

FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
OTAY MESA RECYCLED
WATER SYSTEM
CAPITAL IMPROVEMENT PROGRAM
R2087, R2077, R2058 PROJECT
FINAL EIR

CEQA Findings of Fact

SCH No. 2009101031

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1.0 Introduction

As part of its adopted Capital Budget for Fiscal Years 2009–2014, the Otay Water District (District) is scheduled to implement a Capital Facility Project in accordance with the Capital Improvement Program (CIP) of its 2009 Water Resources Master Plan (WRMP) Update. The WRMP predicts future water demands and identifies the necessary capital facilities needed to meet those demands. This Project consists of three Recycled Water System Transmission Pipelines (RecPL) within the South District area, which would ultimately provide for the annual use of an estimated 1,700 acre-feet of recycled water. Included as part of the Project are the following pipelines: Wueste Road Pipeline (CIP No. R2087), Alta Road Pipeline (CIP No. R2077), and Airway/La Media Road Pipeline (CIP No. R2058).

In compliance with the California Environmental Quality Act (CEQA), the District has prepared these Findings of Fact (Findings) in support of a Final Environmental Impact Report (EIR) for the proposed Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project. The purpose of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project is implement the District's recycled water program to reduce the demand for imported water, maximize the use of local water supplies, substitute recycled water for potable water, and provide a continuous and dependable source of supplemental water for the area. This Project is needed because dependable water supplies in southern California are becoming more difficult to develop and maintain as imported water sources become less reliable. Note: All references cited in this report can be found in the individual chapters/sections of the draft Environmental Impact Report.

2.0 Acronyms and Abbreviations

μ/m^3	micrograms per cubic meter
AB	Assembly Bill
ACOE	U.S. Army Corps of Engineers
ADRP	Archaeological Data Recovery Program
ADT	Average Daily Traffic
AGR	agricultural supply
AME	Archaeological Monitoring Exhibit
AMSL	above mean sea level
APCD	Air Pollution Control District
APEs	areas of potential effect
AQIA	Air Quality Impact Analysis
ARB	California Air Resources Board
ASTs	aboveground storage tanks
B.P.	Before Present
BAU	business as usual
BI	Building Inspector
BIOL	preservation of biological habitats of special significance
BMPs	Best Management Practices
C	Celsius
ca.	circa
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention Program
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CBC	California Building Code
CBC	California Building Code
CCA	California Coastal Act of 1976
CCAA	California Clean Air Act
CCR	California Code of Regulations

CDC	California Department of Conservation
CDFG	California Department of Fish and Game
CDPH	California Department of Public Health
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	methane
CHP	California Highway Patrol
CHSC	California Health and Safety Code
CIP	Capital Improvement Projects
cKOPs	candidate Key Observation Points
CM	Construction Manager
CMP	Congestion Management Program
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
COLD	cold freshwater habitat
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CSVR	Consultant Site Visit Record
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DEH	Department of Environmental Health
District	Otay Water District
DOT	Department of Transportation
DPLU	Department of Planning and Land Use
DPM	diesel particulate matter
DTSC	Department of Toxic Substance Control
DWR	California Department of Water Resources

EA	Environmental Assessment
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EPCRA	Emergency Planning & Community Right-to-Know Act
ERP	Emergency Response Plan
ESA	Endangered Species Act
FAA	Federal Aviation Authority
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FIRMs	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
FRSH	freshwater replenishment
FTA	Federal Transit Administration
FUDS	Formally Used Defense Site
GC	Grading Contractor
GHGs	greenhouse gases
GMOC	Growth Management Oversight Committee
GPD	gallons per day
GPM	gallons per minute
GPS	Global Positioning Systems
HAZWOPER	Hazardous Waste Operations and Emergency Response Standard
HCM	Highway Capacity Manual
HDP	High Density Polyethylene
HFCs	hydrofluorocarbons
HLIT	Habitat Loss and Incidental Take
HMA	Habitat Management Area
HMB	Hazardous Materials Business Plan
HMBP	Hazard Mitigation Business Plan
HUD	Housing and Urban Development
Hz	hertz

I-805	Interstate 805
IND	industrial service supply
IPS	inches per second
IWMA	Integrated Waste Management Act
KOP	Key Observation Point
L_{eq}	equivalent sound level
LLG	Linscott, Law & Greenspan
L_{max}	root-mean-square maximum obtainable noise levels
L_{min}	root-mean-square minimum obtainable noise levels
LOS	Level of Service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
ME	Medical Examiner
Metro	City of San Diego's Metropolitan Sewerage System
mg/l	milligrams per liter
mgd	million gallons per day
MHPA	Multi-Habitat Planning Area
MLD	Most Likely Descendent
MLLW	Mean Lower Low Water
MMPA	Marine Mammal Protection Act of 1972
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mph	miles per hour
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Plan
MUN	municipal and domestic supply
MWD	Metropolitan Water District
MWh	megawatt hours
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission

NCCP	Natural Communities Conservation Planning
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO ₂	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice Of Intent
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NPPA	Native Plant Protection Act
NRHP	National Register of Historic Places
NSLU	noise-sensitive land uses
NTP	Notice to Proceed
O ₃	Ozone
OAL	Office of Administrative Law
OES	Office of Emergency Services
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OVRP	Otay Valley Regional Park
OWTP	Otay Water Treatment Plant
PAHs	polynuclear aromatic hydrocarbons
Pb	Lead
PCBs	polychlorinated biphenyls
PCE	Passenger Car Equivalence
PFCs	perfluorocarbons
PFE	Public Facilities Element
PGA	peak horizontal ground acceleration
PI	Principal Investigator
PLWTP	Point Loma Wastewater Treatment Plant
PM10	particulate matter less than 10 microns in diameter
PM2.5	particulate matter less than 2.5 microns in diameter
PME	Paleontological Monitoring Exhibit
POW	hydropower generation

pphm	parts per hundred million
ppm	parts per million
ppt	parts per thousand
PPV	peak particle velocity
PRC	Public Resource Code
PROC	industrial process supply
proposed Project	Otay Mesa Recycled Water System CIP R2087, R2077, R2058 Project
PRS	pressure-reducing station
PSI	pounds per square inch
PVC	polyvinyl chloride
RAQS	regional air quality strategies
RARE	rare, threatened, or endangered habitat
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RE	Resident Engineer
REC1	contact water recreation
REC2	non-contact water recreation
RecPL	Recycled Water System Transmission Pipelines
RMPP	Risk Management and Prevention Program
RMS	root-mean square
ROG	reactive organic gas
ROW	right-of-way
RPO	Resource Protection Ordinance
RWCWRF	Ralph W. Chapman Water Recycling Facility
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBWRP	South Bay Water Reclamation Plant
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCWA	San Diego County Water Authority

SDMWD	San Diego Metropolitan Wastewater Department
SDRWQCB	San Diego Regional Water Quality Control Board
SDSU	San Diego State University
SF ₆	sulfur hexafluoride
SHPO	State Historic Preservation Office
SIP	state implementation Plan
SO ₂	sulfur dioxide
SPA	Specific Plan Area
SPCC	Spill Prevention Control and Countermeasure
SPWN	spawning, reproduction, and/or early development
SR	State Route
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWAMP	Surface Water Ambient Monitoring Program
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
UBC	Uniform Building Code
URAP	Urban Runoff Action Plan
URMP	Urban Runoff Mitigation Program
USACE	U.S. Army Corps of Engineers
USC	U.S. Government Code
USDA	United States Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
USMP	Urban Stormwater Mitigation Plan
UST	underground storage tank
UWMP	Urban Water Management Planning
V/C	volume-to-capacity ratio
V/C	volume to capacity
VdB	velocity decibel
VMT	vehicle miles traveled

WARM	warm freshwater habitat
WAS	Water Agencies' Standards
WILD	wildlife habitat
WRMP	Water Resources Management Plan

3.0 Project Description

3.1 Project Location

The Project includes three separate locations in the South District Area within the corporate limits of the Cities of Chula Vista and San Diego as well as the unincorporated County of San Diego. The three-pipeline proposed Project would extend along Wueste Road within the County of San Diego and the City of Chula Vista, along Alta Road in the City of San Diego, and along Airway/La Media Road in the City of San Diego.

3.2 Project Characteristics

Wueste Road Pipeline (R2087)

This portion of the Project would consist of a 24-inch-diameter 13,300-foot-long steel pipeline segment. The pipeline would be constructed within a segment of Wueste Road within the Central Area System. The pipeline would start at Olympic Parkway where it would be connected to an existing 16-inch-diameter RecPL. The pipeline would then extend south within Wueste Road along the western border of the City of San Diego Otay Water Treatment Plant and connect to an existing 30-inch-diameter RecPL just south of the plant.

The construction corridor within Wueste Road would extend approximately 10 feet to the east of the paved portion of Wueste Road. The construction corridor for the portion of the Project that would extend outside of Wueste Road would be as follows.

- From the northernmost portion of the Wueste Road Pipeline to where the pipeline heads west off the paved Wueste Road: the impact area is limited to the extent of the paved portion of Wueste Road and a 10-foot area east of the proposed pipeline alignment (which includes some vegetated areas along the east side of Wueste Road).
- The 175-foot-long portion that heads west off of Wueste Road: the impact area consists of a 20-foot-wide corridor centered on the proposed alignment for the 50-foot-long portion that is being constructed via open trench (125 feet of pipe in this area is being installed via jack-and-bore) and the two jacking pits (eastern pit = 20 by 10 feet, western pit = 40 by 20 feet).
- The remainder of the pipeline alignment that heads south to an existing structure at the southwestern edge of the OWTP: the impact area consists of a 80- to 90-foot-wide corridor. As part of the Wueste Road Pipeline, a PRS would be constructed immediately northeast of the District's 860-1 Reservoir located near the George Bailey Detention Facility.

As part of the Wueste Road Pipeline (R2087), a pressure-reducing station (PRS) would be constructed. The proposed PRS would be located approximately 0.5 mile northeast of Donovan State Prison along the northwestern portion of Alta Road, near the Otay Mountain Truck Trail.

Access would be provided via a north/south trending dirt road, located directly south of the proposed PRS, which connects to a paved driveway that merges with Alta Road. Modifications to existing pipelines necessary to accommodate the PRS would include removal of existing butterfly valves, blowoff valves, and 30-inch steel pipelines. In addition to the proposed PRS, two 20-foot sections of pipelines, 20 and 24 inches in diameter, respectively, would be installed for future use.

Alta Road Pipeline (R2077)

This portion of the Project would consist of a 24-inch-diameter, 14,692-foot-long, polyvinyl chloride (PVC) RecPL segment. The pipeline would be constructed along a segment of Alta Road within the Otay Mesa System, beginning at the intersection of Calzada de la Fuente Road where it would be connected to an existing 24-inch-diameter RecPL. The pipeline would extend south within Alta Road, continue west along Otay Mesa Road, and then extend south within Sanyo Avenue where it would connect to the 16-inch-diameter RecPL proposed within Airway Road.

The pipeline would be constructed within existing paved roads. The construction corridor for the pipeline within Alta Road would total 40 feet, occupying 20 feet on either side of the centerline. The construction corridor within Sanyo Road would extend 10 feet west of the centerline. The construction corridor within Otay Mesa Road would extend 10 feet south of the center line.

Airway/La Media Road Pipeline (R2058)

This portion of the Project would consist of a 16-inch-diameter, 15,987-foot-long PVC RecPL segment. The pipeline would utilize 5,137 feet of existing pipeline, and 10,850 feet of new pipeline would be constructed as a part of the Project. The pipeline would be constructed along segments of Airway and La Media Roads within the Otay Mesa System. Airway/La Media Road Pipeline (R2058) would be divided into nine sections—four that are proposed to be constructed under this Project and five that were previously constructed by developers. The pipeline would start at the intersection of La Media and Windsock Roads and then extend south within La Media Road to Airway Road. The pipeline would continue east along Airway Road and end east of the Sanyo Road/Airway road intersection where it would be connected with the existing 16-inch-diameter PVC main water pipeline. The pipeline would be constructed within existing paved roads, and its construction corridor would be 40 feet, extending 20 feet on either side of the centerline. Near the intersection of Airway and La Media Roads the pipeline would be extended underneath a culvert using a bore and jack construction method.

Construction Activities

The District intends to limit construction activities to paved portions of the roads within the existing utility rights-of-way, where feasible; and construction staging areas are anticipated to be sited in existing developed areas. However, some sections of construction would extend beyond the paved areas of the road and may involve disturbance of areas adjacent to the roadway. The construction corridor for the Wueste Road Pipeline would extend approximately 10 feet to the east of the paved portion of Wueste Road. A section of this pipeline near the City of San Diego Otay Water Treatment Plant would extend outside of the roadway. In addition, the construction corridors would include a trench depth of approximately 6.5 feet. Construction would be

completed using cut and cover trenching. No aboveground structures or pump stations are proposed as a part of the Project.

The specific project schedule will be determined following completion of the environmental document. It is anticipated that the duration for construction of all three pipelines would be a total of approximately 420 days. Assuming approximately 500 feet of trench are open at any time, trenching operations would take three to four days to pass a given point at the planned rate of 120 to 160 feet per day. Construction of the first pipeline is anticipated to start in July 2010.

3.3 Project Purpose and Objectives

Goals and Objectives

The primary goals and objectives of the Project include the following actions:

- Construct facilities to meet existing recycled water demand in the Otay Mesa Service Area;
- Implement the Recycled Water System of the Water Resources Master Plan. The WRMP established phased CIPs that will be needed to provide an adequate, reliable, flexible, and cost-effective water system; and
- Implement Recycled Water Policies of the State of California, local land use jurisdictions, local and regional water supply agencies, the District, and the federal government.

3.4 Required Permits and Approvals

The Final EIR for the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project has been prepared pursuant to CEQA (Public Resources Code [PRC] §§21000 et seq.) and the State of California CEQA Guidelines (California Code of Regulations [CCR] §§15000 et seq.). The Final EIR on which these Findings is based evaluates the environmental impacts identified as potentially significant by the District and its consultants, other agencies, and community members that may result from implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project. The EIR process and the information it generates will be used for the following purposes:

- To give government officials and the community the opportunity to have input into the decision-making process;
- To provide agencies with information necessary to determine if they have jurisdiction over some aspect of the proposed action, and, if so, to identify permitting requirements;
- To define a range of reasonable and practicable alternatives to the proposed action;
- To inform the public as well as the decision makers of the environmental consequences of the proposed action and its alternatives;
- To assist the community in understanding the expected project-related environmental effects and how decision-makers plan to respond to and mitigate these effects; and

- To develop mitigation measures that will reduce or eliminate the potential for environmental, public health, and safety impacts.

The Final EIR for the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project requires certification by District's Board of Directors prior to approval of construction contracts. Upon completion of the Final EIR, the District can choose to: (1) approve the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project with conditions and mitigation measures; (2) approve one of the other alternatives with conditions and mitigation measures; or (3) not approve the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project or its alternatives.

Numerous federal, State and local regulations and permit requirements would be applicable to the implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project (Table 3-1). The District, or its contractors, would be required to comply with all applicable requirements, unless by exception of Government Code §53091.

Table 3-1. Potential Permits and Approvals

Agency/Department	Permit/Approval	Action Associated With or Required For
Federal Agencies		
U.S. Fish & Wildlife Service (USFWS)	Biological Assessment, Section 7 Consultation, Biological Opinion (Federal Endangered Species Act [ESA] 16 U.S.C. 1531-1544)	Activity where there may be an effect on federally listed endangered/threatened/proposed species (applies to projects with federal involvement).
	Fish and Wildlife Coordination Act	Provide comments to prevent loss of, and damage to, wildlife resources.
Advisory Council on Historic Preservation	Section 106 Consultation, National Historic Preservation Act (NHPA)	Opportunity to comment if project may affect cultural resources listed or eligible for listing on National Register of Historic Places (NRHP).
U.S. Department of Transportation (USDOT), Federal Highway Administration (FHA)	Encroachment Permits	Consider issuance of permit for transmission line crossing of federally funded highways.
U.S. Department of the Treasury, Bureau of Alcohol, Tobacco and Firearms	Explosive User's Permit	Consider issuance of permit to purchase, store and use explosives for site preparation.
State Agencies		
State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB)	General Construction Activity Storm Water Permit	Storm water discharges associated with construction activity.
	Waste Discharge Requirements (Water Code 13000 <i>et seq.</i>)	Discharge of waste that might affect groundwater or surface water (nonpoint-source) quality.
	401 Certification (CWA, 33 U.S.C 1341. If the project requires USACOE 404 Permit)	Discharge into waters and wetlands (see USACOE Section 404 Permit).

