p>

<p>Phases II through IV would have the potential to affect additional sensitive receptors located on site once previous phases are complete. Because construction emissions during these phases would exceed the significance thresholds for ROG, NOx, CO, PM10, and PM2.5, impacts to sensitive receptors during construction of subsequent phases would be significant, albeit temporary. At the program level for the Proposed Project, impacts to sensitive receptors during construction of Phases II, III, and IV would be a significant impact.</p>	<p>See Mitigation Measure 4.6-1 in Section 4.6, Air Quality for a list of Best Available Control Measures for Specific Construction Activities.</p>
<p>Significant Impact 6.8-1: Because of the air basin's nonattainment status for ozone, PM2.5, and PM10, the potential increase in residential units and the construction activities associated with the proposed project, the project would contribute to <u>cumulative construction-related air quality impacts</u></p>	<p>Mitigation Measure 6.8-1 Port/City: Prior to the commencement of any grading activities, the following measures shall be placed as notes on all grading plans, and shall be implemented during grading of each phase of the project to minimize construction emissions. These measures shall be completed to the satisfaction of the Port and the Director of Planning and Building for the City of Chula Vista (These measures were derived, in part, from Table 11-4 of Appendix 11 of the SCAQMD CEQA Air Quality Handbook, and from SCAQMD Rule 403). See Mitigation Measure 6-8-1 in Chapter 6, Cumulative Impacts for a list of Best Available Control Measures for Specific Construction Activities. Significant and unmitigated</p>
<p>Significant Impact 6.8-2: Because of the air basin's nonattainment status for ozone, PM2.5, and PM10, the potential increase in residential units and the construction activities associated with the proposed project, the project would contribute to <u>cumulative operational air quality impacts</u></p>	<p>Mitigation Measure 6.8-2 City: A. For residential, as well as mixed-use/commercial development within the City's jurisdiction, the applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City of Chula Vista. This plan shall demonstrate "the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled. There are two options to meet the AQIP requirement. The applicant shall either evaluate the project using the Chula Vista CO2 Index Model including any necessary site plan modifications, or participate in the GreenStar Energy Program.</p>

Library:

<p>Significant Impact 4.13.5-1: The need for additional library square feet to serve the Proposed Project would place substantial pressure on existing library facilities and would worsen the present shortfall in library square footage and books per capita.</p>	<p>Mitigation Measure 4.13.5-1 City: Prior to the approval of a building permit for any residential project, the applicant shall pay a PFDIF or equivalent fee in an amount calculated according to the City's PFDIF program in effect at the time of permit issuance. Because the service demand for libraries is only applied to residential use, and there is no residential use within the Port's</p>
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	jurisdiction, no mitigation by the Port is required.
Significant Impact 4.13.5-2: Until new library facilities are constructed or existing facilities are expanded to meet the increased demand, a significant impact to library services would exist.	See Mitigation Measure 4.13.5-1 above. Significant and unmitigated
Significant Impact 6.15.7-1: Development of the Proposed Project would increase demands on the existing library services in the project area to serve its residents. As identified in Section 4.13.5 of this report, the project would contribute an incremental demand on libraries services and facilities.	Mitigation Measure 6.15.7-1 City: For Phase I residential project, prior to the approval of a building permit, the applicant(s) shall pay a Public Facilities Development Impact Fee (PFDIF) or other equivalent fee in an amount calculated according to the City's PFDIF program in effect at the time of permit issuance. Implementation of Mitigation Measure 6.15.7-1 would provide funds that can be used to construct new facilities, as required, to meet the need resulting from project development. Due to existing library deficiency and inability to demonstrate that fees would fully mitigate, implementation of the measure would not reduce the significant impact to library services to a level below significance.

Cumulative Impact on Energy

Significant Impact 6.17-1: Due to the uncertain nature of long-term energy supply, energy impacts are <u>cumulatively significant</u> .	Mitigation Measure 6.17-1 Port/City: Encourage compact development featuring a mix of uses that locate residential areas within reasonable walking distance to jobs, services, and transit. <ul style="list-style-type: none"> • Promote and facilitate transit system improvements in order to increase transit use and reduce dependency on the automobile. • Encourage innovative energy conservation practices and air quality improvements in new development and redevelopment projects consistent with the City's AQIP Guidelines or its equivalent, pursuant to the City's Growth Management Program. Despite the fact that the Proposed Project would result in adoption of these conservation measures, the cumulative impact relative to energy supply would remain significant and unmitigated because of the uncertainty of the future supply of energy, which is within the responsibility and control of SDG&E and not the Port or the city
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