Agency/Department	Permit/Approval	Action Associated With or Required For
California Department of Fish and Game (CDFG)	California ESA	Activity where a listed candidate, threatened, or endangered species under California ESA may be present in the project area and a State agency is acting as lead agency for CEQA compliance. Consider issuance of a Section 2081 incidental take permit for State-only listed species and a Section 2081.1 consistency determination for effects on species that are both federally and State listed.
CDFG	California Native Plant Protection Act	Review of mitigation agreement and mitigation plan for plants listed as rare.
	Lake/Streambed Alteration Agreement (California Fish and Game Code Section 1601)	Change in natural state of river, stream or lake (includes road or land construction across a natural streambed).
California Department of Health Services (DHS)	Permit to Operate a Public Water System	Any person who plans to operate a public water system must obtain permit.
California Department of Transportation (Caltrans)	Encroachment Permit	Consider issuance of permits to cross State highways.
California State Historic Preservation Office	Section 106 Consultation, NHPA	Consult with Bureau of Land Management (BLM), project applicant, appropriate land management agencies, and others regarding activities potentially affecting cultural resources.
Local Agencies		
County of San Diego Department of Environmental Health (DEH)	Hazardous Materials Business Plan	Hazardous material exceeding federal threshold quantities.
	Hazardous Materials Inventory	Hazardous materials exceeding County threshold quantities.
San Diego County, Sheriff's Department	Explosives Permit	Consider issuance of a license to store flammable explosives.
San Diego Air Pollution Control District (SDAPCD)	Authority to Construct	Emissions from a stationary source.
	Permit to Operate	Equipment emitting pollutants from a stationary source.

4.0 Background

District policy (Otay Water District Code of Ordinances, Section 12, Water Reclamation Plan and Implementing Procedures) authorizes the use of recycled water wherever it is financially and technically feasible, and when it is consistent with legal requirements; preservation of public health, safety, and welfare; and the environment. Implementation of this policy enables the District to plan, fund, and construct facilities to meet recycled water demand. The District provides recycled water to portions of its service area in fulfillment of a mandate from the State of California for water districts to develop and provide alternative water sources. Municipalities in the District's service area have required land developers to provide separate recycled water delivery systems within their subdivisions for irrigation of specific areas. The production and distribution of recycled water is encouraged by the policies of the State of California, local land use jurisdictions, local and regional water supply agencies, the District, and the federal government. The proposed Project is part of the District's long-range plans to develop recycled water use to fulfill these policies.

The District, which is comprised of five water service areas, is responsible for delivering potable and recycled water to customers within its jurisdictional area of approximately 80,320 acres (125.2 square miles). The District is located in southwestern San Diego County, inland from the Cities of San Diego, Chula Vista, and National City. The District is a member agency of the San Diego County Water Authority (SDCWA), which is a member of the Metropolitan Water District (MWD) of Southern California. The District receives imported potable water from the aqueduct systems owned and operated by the SDCWA and MWD of southern California.

Currently the District supplies an average of 22.4 million gallons per day (mgd) of water to approximately 143,000 individuals through five operating systems: La Presa, Hillsdale, Regulatory, Central Area, and Otay Mesa. In addition to supplying potable water throughout its service area, the District maintains and operates a recycled water system. Distribution of recycled water is restricted to the South District, which consists of the Central Area and Otay Mesa Systems.

In order to facilitate better use of existing water supplies, the District has been actively pursuing water recycling to maximize the use of local water. The District's WRMP predicts future water demands and identifies the necessary capital facilities needed to meet those demands. The WRMP established phased CIPs that will be needed to provide an adequate, reliable, flexible, and cost-effective water system.

The 2009 WRMP Update revises the District's 2002 WRMP to meet projected water market demands within the District service area and adjacent areas of influence (collectively referred to as the "WRMP planning area"). To do this, the 2009 WRMP Update identifies the necessary potable and recycled water CIP facilities (e.g., pump stations, storage reservoirs, transmission mains, groundwater wells) and associated probable cost estimates, and develops a phased approach to implement the CIP projects during the following time frames: 2009–2016 (Phase II) and 2017–Ultimate (Phase III). The CIP projects identified in the 2009 WRMP Update will

ensure an adequate, reliable, flexible, and cost-effective potable and recycled water delivery system commensurate with growth within the WRMP planning area, consistent with the San Diego Association of Governments (SANDAG) forecasts through 2030.

4.1 Recycled Water System

The following describes the Recycled Water System identified in the WRMP. The purpose of the District's recycled water program is to reduce the demand for imported water, maximize the use of local water supplies, substitute recycled water for potable water, and provide a continuous and dependable source of supplemental water for the area. This Project is needed because dependable water supplies in southern California are becoming more difficult to develop and maintain as imported water sources become less reliable.

Two treatment facilities would be used to provide recycled water to the proposed Project: the Ralph W. Chapman Water Recycling Facility (RWCWRF), operated by the District, and the South Bay Water Reclamation Plant, operated by the City of San Diego. Both supply water for users within the District service area. The RWCWRF is owned and operated by the District, and supplies the District's recycled water system. The RWCWRF can produce approximately 1.3 mgd of recycled water daily. Recycled water is pumped southward to storage ponds in the District's Use Area, and is distributed throughout the Central Area System to a number of major developments. Current recycled water customers include residential developments, golf courses, schools, street and freeway landscaping, office parks, and a Sharp Health Center. Future recycled water markets are developments that require landscape irrigation, including parks, street and highway landscapes, freeways, schools, office parks, commercial and industrial areas, government facilities, healthcare centers, multi-family residential housing, and other common areas. Presently, the District distributes recycled wastewater treated at the RWCWRF that meets California Title 22 requirements for reuse.

The District's Recycled Water CIP program is being implemented in three phases. The three-pipeline proposed Project would be implemented as a part of Phase II, which provides for 12 projects in the Central Area System. The Phase II facilities would be constructed from 2009 to 2016.

5.0 Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project consists of the following documents, at a minimum:

- The NOP and all other public notices issued by the OWD in conjunction with the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR;
- The Draft EIR and Final EIR, including appendices;
- All comments submitted by agencies, organizations, or members of the public during the 45-day public comment period on the Draft EIR;
- The project design features, standard construction practices, and mitigation/performance measures incorporated into the Project to avoid significant environmental impacts;
- All findings and resolutions adopted by the District decision makers in connection with the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR, and all documents cited or referred therein;
- All final reports, studies, memoranda, maps, or other documents relating to the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR prepared by ICF International, consultants to the District;
- Minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the District, in connection with the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR;
- Any documentary or other evidence submitted to the District at such information sessions, public meetings, and public hearings;
- Matters of common knowledge to the District including, but not limited to, federal, State, and local laws and regulations;
- Any documents expressly cited in these Findings, in addition to those cited above; and
- Any other materials required for the Record of Proceedings by PRC §21167.6(e).

The custodian of the documents comprising the Record of Proceedings is the District, whose office is located at 2554 Sweetwater Springs Boulevard, Spring Valley, California 91978-2096.

The District has relied on all of the documents listed above in reaching its decision on the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR, even if every document was not formally presented to the District decision makers as part of the District files generated in connection with the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR. Without exception, any document set forth above that is not found in the District files falls into one of two categories: (1) many of the documents reflect prior planning or legislative decisions with which the District was aware in

approving the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR (see *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6); (2) other documents influenced the expert advice provided to the District staff or consultants, who then provided advice to the District decision makers. Therefore, such documents form part of the underlying factual basis for District's decision relating to approval of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project and certification of the Final EIR (see PRC §21167.6(e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155).

6.0 Findings Required Under CEQA

PRC §21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would *substantially lessen* the significant environmental effects of such projects[...]

(emphasis added). The same statute states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures that will *avoid* or *substantially lessen* such significant effects” (emphasis added). Section 21002 goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects.”

The mandate and principles announced in PRC §21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required (see PRC §21081(a); State CEQA Guidelines §15091(a)). For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR” (State CEQA Guidelines §15091(a)(1)). The second permissible finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency” (State CEQA Guidelines §15091(a)(2)). The third potential conclusion is that “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR” (State CEQA Guidelines §15091(a)(3)). PRC §21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” State CEQA Guidelines §15364 adds another factor: “legal” considerations (see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565).

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

The State CEQA Guidelines do not define the difference between “avoiding” a significant environmental effect and merely “substantially lessening” such an effect. The OWD must, therefore, glean the meaning of these terms from the other contexts in which the terms are used. PRC §21081, on which State CEQA Guidelines §15091 is based, uses the term “mitigate” rather than “substantially lessen.” The State CEQA Guidelines therefore equate “mitigating” with

“substantially lessening.” Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects” (PRC §21002).

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

Although State CEQA Guidelines §15091 requires only that approving agencies specify that a particular significant effect is “avoid[ed] or substantially lessen[ed],” these Findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a less than significant level or has simply been substantially lessened but remains significant. Moreover, although Section 15091, read literally, does not require findings to address environmental effects that an EIR identifies as merely “potentially significant,” these Findings will nevertheless fully account for all such effects identified in the Final EIR.

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Certain project modifications or the adoption of certain mitigation measures or alternatives are not required, however, where such actions are infeasible or where the responsibility for implementation lies with some other agency (State CEQA Guidelines §15091(a), (b)).

State CEQA Guidelines §15126.2(b) requires the identification of significant impacts that would not be avoided, even with the implementation of feasible mitigation measures or a feasible environmentally superior alternative. With respect to a project for which significant impacts are not avoided or substantially lessened, either through the adoption of feasible mitigation measures or a feasible environmentally superior alternative, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s “benefits” rendered “acceptable” the “unavoidable adverse environmental effects” (State CEQA Guidelines §§15093, 15043(b); see also PRC §21081(b)). According to the evaluation within the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR, all potential environmental effects would be reduced to less than significant levels with implementation of identified project design features (PDFs), standard construction practices (SCPs) and feasible mitigation/performance measures, and no significant unavoidable environmental impacts would remain. Therefore, a statement of overriding

considerations is not required for the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR. Please note that the final determination of significance of impacts and of the feasibility of mitigation/performance measures will be made by the District's Board of Directors as part of their certification of the Final EIR.

7.0 Legal Effects of Findings

To the extent that these Findings conclude that various project design features, standard construction practices, and mitigation/performance measures outlined in the Final EIR are feasible and have not been modified, superseded, or withdrawn, the District hereby binds itself to implement these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the District formally approves the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project and certifies the Final EIR.

The project design features, standard construction practices, and mitigation/performance measures are included in the Mitigation Monitoring and Reporting Program (MMRP) adopted concurrently with these Findings, and will be effectuated through the process of implementing the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project (refer to Section 8.0 of these Findings).

8.0 Mitigation Monitoring and Reporting Program

A MMRP has been prepared for the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project EIR, and has been adopted concurrently with these Findings (see PRC §21081.6(a)(1)), that includes the project design features, standard construction practices, and mitigation/performance measures incorporated into the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project to avoid or substantially lessen significant environmental effects, as outlined in the Final EIR. The District will use the MMRP, which is a separate, stand-alone document, to track compliance with the adopted project design features, standard construction practices, and mitigation/performance measures. The MMRP will remain available for public review during the compliance period.

9.0 Significant Effects and Mitigation Measures

9.1 Air Quality and Global Climate Change

Thresholds of Significance

Thresholds used to evaluate potential impacts on air quality and global climate change are based on applicable criteria in the State CEQA Guidelines (CCR §§15000-15387), Appendix G; SDAPCD regulations; the University of San Diego School of Law, Energy Policy Initiatives Center (EPIC), GHG Inventory (CARB 2008); and the California Office of Planning and Research (OPR) technical advisory “CEQA and Climate Change: Addressing Climate Change through CEQA Review” (OPR 2008). A significant impact on air quality would occur if implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Conflict with or obstruct implementation of an applicable air quality plan.
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation. In lieu of any set quantitative air quality significance thresholds, the SDAPCD’s Regulation II, Rule 20.2, Table 20-2-1, “Air Quality Impact Analysis (AQIA) Trigger Levels” are used as a screening criterion for potential significance of air quality impacts. The SDAPCD emission thresholds are shown in Table 9-1.

Table 9-1. SDAPCD Screening Level Thresholds

Air Contaminant	Emission Rate		
	(lb/hr)	(lb/day)	(tons/yr)
Particulate matter less than 10 microns (PM10)	--	100	15
Particulate matter less than 2.5 microns (PM2.5) ¹	--	55	10
Oxides of nitrogen (NO _x)	25	250	40
Oxides of sulfur (SO _x)	25	250	40
Carbon monoxide (CO)	100	550	100
Lead and lead compounds (Pb)	--	3.2	0.6
Volatile Organic Compounds (VOC) ²	--	75	13.7

¹ EPA’s “Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards,” published September 8, 2005. Also used by the South Coast Air Quality Management District (SCAQMD).

² City of San Diego CEQA Significance Determination Threshold for VOC threshold based on SCAQMD levels and the Monterey Bay APCD which has similar federal and state attainment status as San Diego.

Source: SDAPCD Regulation II, Rule 20.2.

3. Result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). In lieu of any set quantitative air quality significance thresholds, the

SDAPCD's Regulation II, Rule 20.2, Table 20-2-1, "Air Quality Impact Analysis (AQIA) Trigger Levels" are used as a screening criterion for assessing the potential significance of air quality impacts. The SDAPCD emission thresholds are shown in Table 9-1 above.

4. Expose sensitive receptors to substantial pollutant concentrations. Supplemental criteria used to determine whether the Project would expose sensitive receptors to substantial pollutant concentrations include the following:
 - The Project would place sensitive receptors near CO "hotspots" or would create CO "hotspots" near sensitive receptors.
 - The Project would result in exposure to TACs resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of Toxics-Best Available Control Technology, or a health hazard index greater than 1, and thus would be deemed as having a potentially significant impact.
 - The Project would create objectionable odors affecting a substantial number of people. The Project is not an agricultural, commercial, or an industrial activity, and consequently is not subject to SDAPCD standards.
5. Create objectionable odors affecting a substantial number of people.
6. Result in a cumulatively considerable contribution to significant cumulative air quality impacts considering past, present, and probable future projects.

Impacts

Threshold 1: The proposed Project does not conflict with any County of San Diego, City of San Diego, or City of Chula Vista air quality plan.

Threshold 2: There would be no operational impacts on air quality standards. PDF/SCP AQ 1 would ensure that impacts from construction of the proposed Project would be less than significant.

Threshold 3: Criteria pollutants would be below the significance thresholds during construction of the proposed Project. Exposure to diesel exhaust would be well below the 70-year exposure period; therefore, Project-related toxic emission impacts during construction would not be significant. The Project is not expected to create more congestion or cause degradation of levels of service at nearby intersections during Project construction or operation; therefore, the Project is not anticipated to result in an increase in CO near intersections.

Threshold 4: Construction of the proposed Project is not anticipated to result in an elevated health risk given the short-term and transitory nature of construction-related diesel exposure. The Project is not anticipated to place sensitive receptors near CO “hotspots” or create CO “hotspots” near sensitive receptors.

Threshold 5: Operation of the pipeline would not involve any long-term impact related to the creation of odors. Odor impacts from construction would be temporary and limited to the area adjacent to the construction site.

Threshold 6: Result in a cumulatively considerable contribution to significant cumulative air quality impacts considering past, present, and probable future projects.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- conflict with or obstruct implementation of an applicable air quality plan;
- violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard;
- expose sensitive receptors to substantial pollutant concentrations;
- create objectionable odors affecting a substantial number of people; or
- result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Therefore, no mitigation/performance measures are required. Design features are incorporated into the project design to avoid impacts.

Explanation

Threshold 1: Conflict with or obstruct implementation of an applicable air quality plan?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

A project would be inconsistent with the RAQS/SIP if it results in population and/or employment growth that exceed growth estimates for the area. The emissions associated with the proposed Project would only be associated with construction of the project, and there would be no long-term operational emissions associated with underground pipelines. As a result, the proposed Project would not result in population growth and would not cause an increase in currently established population projections. The proposed Project does not include residential development or large local or regional employment centers and, thus, would not result in

significant population or employment growth. Because the proposed pipeline Project does not involve long-term energy use or vehicle generation, the Project would not conflict with the City of Chula Vista's AQIP, which requires large development projects to reduce air quality impacts related to motor vehicle trips and energy use. Because the pipeline Project does not generate population growth the Project would not conflict with any population projections and would therefore be consistent with the City of Chula Vista General Plan and the County of San Diego General Plan. In addition, the District would comply with all existing and new rules and regulations as they are implemented by the City of Chula Vista, SDAPCD, ARB, and/or EPA related to emissions generated during construction. Therefore, the proposed Project would not conflict with the applicable air quality attainment plan.

Threshold 2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the following Project Design Features/Standard Construction Practices (PDF/SCP) to reduce potential impacts associated with violation of air quality standards.

PDF/SCP AQ 1: Prior to construction of CIP projects, the following measures shall be taken to reduce fugitive dust emissions (PM_{2.5} and PM₁₀). Measures shall be implemented during construction, including but not limited to, the following actions:

The District will implement standard construction measures in accordance with SDAPCD rules (Rules 50, 51, 52, 54 and 55) for controlling emissions from fugitive dust and fumes:

- Water the grading areas a minimum of twice daily to minimize fugitive dust.
- Stabilize graded areas as quickly as possible to minimize fugitive dust.
- Apply temporary shaker plates on construction areas outside of paved roads.
- Provide sufficient erosion control to prevent washout of silty material onto public roads.
- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
- Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph.
- Enforce a 15 mph speed limit on unpaved surfaces.

- Periodically sweep up dirt and debris spilled onto paved surfaces to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites of construction-related dirt.
- Hydroseed, landscape, or develop disturbed areas as quickly as possible and as directed by the District to reduce dust generation.
- Limit the daily grading volumes and/or area.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Construction Emissions

Construction of the proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment, construction worker vehicle trips, and haul truck trips generated from construction activities. In addition, fugitive dust emissions would result from demolition of roadways, trenching, and paved and unpaved road travel. Mobile-source emissions, primarily NO_x, would result from the use of construction equipment, and paving operations would release ROG_s from off-gassing. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. Fugitive PM₁₀ and PM_{2.5} emissions estimates take into account compliance with Rule 55 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

The Project will utilize open-trench construction. In general, this process consists of trench excavation, pipe installation, trench backfilling, and site restoration (i.e., paving). The existing pavement along the pipeline alignment is cut or broken and removed. A trench is excavated along the pipeline alignment, with the excavated soil either temporarily stored adjacent to the trenches or hauled off site. The pipe is laid into the trench and welded together, and then the trench is backfilled and the surface restored and repaved. This process is expected to move at a rate of 120 to 160 feet per day.

Construction data, including Project length, spoils hauling, and type and numbers of equipment were provided by the client. Fugitive dust emissions associated with the site grading were estimated by assuming that a maximum of 25% of the total acreage would be disturbed on a single day for each pipeline segment. The total amount of construction, the duration of construction, and the intensity of construction activity could have a substantial effect upon the amount of construction emissions, the concentrations, and the resulting impacts occurring at any one time. For example, it was assumed that all construction equipment would operate for 8 hours per day. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on an expected construction scenario where a relatively large amount of construction occurs in a relatively intensive manner.

The emissions presented in Table 9-1 are the maximum daily emissions for each pipeline segment. The worst-case daily emissions are presented as the sum of the worst-case daily

emissions for each pipeline segment, which assumes that the maximum daily emissions from each pipeline segment will occur on the same day. Even using this conservative approach, all criteria pollutant emissions would be below their respective thresholds. In addition the SDAPCD dust control measures identified in PDF/SCP AQ 1 would be implemented during construction. As a result, the construction activities would not result in emissions that would violate air quality standards and therefore would be considered a less-than-significant impact on air quality.

Operational Emissions

The Project would not result in increased motor vehicle trips nor would it increase population or employment within the region. Therefore, emissions as a result of Project operations are considered to be zero, and operation of the Project would not result in any impacts related to violation of air quality standards.

Threshold 3: Result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Criteria Pollutants

The SDAB is considered a nonattainment area for the 8-hour NAAQS for O₃; and for the CAAQS for O₃, PM₁₀, and PM_{2.5}. An evaluation of Project-related construction and operational emissions of nonattainment pollutants is presented above in Section 4.1.3.2 of the EIR. Table 9-1 shows that criteria pollutants would be below the significance thresholds during construction of the proposed Project. Therefore, impacts would be less than significant.

Toxic Air Contaminants

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during site grading activities. The SDAPCD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the proposed Project would be sporadic, transitory, and short-term in nature (approximately 14 months). The assessment of cancer risk is typically based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the proposed Project is not anticipated to result in an elevated cancer risk to exposed persons. As such, Project-related toxic emission impacts during construction would not be significant.

Carbon Monoxide Impacts at Local Intersections

The traffic report for the Project indicates that the Project is not expected to create more congestion or cause degradation of levels of service at nearby intersections during Project construction or operation. Therefore, the Project is not anticipated to result in an increase in CO near intersections, and impacts would be less than significant.

Threshold 4: Expose sensitive receptors to substantial pollutant concentrations?**Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)**

Construction activities are sporadic, transitory, and short-term in nature, and once construction activities have ceased, so too have emissions from construction activities. It is estimated that construction activities for the Project would occur over approximately 14 months. Construction would be transitory and the geographic source of emissions would change every few weeks, as Project construction would move from one area to another along the same roadway segment. Although there are residential receptors in the vicinity of the Wueste Road Pipeline segment, the duration of exposure to diesel exhaust during the temporary construction activity would be much shorter than the assumed 70-year exposure period used to estimate lifetime cancer risks. In addition, because construction would not be limited to a specific parcel the relative distance from nearby receptors to the construction activities would change often. While the closest residences are within 400 feet of the northernmost extent of the Wueste Road Pipeline, construction activities would likely occur within this distance for only a short period of time. Therefore, construction of the proposed Project is not anticipated to result in an elevated health risk to exposed persons given the short-term and transitory nature of construction-related diesel exposure.

The Project may create a nuisance for visitors to nearby parks during hours of construction, but this impact is considered minimal because of the short-term and transitory nature of the construction period. Consequently, the human health impact of diesel risks associated with construction activities is considered to be less than significant.

As indicated under Issue 3 and in the traffic report (Appendix H), the Project is not expected to create more congestion or cause degradation of levels of service at nearby intersections during Project construction or operation. Therefore, the Project is not anticipated to place sensitive receptors near CO “hotspots” or create CO “hotspots” near sensitive receptors. Consequently, sensitive receptors would not be subject to significant health risks from exposure to CO emissions associated with Project operations.

Threshold 5: Create objectionable odors affecting a substantial number of people?**Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)**

The Project consists of extension of underground pipelines. Therefore, operation of the pipeline would not involve any long-term impact related to the creation of odors.

The Project would generate temporary, localized odors during construction phases, similar to any other construction project. However, odor impacts would be temporary and limited to the area adjacent to the construction site, and impacts would be less than significant.

Threshold 6: Result in a cumulatively considerable contribution to significant cumulative air quality impacts considering past, present, and probable future projects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Conflict with Applicable Air Quality Plans

In addition to particulates, construction and operation of the proposed Project would result in ROG and NO_x emissions; however, these emissions would be below the significance thresholds. According to the County of San Diego significance threshold described above, a project that conforms to the applicable General Plan and does not have emissions exceeding the significance thresholds will not create a cumulatively considerable net increase with respect to ozone since these emissions were accounted for in the RAQS. As discussed above, the proposed Project was deemed consistent with the RAQS and would not result in a direct impact on air quality. Therefore, there is no significant cumulative impact for ozone, and the Project's contribution is not cumulatively considerable.

Violate Air Quality Standards/Increase Criteria Pollutants

The SDAB is currently in nonattainment for NAAQS ozone as well as for CAAQS ozone, PM10, and PM2.5. Therefore, the emissions of concern within the SDAB are ozone precursors (ROG and NO_x), PM10, and PM2.5.

The nearest cumulative project is the construction of SR 905 from I-805 to the Otay Mesa Point of Entry. Phase 1b of construction, which runs near the proposed Airway/La Media Road Pipeline segment, is expected to be completed by the time project construction begins. Therefore, Project construction is not expected to overlap, and the cumulative emissions would not be expected to exceed SDAPCD thresholds. Consequently, the Project's cumulative contribution would be less than significant.

Climate Change/Greenhouse Gas Emissions

AB 32 states, in part, that “[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California.” Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change is considered to be a significant cumulative impact. However, the global increase in GHG emissions that has occurred and will occur in the future are the result of the actions and choices of individuals, businesses, local governments, states, and nations. Thus, the analysis below should be understood as an analysis of cumulative contributions to the significant global impact associated with climate change.

CEQA and the State CEQA Guidelines require the disclosure of the significant cumulative environmental effects, whether the project will make a cumulatively considerable contribution to any such effects, and, if so, mitigation measures intended to reduce the project's contribution (Section 15130 of the State CEQA Guidelines). A cumulative effect is one that results from past, present, and probable future projects. A project that has a less-than-significant direct effect on the environment may nonetheless make a considerable contribution to a cumulative effect. The

decision in *Communities for a Better Environment, et al v. California Resources Agency* (2002) 103 Cal. App.4th 98 put the approach to evaluating a project's contribution to a cumulative impact succinctly: "In the end, the greater the existing environmental problems are, the lower the threshold should be for treating a project's contribution to cumulative impacts as significant."

No federal, state, or local law or regulation requires a lead agency to perform environmental review of a project's GHG emissions, AB 32, the primary legislative enactment which addresses GHG emissions, neither mentions CEQA nor requires a local agency to conduct environmental review of GHG emissions. Instead, it charges the ARB with the responsibility for regulating GHG emissions and requires the ARB to adopt GHG emission limits and reduction measures on or before January 1, 2011 (Health and Safety Code 38510, 38562).

Supplemental CEQA Thresholds and Criteria for Climate Change and Greenhouse Gas Emissions:

Given the overwhelming scope of global climate change, it is not anticipated that a single development project would have an individually discernable effect on global climate change (i.e., that any increase in global temperature or sea level could be attributed to the emissions resulting from a single project). Rather, it is more appropriate to conclude the substantial proposed Project GHG emissions will combine with emissions across California, the U.S., and the globe to cumulatively contribute to global climate change. According to a recent white paper by the Association of Environmental Professionals, "an individual project does not generate enough GHG emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG emissions" (AEP 2007). Therefore, there are no direct or non-cumulative GHG impacts from a climate change perspective (CAPCOA 2008). Emissions associated with the Project would be limited to those from construction activities. The proposed Project's amount of emissions, without considering other cumulative global emissions, would be insufficient to cause substantial climate change directly. Thus, Project emissions, in isolation, are considered less than significant. However, climate change is a global cumulative impact, and the proper context for analysis of this issue is not a project's emissions in isolation, but rather as a contribution to cumulative GHG emissions.

SB 97 directed the OPR to adopt CEQA Guidelines concerning the effects and mitigation of GHG emissions by January 1, 2010 (CEQA Guidelines 21083.05). The Natural Resources Agency adopted amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the OAL approved the amendments and filed them with the Secretary of State for inclusion in the California Code of Regulations. The amendments will become effective on March 18, 2010. These new CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents.

The final amendments to the CEQA Guidelines do not propose specific thresholds of significance with regards to greenhouse gases and climate change. In fact, the amendments defer to the lead agency for discretion in adopting identifiable thresholds or using thresholds adopted or recommended by other public agencies or recommended by experts. The District has not adopted or recommended identifiable thresholds of significance with regards to greenhouse

gases. Therefore, in the absence of formally adopted standards or thresholds, the analysis presented below employs significance thresholds that are adapted from the significance thresholds in Appendix G of the State CEQA Guidelines for determining the significance of other impacts on air quality and on the recently-adopted CEQA amendments addressing GHG and climate change. The Project's GHG emissions would be cumulatively considerable if:

- the proposed Project would conflict with or obstruct the goals or strategies of the California Global Warming Solutions Act of 2006 (AB 32) or related Executive Orders; or
- the proposed Project would result in substantially increased exposure to the potential adverse effects of global warming identified in the California Global Warming Solutions Act of 2006.

While no air district, including the SDAPCD, has adopted thresholds for cumulative GHG impacts under CEQA, the Bay Area Air Quality Management District (BAAQMD), San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (SCAQMD) have proposed separate GHG thresholds for the operation of both industrial and residential/commercial projects. The most stringent threshold for the operation of Industrial projects has been proposed by the SJVAPCD, which is proposed to be 7,000 metric tons per year. SCAQMD's proposed GHG thresholds for industrial and commercial/residential projects are 10,000 and 3,000 metric tons of CO₂e annually, respectively. Additionally, the SCAQMD proposed thresholds state that construction-related GHG emissions can be amortized (averaged) out over a 30-year period, with the amortized value compared to the appropriate GHG threshold. In addition, the County of San Diego has released an interim approach to addressing climate change in CEQA documents, in which the County adopted 900 metric tons as the screening criteria for determining which projects require further analysis and mitigation with regard to climate change. While none of these thresholds are utilized by the District or required under CEQA, the GHG emissions associated with the proposed Project can be compared to these thresholds for purposes of demonstrating how relatively low the emissions from proposed Project construction are when compared with what other lead agencies are requiring for project emissions to be considered a significant impact.

OPR has released a technical advisory, entitled *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review* (OPR 2008). OPR offers informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents. This guidance was developed in cooperation with the Resources Agency, the California Environmental Protection Agency (Cal/EPA), and the ARB. The technical advisory provides the following guidance regarding significance determination:

When assessing a project's GHG emissions, lead agencies must describe the existing environmental conditions or setting, without the project, which normally constitutes the baseline physical conditions for determining whether a project's impacts are significant.

As with any environmental impact, lead agencies must determine what constitutes a significant impact. In the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a “significant impact,” individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.

The potential effects of a project may be individually limited but cumulatively considerable. Lead agencies should not dismiss a proposed project’s direct and/or indirect climate change impacts without careful consideration, supported by substantial evidence. Documentation of available information and analysis should be provided for any project that may significantly contribute new GHG emissions, either individually or cumulatively, directly or indirectly (e.g., transportation impacts).

Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project.

Scientific studies (as best represented by the IPCC’s periodic reports) demonstrate that climate change is already occurring due to past GHG emissions. Forecasting of future growth and related GHG emissions BAU conditions indicates large increases in those GHG emissions accompanied by an increasing severity of changes in global climate. Thus, the best scientific evidence concludes that global emissions must be reduced below current levels.

On a state level, AB 32 identified that an acceptable level of GHG emissions in California in 2020 is 427 MMT CO₂e, which is the same as 1990 GHG emissions level, is about 12% less than current (480 MMT CO₂e in 2004) GHG emissions, and is about 28% less than 2020 BAU conditions (596 MMT CO₂e).

On the countywide level, an acceptable level of GHG emissions in San Diego County in 2020 is 29 MMT CO₂e, which is the same as 1990 GHG emissions level, is about 18% less than current (34 MMT CO₂e in 2006) GHG emissions, and is about 33% less than 2020 BAU conditions (43 MMT CO₂e) (Anders et al. 2008). Thus, on a countywide level, if San Diego County can achieve these reductions, it will as a whole not contribute considerably to global GHG emissions. San Diego County’s emissions in 2020 will still make a cumulative contribution to global GHG emissions, but relative to current baseline emissions they will be substantively reduced.

In order to achieve these GHG reductions, there will have to be widespread reductions of GHG emissions across the California economy, including the Otay Water District. Some of those reductions will need to come from the existing economy in the form of changes in vehicle emissions and mileage, changes in the sources of electricity, and increases in energy efficiency by existing facilities as well as other measures. In addition, GHG reductions can be achieved by increasing recycled water use for residential and commercial end uses. In terms of determining

whether GHG emissions within the District will be cumulatively considerable, one has to evaluate whether the District is doing its part to ensure that San Diego County and California, as a whole, meets the AB 32 target.

Project Impacts Related to Climate Change and Greenhouse Gas Emissions:

The principal source of GHG associated with the proposed Project would be associated with Project construction. GHG emissions are anticipated to occur during construction of the proposed Project largely from fuel combustion from construction equipment, worker commute travel, and hauling truck trips. Construction-related GHG emissions result from CO₂, CH₄, and N₂O that is released during the combustion of gasoline or diesel fuel in on- and off-road vehicles and equipment. As discussed previously, increased emissions of GHGs would contribute to global warming and the adverse global environmental effects thereof. Increased GHG emissions could also potentially conflict with the requirement of AB32 to reduce statewide GHG emissions to 1990 levels by 2020.

Table 9-2 below presents the GHG emissions generated as a result of Project construction. Construction-generated GHG emissions, expressed in metric tons of CO₂e, are presented for each segment of Project construction. As shown in Table 9-2, 962 metric tons of CO₂e would be emitted over the 14-month construction period. Assuming this amount is an annual amount, construction-generated GHG emissions represent approximately 0.0001% of the 2004 annual statewide GHG emissions, approximately 0.0009% of the 2008 annual San Diego County GHG emissions, approximately 0.0021% of 1990 annual City of San Diego GHG emissions, and approximately 0.04% of the 2008 annual Chula Vista GHG emissions.

Table 9-2. Estimate of Construction Greenhouse Gas Emissions

Construction GHG Emissions	CO₂e (metric tons)
Wueste Road	318.4
Alta Road	320.2
Media Road	322.8
Total Construction Emissions	961.5
^a URBEMIS 2007 output and GHG emissions calculation worksheets are provided in the air quality appendix to Appendix B of the EIR.	

As shown in Table 9-2, approximately 962 metric tons of CO₂e would be emitted over the 14-month construction period. The sum of project-related construction GHG emissions (962 metric tons) can be amortized over a 30-year period. This results in an annual GHG emission rate of approximately 32 metric tons of CO₂e. The amortized 30-year average GHG emission rate is considerably lower than the significance threshold of 7,000 metric tons per year proposed by the SJVAPCD and the 10,000 metric tons per year proposed by the BAAQMD and SCAQMD. In addition, the amortized 30-year average GHG emission rate is considerably lower than the interim 900-metric-ton per year threshold used by the County of San Diego. Therefore, based on these preliminary emission calculations, the GHG impacts caused by emissions from Project construction are considered to be less than significant, and the cumulative contribution of the Project to climate change would be less than significant.

An indirect benefit of recycled water use could be that it reduces the need to import raw water supplies from other parts of the region or state. Recycled water is the least energy-intensive source in the state's water supply. While incremental energy is typically required for creation of recycled water incremental energy is offset in part or in whole by displacing higher energy intensity water supplies, as well as reducing potable water treatment and distribution. For example, southern California imports approximately 50% of its water supplies from the Colorado River and the State Water Project (i.e., northern and central California). Each of these sources requires energy to convey, treat, and distribute water to the end user. The CEC estimates that it takes approximately 9,000 kilowatt-hours (kWh) of electricity to convey and treat 1 million gallons of water in southern California. Conversely, it takes approximately 400 to 1,200 kWh of electricity to treat and distribute 1 million gallons of recycled water (CEC 2005). A benefit of reducing the energy required to supply potable water is that it would also reduce GHG emissions that result from energy fuel combustion. The extent to which energy would be reduced by implementing recycled water varies by region and jurisdiction, and is dependent upon how much water supply that particular region or jurisdiction imports and how much is obtained locally. Therefore, the net reduction in energy and the associated reduction in GHG emissions generated by the proposed Project compared with that required to import potable water cannot be quantified.

Impacts of Climate Change on Proposed Project

In addition, the Project would not result in substantially increased exposure to the potential adverse effects of global warming as identified in the California Global Warming Solutions Act of 2006. As noted in the Air Quality Assessment Report (Appendix B), climate change impacts in California include, but are not limited to: sea level rise, extreme heat events, increase in infectious diseases and respiratory illnesses, and reduced snowpack and water supplies. The Project is an underground recycled water pipeline that would not be exposed to climate change impacts. Therefore, the Project would not result in substantially increased exposure to the potential adverse effects of global warming, and the cumulative contribution of the Project would be less than significant.

Expose Sensitive Receptors to Pollutants

The nearest cumulative project is the construction of SR 905 from I-805 to the Otay Mesa Point of Entry. Phase 1b of that project's construction, which runs near the proposed Airway/La Media Road Pipeline segment, is expected to be completed by the time Project construction begins. Therefore, Project construction is not expected to overlap, and the cumulative emissions would not be expected to exceed SDAPCD thresholds. As a result, Project construction would not contribute to a cumulative impact on sensitive receptors in conjunction with ongoing construction in the area.

Create Objectionable Odors

The Project consists of extension of underground pipelines and would not contribute to any long-term operational cumulative impacts from odors. In addition, Project construction would not overlap with SR 905 improvements, which are expected to be completed before the Airway/La Media Road Pipeline construction begins. The Project would generate temporary, localized odors during construction phases, similar to any other construction project, but these emissions would

not combine with other construction projects nearby. Therefore, construction of the pipeline would not contribute to a cumulative impact from odors.

Mitigation/Performance Measures

No mitigation/performance measures are required. Design features are incorporated into the project design to avoid impacts related to achieving air quality standards.

Residual Impacts after Mitigation

No mitigation/performance measures are required. No residual impacts would remain after implementation of the PDFs and SCPs listed above.

9.2 Biological Resources

Thresholds of Significance

Thresholds used to evaluate impacts to biological resources are based on applicable criteria in the State CEQA Guidelines (CCR §§15000-15387), Appendix G. A significant impact to biological resources would occur if implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS).
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS).
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

7. Result in a cumulatively considerable contribution to significant cumulative biological resources impacts considering past, present, and probable future projects.

Impacts

Threshold 1: The proposed Wueste Road Pipeline would (1) directly impact approximately 0.84 acre of maritime succulent scrub (Impact BIO-1), 3.29 acres of Diegan coastal sage scrub (Impact BIO-2), and 0.31 acre of nonnative grassland (Impact BIO-3); (2) directly impact approximately 600 individuals of Palmer's grapplinghook (Impact BIO-4); and (3) impact the coastal California gnatcatcher through the loss of 4.13 acres of suitable habitat for the species (0.84 acres of maritime succulent scrub and 3.29 acres of Diegan coastal sage scrub) (Impact BIO-5).

Construction activities could have indirect impacts on coastal California gnatcatcher resulting from increased noise and dust during construction (Impact BIO-6).

Construction activities that occur during the breeding season could result in significant impacts on nesting birds (Impact BIO-7).

If San Diego fairy shrimp are encountered during wet season sampling or if San Diego fairy shrimp cysts are encountered during dry season surveys and the areas containing the fairy shrimp and/or cysts would be disturbed in association with construction, there would be a significant impact (Impacts BIO-8, BIO-9, and BIO-10).

Threshold 2: Permanent direct impacts on 4.44 acres of sensitive vegetation communities would occur with development of the Wueste Road Pipeline. (Impact BIO-1, Impact BIO-2, and Impact BIO-3)

Threshold 3: The Biological Assessment identified no jurisdictional resources that occur within the proposed impact areas for any of the three pipelines.

Threshold 4: None of the proposed pipelines would fall within or adjacent to a wildlife corridor. In addition, once these pipelines have been installed underground, they would not interfere with the movement of any native resident or migratory fish or wildlife species since no aboveground structures or pump stations are proposed as a part of the Project.

Threshold 5: The impacts on the City of Chula Vista's 100% Preserve and City of San Diego's MHPA were determined to be less than significant and are discussed in more detail below under Threshold 6. The proposed Project would not conflict with any other local policy or ordinance protecting biological resources.

Threshold 6: Direct impacts on the City of San Diego MHPA associated with the impact area for the Wueste Road pipeline would be limited to a 0.34-acre area consisting primarily of pipeline extension within the roadway and disturbance of an adjacent trail; approximately 0.07 acre of coastal sage scrub within the MHPA would be disturbed. A portion of the proposed

impact area for the Wueste Road Pipeline alignment would extend through a 100% Preserve area of the City of Chula Vista's MSCP.

Threshold 7: Implementation of the Project would not result in a cumulatively considerable contribution to the significant loss of biological resources within the regional cumulative impact area.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- adversely affect a federally protected wetland;
- interfere with the movement of fish or wildlife;
- conflict with local policies protecting biological resources;
- conflict with provisions of an adopted plan; or
- result in a cumulatively considerable contribution to significant cumulative biological resources impacts considering past, present, and probable future projects.

Therefore, no mitigation/performance measures are required related to the issues listed above.

Pursuant to State CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project which avoid or substantially lessen the potential for:

- adverse affects on candidate, sensitive, or special-status species; and
- adverse affects on a riparian habitat or other sensitive natural community.

Explanation

Threshold 1: Have an adverse affect on candidate, sensitive, or special-status species?

Wueste Road Pipeline (R2087)

Sensitive Vegetation Communities

As listed in Table 9-3 below, along the Wueste Road Pipeline, the Project would result in direct impacts on a total of 4.57 acres of vegetation communities, including maritime succulent scrub (0.84), Diegan coastal sage scrub (3.29 acres), nonnative grassland (0.31 acres), and eucalyptus woodland (0.13 acres). The impact area would also include 2.67 acres of urban/developed areas associated primarily with the paved Wueste Road. No mitigation is required for impacts on eucalyptus woodland areas in accordance with City of San Diego and City of Chula Vista Standards; therefore, these two communities are not considered sensitive. The unavoidable direct impacts on 4.44 acres of sensitive vegetation communities within the Wueste Road Pipeline impact area, including valley maritime succulent scrub (Impact BIO-1), Diegan coastal sage scrub (Impact BIO-2), and nonnative grassland (Impact BIO-3), would be considered significant

and would require appropriate habitat-based mitigation to reduce them to a level below significance.

Table 9-3. Wueste Road Pipeline Impacts

Habitat Type	Total Acreage within Impact Area	Acreage within MHPA	Acreage within Chula Vista Preserve
Maritime Succulent Scrub	0.84	0.00	0.70
Diegan Coastal Sage Scrub (all types)	3.29	0.07	1.34
Nonnative Grassland	0.31	0.01	0.00
Eucalyptus Woodland	0.13	0.01	0.00
Urban/Developed	2.67	0.25	0.51
<i>Total</i>	<i>7.24</i>	<i>0.34</i>	<i>2.55</i>

Special-Status Plants

No federally or state-listed plant species were detected during the surveys of the Wueste Road Pipeline. Several species listed by the California Native Plant Society (CNPS) were observed within the survey area, and two of these, San Diego sunflower (CNPS List 4) and 600 Palmer's grapplinghook individuals (CNPS List 4), occur within the impact area. Impacts on San Diego sunflower are not considered to be significant as (1) this species is found throughout the Diegan coastal sage scrub and maritime succulent scrub located within and immediately adjacent to the survey area, and (2) the loss of a total of 4.13 acres supporting this species does not represent the loss of a significant percentage of the population of this species in the area. However, impacts on Palmer's grapplinghook is considered significant given that this species is not found throughout the coastal sage scrub and maritime succulent scrub in and surrounding the Project impact area; therefore, the loss of 600 individuals would represent the loss of a significant percentage of the population in the Project area. Impacts on special status plants within the Wueste Road Pipeline impact area would be significant (Impact BIO-4).

Special-Status Wildlife

Focused surveys were conducted for three sensitive wildlife species at the Wueste Road Pipeline survey area: Quino checkerspot butterfly, San Diego fairy shrimp, and coastal California gnatcatcher. These sensitive species are listed as federally endangered or threatened and are known to occur in San Diego County.

The focused surveys identified no Quino species within the survey area. Approximately 0.03 acre of Quino habitat occurs within the impact area for the PRS site; however, the impact area does not support primary constituent elements of Quino critical habitat and provides limited to no potential to support this species. Therefore, implementation of the Wueste Road Alignment and associated PRS impact areas would not result in impacts on Quino.

Focused surveys detected six pairs of coastal California gnatcatcher within the survey area. Direct impacts consist of the loss of 4.13 acres of habitat suitable for the species (0.84 acres of maritime succulent scrub and 3.29 acres of Diegan coastal sage scrub). Loss of this habitat through Project construction is considered a significant direct impact on sensitive wildlife (Impact BIO-5).

Construction activities could have indirect impacts on coastal California gnatcatcher resulting from increased noise and dust during construction. Any indirect impacts on the coastal California gnatcatcher would be considered significant (Impact BIO-6).

Impacts on nesting birds protected by the Migratory Bird Treaty Act (MBTA) and similar provisions of the Fish and Game Code can occur if work is conducted during the breeding season (January through September). There is potential for raptors and other early nesting species such as hummingbirds to initiate nests as early as January. All vegetation located in the vicinity of Wueste Road and the OTWP, native or nonnative, provides habitat that may be used for nesting. Therefore, construction activities that occur during the breeding season could result in significant impacts on nesting birds (Impact BIO-7).

Two road rut basins are located within the impact area for the Wueste Road Pipeline. These areas have the potential to support San Diego fairy shrimp (*Branchinecta sandiegonensis*). Dry season sampling was conducted in 2009 and no distinctive fairy shrimp cysts were found in any of the dirt samples collected. Wet season sampling of these areas is being conducted in winter 2009/2010 to determine presence/absence of fairy shrimp. Initial results indicate that these basins do not hold ponded water long enough for fairy shrimp to develop. If San Diego fairy shrimp are encountered during the wet season sampling and the area containing the fairy shrimp would be disturbed in association with Project construction, this would be considered a significant impact on a sensitive species (Impact BIO-8).

Alta Road Pipeline (R2077)

Sensitive Vegetation Communities

The Alta Road Pipeline impact area would result in impacts on 4.54 acres of urban/developed areas. The only impact area that extends outside of the paved road (but still within habitat mapped as urban/developed) consists of a small portion of the road shoulder south of Otay Mesa Road near the intersection of Otay Mesa Road and Alta Road. This area is devoid of vegetation. Therefore, there would be no impacts on sensitive vegetation communities within the impact area.

Special-Status Plants

No special-status plant species, including federally or state-listed plant species, would be impacted by the Alta Road Pipeline because the impact areas are limited to existing paved roadways and a small portion of the disturbed road shoulder south of Otay Mesa Road near its intersection with Alta Road. Therefore, there would be no impacts on special-status plants.

Special-Status Wildlife

No special-status wildlife species, including federally or state-listed wildlife species, would be directly impacted by the Alta Road Pipeline because the majority of the work would occur within the existing road. There is a small area of bare ground along the edge of Otay Mesa Road that would be impacted; however, this area does not support burrows that may be used by burrowing owls and does not support host or nectar plant species for Quino. Therefore, there would be no direct impacts on these species from installation of this pipeline. In addition, no vegetation would

be removed as a result of installation of this pipeline, so there would be no permanent direct impacts on nesting birds

A road rut basin is located within the impact area for the Alta Road Pipeline. This area containing the basins occurs within existing disturbed road shoulders (but outside of existing paved areas). These areas have the potential to support San Diego fairy shrimp. Wet season sampling of these areas is being conducted in winter 2009/2010 to determine presence/absence of fairy shrimp. Initial results indicate that these basins do not hold ponded water long enough for fairy shrimp to develop. Dry season sampling will occur subsequent to the 2009/2010 wet season sampling. If San Diego fairy shrimp cysts or hatched San Diego Fairy Shrimp are encountered during the 2009/2010 wet season sampling and/or during subsequent dry season sampling and the area containing the fairy shrimp/cysts would be disturbed in association with Project construction, this would be considered a significant impact (Impact BIO-9).

Airway/La Media Road Pipeline (R2058)

Sensitive Vegetation Communities

Construction of the Airway/La Media Road Pipeline would result in impacts on 7.97 acres of urban/developed areas. A staging area is located outside of the paved road (but still within habitat mapped as urban/developed) and is already devoid of vegetation and occurs along the road edge. Therefore, there would be no impacts on sensitive vegetation communities within the impact area.

Special-Status Plants

No federally or state-listed plant species would be impacted by the Airway/La Media Road Pipeline as all work would occur within the existing road. Therefore, no impacts would occur regarding special-status plant species.

Special-Status Wildlife

No federally or state-listed wildlife species would be directly impacted by the Airway/La Media Road Pipeline because the majority of the work would occur within the existing road. There is a small area of bare ground along the edge of La Media Road that would be used as a staging area. This area does not support burrows that may be used by burrowing owls and does not support host or nectar plant species for Quino, so there would be no direct impacts on these species from installation of this pipeline. In addition, no vegetation would be removed as a result of installation of this pipeline. Therefore, there would be no permanent, direct impacts on nesting birds.

Three road rut basins are located in the impact area for the La Media/Airway Road Pipeline. These areas have the potential to support San Diego fairy shrimp. Wet season sampling of these areas is being conducted in winter 2009/2010 to determine presence/absence of fairy shrimp. Initial results indicate that these basins do not hold ponded water long enough for fairy shrimp to develop. Dry season sampling will occur subsequent to the 2009/2010 wet season sampling. If San Diego fairy shrimp cysts or hatched San Diego Fairy Shrimp are encountered during the 2009/2010 wet season sampling and/or during subsequent dry season sampling and the area containing the fairy shrimp/cysts would be disturbed in association with Project construction,

this would be considered a significant impact of the Project on a sensitive species (Impact BIO-10).

Threshold 2: Have an adverse affect on a riparian habitat or other sensitive natural community?

Wueste Road Pipeline (R2087)

Implementation of the Project along the Wueste Road Pipeline would not result in an impact on any riparian habitat identified in local or regional plans. The three road ruts that occur within the proposed impact areas for the Wueste Road Pipeline were found to be devoid of vegetation and listed vernal pool plant species. No distinctive fairy shrimp cysts were found in any of the dirt samples collected during the 2009 dry season sampling. No ostracod shells or other potential aquatic invertebrate remnants or reproductive structures were noted, implying that these pools do not support any aquatic life when water is present. Wet-season sampling for San Diego fairy shrimp is being conducted in winter 2009/2010 along the Wueste Road alignment, although initial results indicate that these basins do not hold ponded water long enough for fairy shrimp to develop. Impacts on road ruts that do not support listed plant or wildlife species are not considered significant.

Several road ruts and a vernal pool complex occur outside of the proposed impact areas for the Wueste Road Pipeline. These basins provide potentially suitable habitat for listed vernal pool species (e.g., San Diego fairy shrimp). There would be no impacts (direct or indirect) by the proposed Project as they are located either a significant distance from the proposed impact areas or they are topographically separated from the proposed impact area such that indirect impacts would not occur (i.e., the vernal pool complex occurs east of an existing berm that is located along the eastern side of Wueste Road and separates and protects the road ruts from the impact areas). Therefore, there would be no impact.

As discussed above under Issue 1, permanent direct impacts on 4.44 acres of sensitive vegetation communities would occur with development of the Wueste Road Pipeline. The mitigation measures listed under Issue 1 would reduce these impacts to less than significant. No other sensitive natural community would be impacted from implementation of the proposed Project.

Alta Road Pipeline (R2077)

Vernal pools were not observed within the Alta Road Pipeline impact areas, and areas that could potentially support vernal pool species (such as fairy shrimp) were not observed within the majority of the impact areas. However, areas supporting ponded water (i.e., road ruts) were observed in the off-road impact area along the southern side of Otay Mesa Road near the intersection of Otay Mesa Road and Alta Road. These basins were not observed to support vernal pool plant indicator species and, therefore, have been classified as road ruts not vernal pools. Wet season fairy shrimp sampling is being conducted in winter 2009/2010 within basins occurring within the one area of impact associated with the Alta Road Pipeline alignment. This area occurs within existing disturbed road shoulders (but outside of existing paved areas). Dry season sampling of these off-pavement impact areas will be conducted subsequent to the 2009/2010 wet season sampling. To date, no fairy shrimp cysts or hatched fairy shrimp have

been found within any of the sampled basins. Impacts on road ruts, lacking listed vernal pool plant and wildlife species, are not considered significant. In addition, as discussed under Issue 1, implementation of the Alta Road Pipeline would not impact any other sensitive vegetation communities. Therefore, there would be no impact.

Airway/La Media Road Pipeline (R2058)

The construction of the Airway/La Media Road Pipeline would not result in impacts on special-status vernal pool plant species or listed fairy shrimp as neither biological resource is present in the road ruts that occur in the impact area outside of the paved road. Therefore, there would be no impact.

Threshold 3: Have an adverse affect on a federally protected wetland?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, PDF/SCP HYD 2, listed below under ***Threshold 1 of Section 9.5 (Hydrology/Water Quality)***, to reduce potential impacts associated with a federally protected wetland.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), Airway/La Media Road Pipeline (R2058)

A general wetland reconnaissance survey was conducted to identify the presence of any jurisdictional wetlands or waters (jurisdictional resources) within the proposed Project impact areas, which would require a formal wetland delineation to be conducted. The wetland survey consisted of visual observations of vegetation types and hydrology to locate areas for evaluation. Then, at each evaluation area it was determined if there was potential for impact from the proposed alignment. If there was no potential for impact, then the resource was identified and discussed in the results, but no formal delineation was conducted.

The Biological Assessment identified no jurisdictional resources within the proposed impact areas for any of the three pipelines. The pipeline alignment for the Wueste Road and Alta Road Pipelines would not extend within areas identified as jurisdictional resources. In the vicinity of the La Media/Airway Road intersection where a jurisdictional resource associated with a culvert exists, the pipeline would be extended underneath the culvert. Therefore, direct impacts on jurisdictional resources would not occur as a result of the proposed Project.

Construction of the pipeline would not result in indirect impacts on jurisdictional resources within the vicinity of the impact area. As discussed in PDF/SCP HYD 2 in Section 4.6 of the EIR, in accordance with the Water Agencies' Standards (WAS), the construction contractor is required to implement plans that will specify stormwater best management practices (BMPs) to minimize downstream water quality degradation from runoff pollution associated with pipeline construction activities. Because standard BMPs would be employed during Project construction to protect biological resources surrounding the Project impact area from runoff, there would be no indirect impact on jurisdictional resources.

Threshold 4: Interfere with the movement of fish or wildlife?**Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)**

None of the proposed pipelines would fall within or adjacent to a wildlife corridor. In addition, once these pipelines have been installed underground, they would not interfere with the movement of any native resident or migratory fish or wildlife species since no aboveground structures or pump stations are proposed as a part of the Project. Therefore, there would be no impact related to this issue.

Threshold 5: Conflict with local policies protecting biological resources?**Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)**

The impacts on the City of Chula Vista's 100% Preserve and City of San Diego's MHPA were determined to be less than significant and are discussed in more detail below under Threshold 6. The proposed Project would not conflict with any other local policy or ordinance protecting biological resources. Therefore, impacts would be less than significant.

Threshold 6: Conflict with provisions of an adopted plan?**Wueste Road Pipeline (R2087)**

Implementation of the Project along the Wueste Road Pipeline would not conflict with the intent of the City of San Diego Multiple Species Conservation Program. Pipelines are considered conditionally compatible uses within the City MHPA (Section 1.4.1 of the City of San Diego MSCP Subarea Plan). As shown in Table 9-3, direct impacts on the City of San Diego MHPA associated with the impact area for the Wueste Road pipeline would be limited to a 0.34-acre area consisting primarily of pipeline extension within the roadway and disturbance of an adjacent trail. As shown in Table 9-3, approximately 0.07 acre of coastal sage scrub within the MHPA would be disturbed. No other native habitats within the City MHPA would be disturbed in association with the proposed pipeline construction. As discussed further under Issue 1, proposed mitigation ratios for impacts on the 0.07 acre of native habitat within the City of San Diego's MHPA are consistent with the Upland Mitigation Ratios of the City of San Diego's Biology Guidelines. Because the proposed construction of the Wueste Road Pipeline within the City MHPA would be confined primarily to the roadway and would result in an impact on only 0.07 acre of coastal sage scrub, implementation of the proposed Wueste Road Pipeline would not conflict with the provisions of the City of San Diego MSCP subarea plan or the MHPA.

Implementation of the Project along the Wueste Road Pipeline would also not conflict with the intent of the City of Chula Vista MSCP. A portion of the proposed impact area for the Wueste Road Pipeline alignment would extend through a 100% Preserve area of the City of Chula Vista's MSCP Subarea Plan. Roads and infrastructure are conditionally compatible uses within the City of Chula Vista 100% Preserve (Section 6.3 of the City of Chula Vista MSCP Subarea Plan). As shown in Table 9-3, a total of 2.04 acres of native habitat (coastal sage scrub and maritime succulent scrub) and 0.51 acre of developed areas within the 100% Preserve area would

be impacted during construction of the proposed Project. All direct and indirect impacts on special status species and sensitive biological resources that are anticipated to result from Project implementation have been analyzed and assigned significance criteria and mitigation in conformance with standard mitigation ratios utilized by the District in establishing the HMA. Immediately following construction in accordance with PDF/SCP HYD 2, a soil stabilizer would be applied for erosion control as a part of the SWPPP. The soil stabilizing materials would include a hydroseed mix consisting of the appropriate native species for hydroseeding in coastal sage scrub and maritime succulent scrub vegetation communities. In addition, following construction the existing road adjacent to the OWTP would continue to be used by the District for periodic maintenance and emergency access, but the remainder of the area east of the roadway within the impact area would be undisturbed in association with District maintenance activities. As a result, native habitat would reestablish in the areas disturbed in association with Project construction. Because the Project impacts would affect 2.04 acres of native habitat adjacent to the existing OWTP that would be mitigated within the District HMA and only the area within the existing dirt road would be used for long-term District maintenance access within the 100% Preserve, the Project would not conflict with the intent of the City of Chula Vista MSCP Subarea Plan. Therefore, impacts related to the conflict or provision of an adopted plan would be less than significant.

Alta Road Pipeline (R2077)

The Alta Road Pipeline would not be in conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there would be no impact.

Airway/La Media Road Pipeline (R2058)

The Airway/La Media Road Pipeline would not be in conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there would be no impact.

Threshold 7: Result in a cumulatively considerable contribution to significant cumulative biological resources impacts considering past, present, and probable future projects?

Cumulative impact analysis is an assessment of how the proposed Project, whose impacts may not be individually significant, could contribute significantly to the total impacts on sensitive resources occurring in the Project vicinity. The geographic context for the analysis of cumulative impacts relative to sensitive biological resources includes the natural habitats within and adjacent to the pipeline construction sites. Chapter 2, "Environmental Setting," includes a list of cumulative projects. Some of the cumulative projects are located in the vicinity of the Project site. Development projects in the eastern portion of Chula Vista include development of Otay Ranch. Development projects within the County include residential subdivisions. These development projects are proposed on vacant land and therefore could impact sensitive vegetation communities similar to those of the proposed Project, such as nonnative grassland, Diegan coastal sage scrub, and maritime succulent scrub. Sensitive species are designated as such because of their scarcity (e.g., threatened and endangered) throughout their habitat ranges.

Therefore, the baseline cumulative impact on sensitive biological resources within and adjacent to the planning area (i.e., regional cumulative impact area) is significant.

Construction of the Wueste Road Pipeline would have the potential to directly and indirectly impact sensitive vegetation communities, special-status plants, and special-status animal species. However, implementation of mitigation measures MM BIO-1 through MM BIO-5 would reduce these Project-related impacts to less-than-significant levels. The mitigation would also be in conformance with the mitigation ratios required by the City of San Diego MSCP Subarea Plans, and mitigation land would be preserved within the District HMA. Therefore, the Project would be consistent with the long-term regional biological resource preservation goals of the MSCP and with the District-wide biological resource preservation goals and the District's HMA. Consequently, with implementation of mitigation measures MM BIO-1 through MM BIO-5, development of the proposed Project would not result in a cumulatively considerable contribution to the loss of sensitive biological resources within the regional cumulative impact area.

The proposed Project would also not contribute to a cumulatively considerable contribution to impacts on biological resources related to the conflict of local policies or adopted plans associated with ongoing development. Preservation of Chula Vista's biological resources is addressed through the implementation of the MSCP, which provides for preservation of large, contiguous areas of habitat in perpetuity. Thus, sensitive resource areas are managed, restored, and/or revegetated for long-term persistence. In general, the MSCP Subarea Plans are designed to address the conservation of biological resources on a regional level. The MHPA for each jurisdiction provides large core areas of biological resources habitat for plant and wildlife species and establishes wildlife corridors and linkages between larger core areas of habitat. The MHPA of each jurisdiction has been linked to the MHPA of other jurisdictions participating in the MSCP with the intent of creating an interconnected regional open space system. The MHPA within the Cities and County are referred to as a "hardline" preserve, which anticipates that cumulative development is allowed outside of the preserve because an adequate amount of habitat will be preserved within the MHPA. The development proposed in the Cities of Chula Vista and San Diego would also need to comply with the requirements of the City and County MSCP related to preservation of habitat and minimizing impacts on biological resources. Because the proposed Project would not conflict with the Cities of Chula Vista or San Diego MSCP and that foreseeable development in the Cities and County would be required to comply with the MSCP, the Project's contribution to the cumulative impacts in the region would be less than significant.

Mitigation/Performance Measures

Implementation of the following performance measures would reduce direct and indirect impacts to sensitive species and habitats to less than significant levels:

The Biological Assessment identified the following biological resource impacts within the Wueste Road Pipeline impact area. The proposed Wueste Road Pipeline would (1) directly impact approximately 0.84 acre of maritime succulent scrub (Impact BIO-1), 3.29 acres of

Diegan coastal sage scrub (Impact BIO-2), and 0.31 acre of nonnative grassland (Impact BIO-3); (2) directly impact approximately 600 individuals of Palmer's grapplinghook (Impact BIO-4); and (3) impact the coastal California gnatcatcher, through the loss of 4.13 acres of suitable habitat for the species (0.84 acres of maritime succulent scrub and 3.29 acres of Diegan coastal sage scrub) (Impact BIO-5). The District shall implement the following measures to reduce these impacts to less-than-significant levels. Table 9-4 provides a summary of the impacts and mitigation measures:

- **MM BIO-1:** A total of 2.52 acres of maritime succulent scrub shall be created within the District's Habitat Management Area (HMA).
- **MM BIO-2:** A total of 6.58 acres of Diegan coastal sage scrub credits shall be deducted from the District's HMA, including 2.53 acres located within designated critical habitat for the coastal California gnatcatcher.
- **MM BIO-3:** Direct impacts on nonnative grassland shall be mitigated at a 0.5:1 ratio for impacts occurring outside the City of San Diego's MHPA (0.30 acre) and a 1.5:1 ratio for impacts occurring within the Multi-Habitat Planning Area (MHPA) (0.01 acres) through the use of available grassland credits within the District's existing HMA.
- **MM BIO-4:** Impacts on 600 individuals of Palmer's grapplinghook is proposed to be mitigated through onsite seed collection and planting of this species in the proposed 2.52-acre maritime succulent scrub revegetation site within the District's HMA.
- **MM BIO-5:** Impacts on coastal California gnatcatchers from loss of maritime succulent scrub and Diegan coastal sage scrub habitat would be mitigated through habitat creation summarized in mitigation measures MM-BIO-1 and MM-BIO-2.

Table 9-4. Summary of Impacts and Mitigation

Habitat Type	Total Acreage within Impact Area	Acreage within MHPA	Acreage within Chula Vista Preserve	Mitigation Ratio	Mitigation Acreage
Wueste Road Pipeline					
Maritime Succulent Scrub	0.84	0.00	0.70	3:1	2.52
Diegan Coastal Sage Scrub (all types)	3.29	0.07	1.34	2:1	6.58
Nonnative Grassland	0.31	0.01	0.00	0.5:1 (outside MHPA) 1.5:1 (inside MHPA)	0.17
Eucalyptus Woodland	0.13	0.01	0.00	N/A	N/A
Urban/Developed	2.67	0.25	0.51	N/A	N/A
Alta Road Pipeline					
Urban/Developed	4.54	0.00	0.00	N/A	N/A
Airway/La Media Road Pipeline					
Urban/Developed	7.97	0.00	0.00	N/A	N/A

Construction activities could create indirect impacts on coastal California gnatcatcher resulting from increased noise and dust during construction. Any indirect impacts on the coastal California gnatcatcher would be considered significant (Impact BIO-6). The District shall implement the following measures to reduce these impacts to less-than-significant levels.

- **MM BIO-6a:** All construction activities associated with the construction of the PRS shall be conducted outside of the breeding season (February 15–August 31) to avoid potential indirect impacts on the coastal California gnatcatcher.
- **MM BIO-6b:** Indirect impacts from dust shall be managed through the use of water trucks and other reasonable methods of dust control during Project activities. Specific dust control measures to be used during construction are listed under PDF/SCP AQ 1 above.

Impacts on nesting birds protected by the MBTA and similar provisions of the Fish and Game Code can occur if work is conducted during the breeding season (January through September). There is potential for raptors and other early nesting species such as hummingbirds to initiate nests as early as January. All vegetation located in the vicinity of Wueste Road and the OTWP, native or nonnative, provides habitat that may be used for nesting. Therefore construction activities that occur during the breeding season could result in significant impacts on nesting birds (Impact BIO-7).

- **MM BIO-7a: Pre-construction Survey**
If vegetation removal is to be conducted during the breeding season (January through September), pre-construction surveys shall be conducted to determine if any birds protected by the MBTA and similar provisions of the Fish and Game Code are nesting within or immediately adjacent to any vegetation that will be removed within the impact area. If a nest is found, methods shall be implemented to avoid impacts. Methods shall consist of a no-work buffer zone placed around the nest until the adults are no longer using it or the young have fledged. The specific buffer width shall be determined by a qualified biologist at the time of discovery. The buffer width will vary based on site conditions and type of work to be conducted.
- **MM BIO-7b: Monitoring**
A qualified biologist shall monitor vegetation removal if conducted during the breeding season. Impacts shall be kept to a minimum and direct impacts on habitat shall only occur within the final approved impact area.
Road rut basins are located in the impact area for all three pipelines. If San Diego fairy shrimp are encountered during wet season sampling for all three pipelines or if San Diego fairy shrimp cysts are encountered during dry season surveys for Alta Road and Airway/La Media Roads, and the area containing the fairy shrimp and/or cysts would be disturbed in association with Project construction, there would be a significant impact on a sensitive species for all three pipelines (Impact BIO-8, Impact BIO-9, and Impact BIO-10). If San Diego fairy shrimp and/or cysts are encountered as a part of ongoing sampling

the following mitigation measure shall be implemented to mitigate for impacts Impact BIO-8, Impact BIO-9, and Impact BIO-10:

- **MM BIO-8/MM BIO-9/MM BIO-10:**

If San Diego Fairy Shrimp and/or cysts are encountered as a part of ongoing sampling of the Wueste Road, Alta Road, and Airway/La Media Road Pipelines the District shall prepare a vernal pool creation/enhancement program to mitigate for impacts on road ruts containing cysts. A vernal pool creation/enhancement plan shall be prepared, in coordination with the USFWS, which will identify the required mitigation area, mitigation site location, and success criteria.

Residual Impacts after Mitigation

No residual impacts would remain after implementation of the mitigation/performance measures listed above.

9.3 Cultural Resources

Thresholds of Significance

Thresholds used to evaluate potential impacts on cultural resources are based on applicable criteria in the State CEQA Guidelines (CCR §§15000-15387), Appendix G. A significant impact on cultural (historical and/or archaeological) resources would occur if the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
2. Would cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
4. Disturb any human remains, including those interred outside of formal cemeteries.
5. Contribute considerably to significant cumulative cultural resources impacts considering past, present, and probable future projects.

Impacts

Threshold 1: Site surveys and record searches reveal no historical resources present on the Project site.

Threshold 2: The potential for subsurface archaeological deposits cannot be categorically excluded, and therefore all three APEs are considered to be moderately sensitive for cultural

resources. Impacts related to the potential for subsurface archaeological deposits would be significant. (Impact CUL-1)

Threshold 3: Proposed construction of the pipelines would require subsurface excavation of at least 6.5 feet. Construction activities associated with the Project that disturb the underlying Otay Formation would be considered to have a potential adverse impact on paleontological resources. (Impact CUL-2)

Threshold 4: Native American remains could be discovered during ground disturbance including grading, trenching, excavation, etc., associated with construction of the proposed pipelines. (Impact CUL-3)

Threshold 5: After mitigation is implemented at the project level, the Project's incremental contribution to cumulative projects would be less than cumulatively considerable and is therefore not significant.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- cause a substantial change in the significance of a historical resource; or
- result in a cumulatively considerable contribution to significant cumulative cultural resources impacts considering past, present, and probable future projects.

Therefore, no mitigation/performance measures are required related to the issues listed above.

Pursuant to State CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project which avoid or substantially lessen the potential for the Project to:

- cause a substantial change in the significance of an archaeological resource;
- destroy a unique paleontological resource; or
- disturb human remains.

Explanation

Threshold 1: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Archival research in the form of a site records and literature search was conducted to assess the likelihood of historical resources being present on the Project site. A pedestrian survey was also conducted to document current conditions and assess the potential for subsurface archaeological deposits in the areas of potential effect (APEs). Results of this analysis are provided below.

The site records and literature search of the California Historical Resource Information System database was performed in two phases, the first on July 21, 2009, and the second on December 3, 2009. The results of the literature search indicate that at least 54 studies have been performed within 0.25 mile of the three APEs. Similarly, the site records search listed 28 prehistoric and/or historic sites and 10 prehistoric isolated artifacts within 0.25 mile of the three APEs. A pedestrian survey of the Project alignments was conducted on August 14 and December 9, 2009. The Project APEs were found to have been highly disturbed by modern development. Results of the pedestrian survey for Wueste, Alta, and Airway/La Media Roads are summarized below.

Wueste Road Pipeline (R2087)

The Wueste Road segment includes both the paved road and a dirt maintenance road running parallel to the western fence of the water treatment plant. Although several historic trash scatters have been recorded within 0.25 mile of this APE, no prehistoric or historic artifacts were observed, only modern trash. Because results of the pedestrian survey were negative, construction and operation of the proposed Wueste Road Pipeline alignment would not result in impacts on historical resources.

Alta Road Pipeline (R2077) and Airway/La Media Road Pipeline (R2058)

The Alta Road and Airway/La Media Road APEs are parallel to the paved roads but within the public rights-of-way (ROWs). Prehistoric sites have been recorded within 0.25 mile of both APEs. Generally these can be characterized as sparse, diffused, lithic scatters that the San Diego archaeological literature refers to as the “Otay smear.” This portion of Otay Mesa has an abundance of Eocene cobbles that prehistoric populations found desirable for flaked tool production. Many cobbles were sampled by striking off one or more flakes, only to be immediately discarded as unsuitable. As a result, much of the mesa can be considered an unspecialized quarry site. Both APEs on the mesa, however, have been disturbed by road construction and maintenance activities, and, again, no cultural resources were observed during the survey of these segments, only modern trash. Therefore, construction and operation of the proposed Alta Road and Airway/La Media Road Pipeline alignments would not result in impacts on historical resources.

Threshold 2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

As discussed under Issue 1, the results of the pedestrian surveys were negative despite the fact that cultural resources had been recorded on or near all three APEs. All three APEs are characterized by modern disturbances associated with construction of roadways and structures that could have destroyed any resources on the surface that may have been present. However, the potential for subsurface archaeological deposits cannot be categorically excluded, and therefore all three APEs are considered to be moderately sensitive for cultural resources. Impacts related to the potential for subsurface archaeological deposits would be significant (Impact CUL-1).

Threshold 3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The Project site is mapped as primarily underlain by fossiliferous sedimentary rocks of the Otay Formation. Fossils in this formation were discovered during recent development in the EastLake area including well-preserved remains of a diverse assemblage of terrestrial vertebrates such as tortoise, birds, and rodents. Based on these recent discoveries, the Otay Formation is now considered to be the richest source of late Oligocene terrestrial vertebrates in California (Demere and Walsh 1993). A paleontological resource mitigation program conducted for the Rowland-Otay Mesa Auto Transfer project, located 0.25 mile east of the proposed Project, resulted in the discovery of three general fossil localities San Diego Natural History Museum (SDSNH) Locality 5964, 5965, and 5966. Fossils recovered from the Rowland-Otay Mesa Auto Transfer project site include algal cysts of charophytes, steinkerns and shells of freshwater and terrestrial snails, lizard jaw and scute fragments, and isolated mammal teeth and mammalian skeletal elements (Demere 2007).

Proposed construction of the pipelines would require subsurface excavation of at least 6.5 feet. Construction activities associated with the Project that disturb the underlying Otay Formation would be considered to have a potential adverse impact on paleontological resources. As a result, impacts on paleontological resources could occur from implementation of the proposed Project. This would be a significant impact (Impact CUL-2).

Threshold 4: Disturb any human remains, including those interred outside of formal cemeteries?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Although unlikely, Native American remains could be discovered during ground disturbance including grading, trenching, excavation, etc., associated with construction of the proposed pipelines. As a result, the potential to disturb human remains could occur from implementation of the proposed Project. This would be a significant impact.

Threshold 5: Result in a cumulatively considerable contribution to significant cumulative cultural resources impacts considering past, present, and probable future projects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

A site records search listed 28 prehistoric and/or historic sites and 10 prehistoric isolated artifacts within 0.25 mile of the three APEs; however, the pedestrian survey conducted for this Project found the APEs to have been highly disturbed by modern development and no cultural resources were observed during the survey of these segments. Nevertheless, archaeological resources, paleontological resources, and human remains may be encountered during construction excavation activities for the proposed Project. When the proposed Project's potential to impact a

significant cultural resource is combined with past, present, and reasonably foreseeable future projects, as listed in Chapter 2, “Environmental Setting,” a cumulatively considerable impact would occur. However, the proposed Project would mitigate all impacts on cultural resources to a level less than significant (see mitigation measures MM CUL-1 through MM CUL-3). This mitigation is commonly incorporated into projects within San Diego County and is sufficient to reduce project-level impacts on cultural resources to less-than-significant levels. After mitigation is implemented at the project level, the Project’s incremental contribution to cumulative projects would be less than cumulatively considerable and is therefore not significant.

Mitigation/Performance Measures

Implementation of the following performance measures would reduce impacts to potential cultural resources to a less than significant level:

Based on the above evaluation, there is a possibility of encountering buried cultural resources during trenching operations. The District shall implement the following measures to reduce impacts on potential archaeological resources to a less-than-significant level.

- **MM CUL-1a:** During the design phase for CIP R2087, R2077, and R2048, available data shall be reviewed by the District on the depth of fill below existing roads in which pipelines would be installed. If such review indicates that native soils would not be disturbed by pipeline trenching activities, then cultural resources monitoring shall not be required for those CIP projects, and this determination shall be documented by the District in accordance with CEQA requirements. Potential disturbance of native soils would only occur where the pipeline alignment would extend outside of a roadway. If it is determined that native soils would be disturbed by pipeline trenching activities, then a cultural resources monitoring program shall be implemented in accordance with mitigation measures MM CUL-1b and MM CUL-1c.
- **MM CUL-1b: Prior to Start of Construction**
 - A. *Construction Plan Check:* Prior to the first preconstruction meeting, the District shall include the requirements for cultural resources monitoring on the appropriate construction documents.
 - B. *Submittal of Letters of Qualification to the District:* Prior to any construction activities or ground-disturbance, the Contractor shall submit a letter of verification to the District identifying the Qualified Archaeologist (Archaeologist) for the Project and the names of all persons involved in the cultural resources monitoring program. The Archaeologist shall be required to monitor all ground-disturbing activities that involve impacts on native soils. Potential disturbance of native soils would only occur where the pipeline alignment would extend outside of a roadway
 - C. *Attendance at Preconstruction Meetings:* Prior to beginning any work that requires monitoring, the District shall arrange a Preconstruction Meeting with the Archaeologist, District’s Construction Manager (CM), Resident Engineer (RE), District’s Inspector (DI), if appropriate, and the District. The Archaeologist shall

attend any grading/excavation-related Preconstruction Meetings to make comments and/or suggestions concerning the Cultural Resources Monitoring program with the CM. If the Archeologist is unable to attend the Preconstruction Meeting, the District shall schedule a focused Preconstruction Meeting with the District, the Archeologist, RE, CM, or DI, if appropriate, prior to the start of any work that requires monitoring.

1. The Archeologist shall (at that meeting or subsequently) submit to the District's CM a copy of the site/grading plan that identifies areas to be monitored.
2. The Archeologist shall coordinate the construction schedule with the construction supervisor and the District to identify when and where monitoring is to begin, including the start date for monitoring.

- **MM CUL-1c: During Construction**

A. The Archeologist shall be present during grading/excavation and shall document such activity on a standardized form. A record of monitoring activity shall be submitted to the District each month and at the end of monitoring.

B. *Discovery Notification Process:*

- In the event of a discovery, the Archeologist shall direct the contractor to temporarily divert construction activities away from the area of discovery and then shall notify the Contractor and the District's CM, as appropriate.
- The Archeologist shall immediately notify the District's CM by phone of the discovery, and shall also submit written documentation to the District within 24 hours by fax or email with photos of the resource in context, if possible.
- The District shall consult with the Archeologist to consider means of avoiding or reducing ground disturbance within the archaeological site boundaries, including minor modifications of Project footprints, placement of protective fill, establishment of a preservation easement, or other means.

C. *Determination of Significance*

- The Archeologist shall evaluate the significance of the resource and shall immediately notify the District's CM by phone to discuss significance determination and shall also submit a letter to the District indicating whether additional mitigation is required.
- If the resource is determined to be significant, the Archeologist shall prepare a scope and cost to recover and process the discovery. Written approval must be obtained from the District before work can proceed. Impacts on significant resources must be mitigated before ground-disturbing activities in the area of discovery are allowed to resume.
- If the resource is not significant, the Archeologist shall submit a letter to the District indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

D. *Site Collection*

- If development cannot avoid ground disturbance within the archaeological site boundaries, then the District shall implement the measures listed below. The

District shall be notified by the Archaeologist when the discovered resources have been collected and removed from the site for evaluation, at which time the District's CM shall direct work to continue in the location of the discovery.

1. A research design and archaeological data recovery plan shall be prepared that will capture those categories of data for which the site is significant, and the data recovery plan will be implemented. The significance of the discovered resources shall be determined in consultation with the Native American representative, as appropriate.
 2. If, in the opinion of the Archaeologist and in light of the data available, the significance of the site is such that data recovery cannot capture the values that qualify the site for inclusion in the CRHR, then the District shall reconsider Project plans in light of the high value of the resource, and implement more substantial Project modifications that would allow the site to be preserved intact, such as redesign, placement of fill, or relocation or abandonment. If no such measures are feasible, then the impact shall be considered significant and unavoidable.
 3. If the site contains human remains, as part of the data recovery plan, appropriate parties shall be consulted, such as the Medical Examiner, NAHC, MLD, and/or San Diego Museum of Man. Such consultation may include a pre-excavation agreement with the MLD.
 4. Appropriate technical analyses shall be performed, and a report shall be prepared and filed with the San Diego Information Center, with provision for the permanent curation of recovered resources, as follows:
 - The Archaeologist shall, in consultation with the Native American Representative, ensure that all significant cultural resources collected are cleaned, catalogued, and analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; that specialty studies are completed, as appropriate; and that, following legal transfer to a federally recognized curation facility, a letter of acceptance from the curation institution has been submitted to the District.
- **MM CUL-2:** Reduce the potential to affect significant paleontological resources beneath the surface of the site.

Because the Project site is entirely developed, there is no opportunity to either survey or conduct limited excavations to determine if paleontological deposits are present. The alternative is to implement the following Mitigation Monitoring and Reporting Program (MMRP) to ensure qualified personnel are present during construction excavation to handle any accidental discoveries.

The District shall complete the following prior to site construction:

Prior to issuance of any permit that could directly affect paleontological resources, the District shall assure that all elements of the MMRP are performed as stipulated by a

Qualified Paleontologist. The District shall also require that the following steps be taken to determine (1) the presence of paleontological resources and (2) the appropriate mitigation for any significant resources that may be affected by a development activity. Paleontological resources may range from a single fossil specimen to extensive fossil shell beds.

Monitoring and Reporting

Because the Project site is fully built out, paleontological mitigation monitoring will be required and shall be conducted in accordance with the following provisions and components:

I. Prior to Start of Construction

A. *Construction Plan Check*

- Prior to the first preconstruction meeting, the District shall include the requirements for paleontological monitoring on the appropriate construction documents.

B. *Submittal of Letters of Qualification to the District*

- Prior to any construction activities or ground-disturbance the Contractor shall submit a letter of verification to the District identifying the Principal Investigator (PI) for the Project and the names of all persons involved in the paleontological monitoring program. If applicable, individuals involved in the monitoring program must have completed the 40-hour Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) training and have current certification.

C. *Verification of Records Search*

- The PI shall provide verification to the District that a site-specific paleontological records search (1-mile radius) has been completed. Verification shall include, but not be limited to, a copy of a confirmation letter from the San Diego Natural History Museum fossil locality database.
- The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

D. *PI Attendance at Preconstruction Meetings*

- Prior to beginning any work that requires monitoring, the District shall arrange a Preconstruction Meeting with the PIs, the District's Construction Manager (CM) Resident Engineer (RE), the District's Inspector (DI), if appropriate, and the District. The Qualified Paleontologist shall attend any grading/excavation-related Preconstruction Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM. If the PI is unable to attend the Preconstruction Meeting, the District shall schedule a focused Preconstruction Meeting with the District, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.

E. Paleontological Monitoring Plan

- Prior to the start of any work that requires monitoring, the PI shall submit for approval by the District a Paleontological Monitoring Plan that describes how the monitoring would be accomplished. The Paleontological Monitoring Plan shall provide a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 by 17 inches) for the District that identifies the areas to be monitored, including the delineation of grading/excavation limits.
- The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).
- Prior to the start of any work, the PI shall also submit a construction schedule to the District through the District's CM indicating when and where monitoring will occur.
- The PI may submit a detailed letter to the District 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 that 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.

II. During Construction

A. Monitor Present during Grading/Excavation/Trenching

- The paleontological monitor shall be present fulltime during grading/excavation/trenching activities that could result in impacts on paleontological resources as identified on the PME. The Contractor is responsible for notifying the District's CM of changes to any construction activities.
- The paleontological monitor shall document field activity via the Consultant Site Visit Record (CSV). CSVs shall be faxed by the Contractor to the District's CM the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries.
- The potential exists that portions of the construction trench beneath a roadway would be disturbed in association with past road construction and existing pipeline construction. Once the PI has monitored construction activities, the PI may reduce the amount of monitoring required if the preservation conditions within the trench are poor.

B. Discovery Notification Process

- In the event of a discovery, the paleontological monitor shall direct the contractor to temporarily divert construction activities away from the area of discovery and then shall notify the Contractor and the District's CM, as appropriate.
- The paleontological monitor shall then notify the PI (unless monitor is the PI) of the discovery.

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

C. Determination of Significance

- The PI shall evaluate the significance of the resource and shall immediately notify the District's CM by phone to discuss significance determination and shall also submit a letter to the District indicating whether additional mitigation is required.
- If the resource is determined to be significant, the PI shall prepare a scope and cost to recover and process the discovery. Written approval must be obtained from the District before work can proceed. Impacts on significant resources must be mitigated before ground-disturbing activities in the area of discovery are allowed to resume.
- If the resource is not significant, the PI shall submit a letter to the District 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.

III. Post Construction

A. Submittal of Draft Monitoring Report

- The PI shall submit two copies of the Draft Monitoring Report (even if negative) describing the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to the District's CM for review and approval within 90 days following the completion of monitoring.
- The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during monitoring and submit the forms to the San Diego Natural History Museum.
- The PI shall incorporate District comments and prepare a Final Paleontological Monitoring Report.

B. Handling of Fossil Remains

- The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
- The PI shall be responsible for ensuring that the fossil collection and all associated documentation are legally transferred to a qualified repository within San Diego County.
- If human remains are encountered, then the District shall implement the following measures to reduce impacts on the disturbance of human remains to a less-than-significant level.

- **MM CUL-3a:** The District shall implement the provisions of California Health and Safety Code 7050.5 and PRC 5097.98, which establish procedures to be followed if Native American or other skeletal remains are discovered during construction of a

project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

- **MM CUL-3b:** If the presence of human remains is revealed in future resource significance assessments, consultation with relevant Native American groups or individuals by the District shall be required, and appropriate disposition measures shall need to be determined in consultation with these representatives. Measures for disposition shall include the following elements:
 - If human remains are identified or suspected, the monitor shall immediately notify the PI who, in turn, shall notify the Medical Examiner's (ME) office. If the ME, in consultation with the PI, determines that the remains are Native American, then the ME shall contact the NAHC. The NAHC shall then identify MLD candidates. The PI shall initiate consultation with the MLD(s) before activity continues at the site of discovery. The PI and MLD shall establish a mutually agreed upon protocol for processing the remains, associated grave goods, and sacred objects as well as the analysis and ultimate disposition of these materials. Following completion of applicable analyses, the human remains and any other items of interest shall be repatriated to the MLD. Written verification of repatriation from the MLD shall complete this mitigation measure.

Residual Impacts after Mitigation

No residual impacts would remain after implementation of the mitigation/performance measures listed above.

9.4 Geology and Soils

Thresholds of Significance

Thresholds used to evaluate potential geology and soils impacts are based on applicable criteria in the State CEQA Guidelines (CCR §§15000-15387), Appendix G. A significant geology and soils impact would occur if the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - a) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42);
 - b) strong seismic ground shaking;
 - c) seismic-related ground failure, including liquefaction;
 - d) landslides; or
 - e) tsunamis and seiches.

2. Result in substantial soil erosion or the loss of topsoil.
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, potentially resulting in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
5. be on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
6. Result in a cumulatively considerable contribution to significant cumulative geology/soils impacts considering past, present, and probable future projects.

Impacts

Threshold 1: The proposed Wueste Road, Airway/La Media Road, and Alta Road Pipelines could be subject to damage from: (1) ground shaking; (2) liquefiable soils; and (3) landslides. (Impact GEO-1).

Threshold 2: A portion of the Wueste Road Pipeline would be located within areas characterized by vacant land outside of the roadway.

Threshold 3: The proposed Wueste Road, Airway/La Media Road, and Alta Road Pipelines could be subject to damage from (1) corrosive soils and (2) unstable soils. (Impact GEO-2).

Threshold 4: Project soils are expected to have a moderate to high potential for expansion. Expansion of soils can lead to damage to foundations and engineered structures. (Impact GEO-3).

Threshold 5: The Project does not propose to implement septic tanks.

Threshold 6: The developed nature of the Project site and the type of project limits the ways in which other projects could combine with the Project to result in cumulative geological impacts. Therefore, the proposed Project is not expected to make a cumulatively considerable contribution to geologic hazard exposure in the County of San Diego.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- result in soil erosion;
- be incapable of supporting septic tanks; or

- cumulatively considerable contributions to significant cumulative cultural resources impacts considering past, present, and probable future projects.

Therefore, no mitigation/performance measures are required.

Pursuant to State CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project which avoid or substantially lessen the potential for the Project to:

- expose people or structures to potential adverse seismic effects;
- be located on unstable soil; or
- be located on expansive soil.

Explanation

Threshold 1: Expose people or structures to potential substantial adverse effects of a rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, landslides, tsunamis or seiches.

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, the following PDF/SCP to reduce potential impacts associated with exposure to seismic-related hazards.

PDF/SCP GEO 1: A comprehensive geotechnical evaluation, including subsurface exploration and laboratory testing, will be performed prior to construction of structural improvements.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Faulting and Seismicity

The Project consists of the implementation of three pipeline segments and would not place structures on a site that contains active faults. The closest known major fault is the Rose Canyon Fault, approximately 11 miles west of the Project site. The Project has a moderate potential for strong ground motions due to earthquakes on nearby active faults. Lurching or cracking of the ground surface as a result of nearby seismic events is possible; however, ground surface rupture due to active faulting is not considered likely in the Project vicinity due to the absence of any known active fault underlying the site. The Project has a moderate potential to experience ground shaking. Potential damage to the pipelines from ground shaking would be a significant impact.

Liquefaction

Based on the generally dense nature of the subsurface materials and the absence of groundwater, the potential for liquefaction at the Project is not a design consideration. However, alluvial soils near the southern end of the Lower Otay Reservoir may be subject to static settlement of liquefaction during a nearby seismic event. As a result, the potential exists that the proposed Wueste Road Pipeline could be subject to damage from liquefaction. Impacts related to the

exposure of the structures associated with the Wueste Road Pipeline to potential substantial adverse effects from liquefaction would be significant.

Landslides

Based on the City of San Diego Geologic Hazards Map (2008), mapped portions of the Project site have a low to moderate risk for landsliding. Portions of the Project are mapped as being moderately susceptible to landslides; however, no landslides have been observed in and around the Project site. Therefore, the potential for landslides is considered low. Because portions of the Project site in the vicinity of the northern area of the Airway Road/La Media Pipeline would be susceptible to damage from landslides, the potential for damage to the pipelines is considered a significant impact.

Tsunamis

Based on Project's inland location and elevation, the potential for a tsunami is considered low. Therefore, impacts would be less than significant.

Seiches

Based on the topography surrounding Otay Lakes it is not anticipated that seiches in the Lower Otay Reservoir would affect the proposed Project pipeline within Wueste Road. The water level in the Lower Otay Reservoir is typically below the surrounding banks. In addition the Lower Otay Reservoir was designed to accommodate surface waters associated with seismic events. As a result, it is not anticipated that a seiche in the Lower Otay Reservoir would cause inundation of surrounding areas. Therefore, impacts would be less than significant.

Threshold 2: Result in substantial soil erosion or the loss of topsoil?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project involves the implementation of new underground pipeline segments within alignments that are currently characterized primarily by paved roads. The potential for loss of soils due to further development of the Project site is considered low since the Project is within paved roadways, and soils along the roadways are not in their natural state. Therefore, the proposed Project would result in a less-than significant impact related to substantial erosion or loss of topsoil.

A portion of the Wueste Road Pipeline would be located within areas characterized by vacant land outside of the roadway. However, this area is not in a completely natural state and is close to the existing Treatment Plant. Therefore, it is not anticipated that construction of the pipeline would result in a substantial loss of topsoil in this portion of the alignment. Consequently, impacts on top soil associated with construction of this portion of the Wueste Road Pipeline would be less than significant.

Threshold 3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, potentially resulting in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, PDF/SCP GEO 1, listed under ***Threshold 1*** above to reduce potential impacts associated with unstable soil.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Surface and near-surface soils at the Project site are mapped as Young Alluvial Deposits, Alluvial Deposits, and units of the Otay Formation. Geotechnical constraints include hydrocollapse and soft ground, which are found within the active alluvial areas near the southern end of the Lower Otay reservoir. The alluvial soils near the southern end of the Lower Otay Reservoir in the vicinity of the Wueste Road Pipeline may also be subject to static settlement or liquefaction during a nearby seismic event. Therefore, impacts related to the exposure of the structures associated with the Wueste Road Pipeline to potential substantial adverse effects from unstable soils would be significant.

In addition, based on previous work in the vicinity of the Project site, the soils in the vicinity of each of the three proposed pipelines may be corrosive. Impacts related to the exposure of the structures associated with each pipeline to potential substantial adverse effects from corrosive soils would be significant.

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

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, PDF/SCP GEO 1, listed under ***Threshold 1*** above to reduce potential impacts associated with expansive soil.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Based on previous work within the Project vicinity, Project soils are expected to have a moderate to high potential for expansion. Expansion of soils can lead to damage to foundations and engineered structures. Impacts related to the exposure of the structures associated with each pipeline to potential substantial adverse effects from expansive soils would be significant.

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

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The Project does not propose to implement septic tanks. Therefore, there would be no impact regarding to this issue.

Threshold 6: Result in a cumulatively considerable contribution to significant cumulative geology/soils impacts considering past, present, and probable future projects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Potential cumulative impacts on geology and soils would result from projects that combine to create unstable geologic conditions or substantially contribute to soil erosion. The County of San Diego is subject to known seismic hazards, including surface rupture along active faults and strong seismic ground shaking, and to risks such as seismically induced liquefaction and ground failure. Throughout California, seismic risks are mitigated through a combination of hazard avoidance and building code standards. However, it is not possible to achieve complete avoidance of regionally pervasive hazards such as seismic ground shaking. In addition, while current building code standards are intended to ensure that buildings survive the earthquake event without life-threatening structural damage, they cannot offer complete risk projection. As a result, in San Diego County, as in many parts of California, there is an existing cumulative impact related to exposure of structures and persons to seismic hazards.

However, the proposed Project does not involve structures for human occupancy, so it would not directly increase residential seismic risk exposure or the number of persons exposed to seismic risks. The Project focuses on the implementation of three pipeline segments and, as discussed above, would not result in significant impacts related to geological hazards or soil erosion. The developed nature of the Project site and the type of project limits the ways in which other projects could combine with the Project to result in cumulative geological impacts. Therefore, the proposed Project is not expected to make a cumulatively considerable contribution to geologic hazard exposure in the County of San Diego.

Mitigation/Performance Measures

Implementation of the following performance measures would reduce impacts to potential paleontological resources to a less than significant level:

- **MM GEO-1:** Prior to construction of the proposed pipelines the District shall conduct a geotechnical investigation, including subsurface investigation, based on final design that will identify specific measures to address geotechnical hazards. Measures that could be used to address geotechnical hazards from liquefaction, land sliding, and ground shaking are: proposed pipelines shall be designed by a Civil Engineer to minimize impacts from strong ground shaking in the event of an earthquake on a nearby fault. They may also include, but not be limited to, the following.

- **Ground Shaking:** The proposed pipelines shall be designed by a Civil Engineer in accordance with standard pipeline design methods to minimize impacts from strong ground shaking in the event of an earthquake on a nearby fault.
 - **Liquefaction:** Although alluvial soils near the southern end of the Lower Otay Reservoir may be subject to settlement from liquefaction during a nearby seismic event, this would not preclude development of the proposed structures. The following recommendations may be implemented during construction to mitigate this condition: removal and replacement of soils susceptible to static settlement or liquefaction, densification of the soil, or lowering of the groundwater table.
 - **Landsliding:** If landsliding is encountered during construction the following may be implemented during construction to mitigate this condition: removal of the slide masses and their replacement with engineered fill, the placement of buttress fills, or a combination of these recommendations.
- **MM GEO-2:** Prior to construction of the proposed pipelines the District shall conduct a geotechnical investigation including subsurface investigation based on final design that will identify specific measures to address geotechnical hazards. Measures that could be identified to address geotechnical hazards from hydrocollapse, settlement, and corrosive soils may include, but are not limited to, the following:
 - **Hydrocollapse:** Although soils near active alluvial channels (low areas) of the Project may be subject to hydrocollapse, this would not preclude development of the proposed pipelines. The following recommendations may be implemented during construction to mitigate this condition: removal and replacement of soils susceptible to hydrocollapse, densification of these soils, or lowering of the groundwater table.
 - **Soft Ground/Settlement:** Soils in areas with soft ground or loose soils in the area of the proposed Project may be subject to settlement. The following recommendation may be implemented during construction to mitigate for this condition: removal and/or replacement of soils as engineered compacted fill.
 - **Corrosive Soils:** If there are corrosive soils on site, a Corrosion Engineer shall review proposed improvements and assist in the design of improvements in contact with the soils.
 - **SCS&T Geotechnical Investigation Measures:** The District shall implement measures identified in the February 3, 2010, SCS&T study that address unstable soils (see Appendix E-2 to this draft EIR). The measures identified in the SCS&T study shall be incorporated into the final design of the pipelines.
 - **MM GEO-3:** Prior to construction of the proposed pipelines the District shall conduct a geotechnical investigation, including a subsurface investigation, based on final design that will identify specific measures to address geotechnical hazards. Measures that could be identified to address geotechnical hazards from expansive soils may include, but are not limited to, the following:
 - **Expansive Soils:** Expansive soils may lead to damage to foundations and engineered structures. The following measures may be implemented to mitigate this condition: the soils could be recovered from distressed sensitive areas and placed in deeper fill

- areas, the soils could be excavated and removed from the site, or they could be treated to mitigate their potential for erosion.
- **SCS&T Geotechnical Investigation Measures:** The District shall implement measures identified in the February 3, 2010, SCS&T study that address expansive soils (Appendix E-2 to this draft EIR). The measures identified in the SCS&T study shall be incorporated into the final design of the pipelines.

Residual Impacts after Mitigation

No residual impacts would remain after implementation of the PDF/SCP and mitigation/performance measures listed above.

9.5 Hazards and Hazardous Materials

Thresholds of Significance

Thresholds used to evaluate potential impacts on energy resources are based on applicable criteria in the State CEQA Guidelines (CCR §§15000-15387), Appendix G. A significant impact on energy resources would occur if the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.
4. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
5. Be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, if the Project would result in a safety hazard for people residing or working in the Project area.
6. Be located within the vicinity of a private airstrip if the Project would result in a safety hazard for people residing or working in the Project area.
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
8. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

9. Result in a cumulatively considerable contribution to significant cumulative cultural resources impacts considering past, present, and probable future projects.

Impacts

Threshold 1: The District currently distributes recycled wastewater treated at the RWCWRF that meets CCR Title 22 requirements for reuse and the proposed pipelines would provide an extension of these services to customers in the Otay Mesa Service Area; therefore, operation would not create hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed Project would involve transport of hazardous materials such as diesel fuel, oils, and solvents to the construction site, but the transport, use, and disposal of hazardous materials would adhere to all USDOT requirements.

Threshold 2: The Wueste Road Pipeline would be located in proximity to the Lower Otay Reservoir, which is a potable water reservoir. However, the District will incorporate features into the design of the pipeline to ensure that potential discharge from a breached pipeline would be minimized.

Threshold 3: The pipelines would be located underground and the recycled water would not represent a potential hazard to a school in the case of a pipeline breach because it would be treated in accordance with CCR Title 22 standards. The transport, use, and disposal of hazardous materials would adhere to all USDOT requirements and emissions would be minimized.

Threshold 4: The proposed Project alignments would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and it is standard District procedure to conduct an additional database search prior to ground disturbance.

Threshold 5: The proposed Project's Airway/La Media Road Pipeline would be located approximately 0.25 mile from the Brown Field Municipal Airport. However, the Project would require underground construction activity such as trenching within existing roadways and therefore would not create a safety hazard near a public airport.

Threshold 6: There are no private airports within the vicinity of the proposed Project.

Threshold 7: Construction of the proposed Project would involve lane closures that may temporarily interfere with emergency response vehicles. However, design features will be incorporated into a traffic control plan to ensure that access is provided through the area during construction.

Threshold 8: The proposed Project would involve extension of underground, recycled water pipelines. These pipelines would not be subject to damage from wildfires.

Threshold 9: Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not result in a cumulatively considerable contribution to impacts related to hazards/hazardous materials within the cumulative impact area.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- affect the public or environment through transport, use, or disposal of hazardous materials;
- affect the public or environment through accidental release of hazardous materials;
- result in hazardous emissions or require handling hazardous materials near a school;
- be located on a hazardous materials site;
- create a safety hazard near a public airport;
- create a safety hazard near a private airport;
- affect emergency response or evacuation plans;
- result in increased risk from wildland fires; or
- result in a cumulatively considerable contribution to significant cumulative cultural resources impacts considering past, present, and probable future projects.

Therefore, no mitigation/performance measures are required. Design features are incorporated into the project design to avoid impacts.

Explanation

Threshold 1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, the following PDF/SCPs to reduce potential impacts associated with a significant hazard through the routine transport, use or disposal of hazardous materials.

PDF/SCP HAZ 1: Recycled water transported within the pipelines will meet the regulations of CCR Titles 17 and 22.

PDF/SCP HAZ 2: During both the Project's construction and operation, the procedures taken will comply with USDOT (Office of Hazardous Materials Safety) as it pertains to the transportation, storage, and disposal of hazardous materials and CHP regulations relating to transporting hazardous materials along State Highways.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Operation of the Project would involve transport of recycled water through underground pipelines. As discussed further in Section 4.6 of the EIR and listed above in PDF/SCP HAZ 1, the District currently distributes recycled wastewater treated at the RWCWRF that meets CCR

Title 22 requirements for reuse. The proposed pipelines would provide an extension of these services to customers in the Otay Mesa Service Area. Considering the proposed pipelines would be distributing recycled water that is currently treated to CCR Title 22 requirements the Project would not violate any water quality standards or waste discharge requirements. Therefore, operation of the proposed Project would not create hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials; and impacts associated with Project operation would be less than significant.

Construction of the proposed Project would involve transport of hazardous materials such as diesel fuel, oils, and solvents to the construction site. The Project would involve constructing underground pipelines within existing utility rights of way and would comply with federal, state, and local regulations. The District contracts with licensed hazardous materials transporters to properly transport the hazardous wastes generated at District facilities to licensed hazardous waste facilities for treatment and disposal. With implementation of PDF/SCP HAZ 2 and the utilization of contracted hazardous waste transporters, the effort to reduce impacts due to the transport, use, and disposal of hazardous materials would adhere to all USDOT requirements. Therefore, the proposed Project's construction impact related to hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

Threshold 2: Adversely affect the public or environment through accidental release of hazardous materials?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, the PDF/SCPs listed under ***Threshold 1*** above and PDF/SCP HYD 1, listed under ***Threshold 1 of Section 9.5 (Hydrology/Water Quality)***, to reduce potential impacts associated with accidental release of hazardous materials.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would involve the construction and operation of recycled water pipelines mainly within existing utility rights of way and existing paved roads. The impacts associated with the accidental release of hazardous materials would be accounted for through compliance with the regulatory framework pertaining to recycled water pipeline projects. Compliance with the regulatory framework for recycled water pipelines is discussed further in Section 4.6 of the EIR.

The Wueste Road Pipeline would be located in proximity to the Lower Otay Reservoir, which is a potable water reservoir. CCR Titles 17 and 22 do not contain any restrictive regulations regarding constructing recycled water pipelines near a reservoir. However, the District will incorporate features into the design of the pipeline to ensure that potential discharge from a breached pipeline would be minimized (see PDF/SCP HYD 1 below). With incorporation of these design features the operation of the proposed Wueste Road Pipeline would minimize potential impacts on potable water sources from a breach. Therefore, operation of the pipeline

would not violate any water quality standards or waste discharge requirements. Operation of the Project would not create a significant hazard through accidental release of hazardous materials into the environment.

Threshold 3: Result in hazardous emissions or require handling hazardous materials near a school?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, the PDF/SCPs listed under ***Threshold 1*** above to reduce potential impacts associated with hazardous emissions near a school.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed pipelines are not within the vicinity of a school with the exception of an extension of the University of the Pacific McGeorge School of Law, which is located on Airway Road's southern side to the east of SR-905. This is within 0.25 mile of the proposed Airway/La Media Road and Alta Road Pipelines. These pipelines would be located underground and the recycled water would not represent a potential hazard to the school in the case of a pipeline breach because it would be treated in accordance with CCR Title 22 standards. Therefore, the Project would not create a hazard to the school from release of a hazardous material.

Construction of the pipeline in the vicinity of Pacific McGeorge School of Law would not create a hazard for the school. The construction would be short-term, with trenching operations taking three to four days to pass a given point at the planned rate of 120 to 160 feet per day. With implementation of PDF/SCP HAZ 2 and the utilization of contracted hazardous waste transporters, the transport, use, and disposal of hazardous materials would adhere to all USDOT requirements. Therefore, the proposed Project's impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant.

Threshold 4: Located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, the following PDF/SCP to reduce potential impacts associated with being located on a site that is included on a list of hazardous materials sites.

PDF/SCP HAZ 3: Prior to ground disturbance, a database search of hazardous material sites will be conducted for the proposed Project to assess the status of the remediation process for the Brown Field Bombing Range. If sites are identified within the construction corridor, the District will retain a registered environmental assessor to prepare a Remediation Plan for any

contaminated soils or groundwater encountered within the construction area. The remediation plan will be incorporated into the construction documents. If contamination or other hazardous sites such as underground storage tanks are encountered during ground-disturbing activities, the District, County Department of Environmental Health (DEH), and RWQCB will be notified; and the onsite construction supervisor will redirect work away from the location of the contamination. The contamination remediation and removal activities will be conducted in accordance with the Remediation Plan and pertinent regulatory agencies, under the oversight of the appropriate regulatory agency.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would be constructed primarily underneath existing roadways, and construction staging areas are anticipated to be sited in existing developed areas. In addition, the proposed pipeline alignments would not be located on any hazardous materials sites included on the Cortese List or listed on the EnviroStor database. The Britannia Boulevard Property requires no further investigation or remediation of hazardous substances but includes land use restrictions. These restrictions apply to sensitive land uses that would require full-time human habitation, and therefore would not apply to the proposed Project. The proposed Project's alignments would be in proximity to other hazardous materials sites consisting of USTs associated with adjacent businesses and the East of Hunte Parkway Middle School site. However, these sites are considered closed by the federal DTSC; therefore, any remediation of potential hazards associated with these sites has already occurred. The only active site in the area is the Brown Field bombing range. However, this range is over 1,000 feet from any of the pipelines or the PRS (DTSC 2007b). Therefore, it is not anticipated that construction of the pipeline would be subject to hazards from hazardous materials sites identified by the DTSC. In addition, as discussed in PDF/SCP HAZ 3 above, it is standard procedure of the District to conduct a database search of hazardous materials sites prior to construction and conduct any further research or any remediation necessary to address any identified hazardous materials sites. Considering the proposed Project alignments would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and that it is standard District procedure to conduct an additional database search prior to ground disturbance, there would be no impact to the proposed Project from hazardous materials sites that are compiled in accordance with Government Code Section 65962.5.

Threshold 5: Located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, if the Project would result in a safety hazard for people residing or working in the Project area?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project's Airway/La Media Road Pipeline would be located approximately 0.25 mile from the Brown Field Municipal Airport. However, the Project would require underground

construction activity such as trenching within existing roadways and therefore would not create a safety hazard near a public airport. There would be no impact.

Threshold 6: Located within the vicinity of a private airstrip if the Project would result in a safety hazard for people residing or working in the Project area?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

There are no private airports within the vicinity of the proposed Project; therefore, the proposed Project would not create a safety hazard near a private airport. There would be no impact.

Threshold 7: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, the PDF/SCPs listed under ***Threshold 1 of Section 9.8 (Traffic)*** to reduce potential impacts associated with the interference of an adopted emergency plan.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Construction of the proposed Project would involve lane closures that may temporarily interfere with emergency response vehicles. This interference may conflict with an adopted emergency response or emergency evacuation plan. However PDF/SCPs will be incorporated into a traffic control plan to ensure that access is provided through the area during construction. One of the Project design features the District has committed to is that closures for the street segments would be spaced out throughout the duration of the day to ensure few or no closures during the AM and PM peak hours of commuter traffic. This design feature will be noted in the traffic control plans prepared for the Project. In addition, blocked access to nearby properties will require advance coordination with property owners and tenants. Construction will be scheduled so that at least one access driveway is left unblocked during business hours. Implementation of this Project design feature as a part of a standard traffic control plan would ensure that traffic impacts would be less than significant.

Threshold 8: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but would not be limited to, the following PDF/SCP to reduce potential impacts associated with wildland fires.

PDF/SCP HAZ 4: The District will minimize fire danger in the vicinity of and adjacent to the construction site. The District will ensure that labor and equipment is

available during construction activities to protect the surrounding property from fire damage resulting from construction activities.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would involve extension of underground, recycled water pipelines. These pipelines would not be subject to damage from wildfires. Therefore, implementation of the Project would not expose people or structures to a significant risk of loss from wildfires.

The potential exists that construction activities could create a fire hazard. The proposed alignments would be located in the vicinity of vacant areas characterized by brush and grasses. By implementing PDF/SCP HAZ 4, the District will minimize potential fire damage from construction activities. Therefore, implementation of the Project would not expose people or structures to a significant risk of loss from wildfires resulting from construction activities.

Threshold 9: Contribute to significant cumulative impacts considering past, present, and probable future projects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Adversely Affect the Public or Environment through Transport, Use, or Disposal of Hazardous Materials

The proposed Project would continue to adhere to the regulatory framework associated with the routine transport, use, and disposal of hazardous materials in accordance with CCR Title 22. Future projects developed in the area would also be required to comply with the federal, state, and local regulatory framework regarding routine transport, use, or disposal of hazardous materials. Considering the proposed Project and future projects developed in the area would be required to comply with applicable federal, state, and local regulations regarding hazardous materials, the cumulative impacts caused by adversely affecting the environment through accidental release of hazardous materials would be minimized. Therefore, the proposed Project would not contribute to a significant cumulative impact associated with the routine transport, use, or disposal of hazardous materials.

Adversely Affect the Public or Environment through Accidental Release of Hazardous Materials

The proposed Project and future projects would continue to adhere to the regulatory framework associated with transport of recycled water in accordance with CCR Title 22. Future projects developed in the area would also be required to comply with the federal, state, and local regulatory framework regarding storage and handling of hazardous materials. Considering the proposed Project and future projects developed in the area would be required to comply with applicable federal, state, and local regulations regarding hazardous materials, the cumulative impacts caused by adversely affecting the environment through accidental release of hazardous materials would be minimized. Therefore, the proposed Project would not contribute to a significant cumulative impact associated with accidental release of hazardous materials.

Emit Hazardous Emissions or Handle Hazardous Materials near a School

Operation of the proposed Project would be located underground and would not involve hazardous emissions. The proposed Project, along with future projects, would therefore not have an increased cumulative impact on the emission or the handling of hazardous materials near a school. Therefore, the cumulative impact would be less than significant.

Be Located on a Hazardous Materials Site

The proposed Project and future projects would continue to operate and be developed with implementation of PDF/SCP HAZ 3 and within the regulatory framework. Any impacts related to being located on a hazardous materials site would have a less-than-significant cumulative impact because projects that may be developed on hazardous materials sites would continue to be monitored and regulated accordingly. Therefore, there would be a less-than-significant cumulative impact.

Create a Safety Hazard near a Public Airport

The proposed Project would have no cumulative impact in regards to creating a safety hazard near a public airport. Therefore, there would be no cumulative impact.

Create a Safety Hazard near a Private Airport

The proposed Project would have no cumulative impact in regards to creating a safety hazard near a private airport. Therefore, there would be no cumulative impact.

Affect Emergency Response or Evacuation Plans

The proposed Project would have no cumulative impact on emergency response or evacuation plans because it would consist of underground pipelines that would not impede traffic circulation. During construction, access would be assured through implementation of traffic control plans. Construction of future development in the area would also be required to be conducted in accordance with local regulations to ensure access during construction. Therefore, the proposed Project would not contribute to a significant cumulative impact associated with adverse impacts on emergency response plans.

Result in Increased Risk from Wildland Fires

The proposed Project would have no cumulative impact that would result in an increased risk from wildland fires because it would be a recycled water pipeline operating underground. Therefore, there would be no cumulative impact.

Mitigation/Performance Measures

No mitigation/performance measures are required. Design features are incorporated into the project design to avoid impacts related to avoiding impacts related to hazardous materials and wildland fires.

Residual Impacts after Mitigation

No mitigation/performance measures are required. No residual impacts would remain after implementation of the PDFs and SCPs listed above.

9.6 Hydrology and Water Quality

Thresholds of Significance

Thresholds used to evaluate potential impacts on hydrology and water quality are based on applicable criteria in the State CEQA Guidelines (CCR §§15000-15387), Appendix G. A significant impact on these resources would occur if the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Violate any water quality standards or waste discharge requirements.
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off site.
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site.
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
6. Otherwise substantially degrade water quality.
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
10. Increase the risk of inundation by seiche, tsunami, or mudflow.
11. Result in a cumulatively considerable contribution to significant cumulative hydrology and water quality impacts considering past, present, and probable future projects.

Impacts

Threshold 1: (1) As a recycled water project, the proposed Project would be required to meet the regulations of the CDPH and SDRWQCB. (2) The Wueste Road Pipeline would be located in proximity to the Lower Otay Reservoir, which is a potable water reservoir. (3) Stormwater pollutants associated with construction activities could include, but would not be limited to, sediments, oil and grease, and organic compounds.

Threshold 2: Construction of the Project may include excavation in areas with high groundwater that may require the use of dewatering pumps.

Threshold 3: Construction activities could result in temporary erosion or sediment runoff.

Threshold 4: Construction activities could result in temporary erosion or siltation.

Threshold 5: Construction of the proposed Project would require the handling and disposal of hazardous materials including oils, gasoline, paints, concrete, and other potentially toxic materials. Use of these materials could contribute to polluted runoff leaving the Project sites.

Threshold 6: Construction activities including stockpiling of soils and materials, concrete pouring, and painting, could result in substantial water quality impacts if materials are washed into runoff.

Threshold 7: The Project site is located outside a 100-year flood hazard area and does not involve the development of housing or inhabitable structures.

Threshold 8: The Project site is located outside a 100-year flood hazard area, and no aboveground structures or pump stations are proposed.

Threshold 9: Portions of the Project site along Wueste Road are located adjacent to the Otay Reservoir and the reservoir spill way. Based on the Geology and Soils Evaluation for this Project, the potential for dam inundation and significant flooding exists within this area.

Threshold 10: Portions of the Project site along Wueste Road are located adjacent to the Otay Reservoir. Seismically induced seiches could occur at the Upper Otay and Lower Otay reservoirs.

Threshold 11: Implementation of the Project would not result in a cumulatively considerable contribution to hydrology and water quality impacts within the cumulative impact area.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- violate standards or requirements;
- deplete groundwater
- alter a drainage pattern resulting in erosion or siltation
- alter a drainage pattern resulting in flooding
- create runoff water
- degrade water quality
- place housing within a 100-year flood hazard area;
- place structures that would impede or redirect flood flows?;
- increase risk from flooding
- increase risk from inundation
- result in a cumulatively considerable contribution to significant cumulative cultural resources impacts considering past, present, and probable future projects.

Therefore, no mitigation/performance measures are required. Design features are incorporated into the project design to avoid impacts.

Explanation

Threshold 1: Violate any water quality standards or waste discharge requirements?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the following PDF/SCPs to reduce potential impacts associated with violation of water quality standards or waste discharge requirements.

PDF/SCP HYD 1: If a discharge was to occur from a breached pipeline, the District will immediately contact the SDRWQCB, City of San Diego, and the CDPH with the scope of the discharge. In addition the following measures will be incorporated into the design of the pipeline:

- All potential impertinences such as blowoff valves and air vacs will be located below grade.

PDF/SCP HYD 2: In accordance with the Water Agencies' Standards (WAS), the construction contractor is required to implement a Safety Plan at each construction site that will involve the transport, storage, use, and disposal of hazardous materials. Such plans will also specify stormwater Best Management Practices (BMPs) to minimize downstream water quality degradation from runoff pollution associated with pipeline construction activities. Construction BMPs identified in the Safety Plan that could be included in the Project's SWPPP include but are not limited to the following:

- Soil Stabilization (Erosion Control)
 - Preservation of Property/Preservation of Existing Vegetation
 - Temporary Soil Stabilizer: The soil stabilizing materials would include a hydroseed mix consisting of the appropriate native

species for hydroseeding in coastal sage scrub and maritime succulent scrub vegetation communities.

- Sediment Control
 - Temporary Silt Fence
 - Temporary Check Dam
 - Temporary Gravel Bag Berm
 - Street Sweeping
 - Temporary Sandbags
 - Temporary Drain Inlet Projection
- Tracking Control
 - Street Sweeping
 - Temporary Entrance/Outlet Tire Wash
- Wind Erosion Control
 - Wind Erosion Control
 - Temporary Construction Entrance
- Construction Site Management
 - Water Control and Conservation
 - Dewatering
 - Paving, Sealing, Sawcutting, and Grinding Operations
 - Illegal Connection and Illegal Discharge Detection Reporting
 - Concrete Curing
 - Concrete Finishing
 - Structure Demolition/Removal Over or Adjacent to Water
- Waste Management Pollution Control
 - Material Delivery and Storage
 - Material Use
 - Stockpile Management
 - Spill Prevention and Control
 - Solid Waste Management
 - Hazardous Waste Management
 - Concrete Waste Management
 - Temporary Concrete Washout (Portable)
 - Sanitary/Septic Waste Management

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Surface Water

The proposed Project would be designed to be consistent with all federal, state, and local regulations regarding transport of recycled water. As a recycled water project, the proposed Project would be required to meet the regulations of the CDPH and SDRWQCB. The CDPH enforces CCR Title 17 and Title 22, Regulations Related to Recycled Water. Presently, the District distributes recycled wastewater treated at the Ralph W. Chapman Water Recycling Facility (RWCWRF) that meets California Title 22 requirements for reuse. The proposed pipelines would provide an extension of these services to customers in the Otay Mesa Service Area. Considering the proposed pipelines would be distributing recycled water that is currently

treated to Title 22 specifications, the Project would not violate any water quality standards or waste discharge requirements.

The Wueste Road Pipeline would be located in proximity to the Lower Otay Reservoir, which is a potable water reservoir. CCR Title 17 and Title 22 do not contain any restrictive regulations regarding constructing recycled water pipelines near a reservoir such as the Otay Lakes Reservoir. However, the District will incorporate measures into the design of the pipeline to ensure that potential discharge from a breached pipeline would be minimized. As noted above under PDF/SCP HYD 1, if a discharge were to occur from a breached pipeline, then the SDRWQCB and the CDPH would be contacted immediately regarding the scope of the discharge. In addition, as required in PDF/SCP HYD 1, the pipeline, including blowoff valves and air vacs, would be located below grade to avoid possible damage from vehicles. With incorporation of these design features, the operation of the proposed Wueste Road Pipeline would minimize potential impacts on potable water sources from a breach, and therefore operation of the pipeline would not violate any water quality standards or waste discharge requirements.

Stormwater pollutants associated with construction activities could include, but would not be limited to, sediments, oil and grease, and organic compounds. Water quality standards and waste discharge requirements that would be applicable to the proposed construction activities are set forth by the RWQCB. The RWQCB is involved with this Project through the NPDES General Construction Permit process because the Project construction area for all three pipelines would be greater than 1 acre. To comply with the RWQCB requirements, the District would implement PDF/SCP HYD 2. All pipeline construction contractors are required to implement construction and post-construction BMPs in accordance with either an Erosion Control Plan (for projects that would result in less than 1 acre of land disturbance), pursuant to the stormwater regulations or ordinances of the local agency jurisdiction within which the project occurs, or in accordance with a SWPPP (for any project greater than 1 acre in size), pursuant to the NPDES General Construction Permit. These plans would also identify construction BMPs to reduce impacts on surface water quality due to stormwater runoff pollution from construction sites including, but not limited to, erosion control/stabilizing measures in cleared areas and on graded slopes (e.g., geotextiles, mats, fiber rolls, soil binders, temporary hydroseeding), sediment controls (e.g., temporary inlet filters, silt fences, fiber rolls, gravel bags, temporary sediment basins, check dams, street sweeping, energy dissipaters), and stabilized construction access points (e.g., temporary gravel or pavement) and sediment stockpiles (e.g., silt fences and tarps). Implementation of the SWPPP would reduce water quality impacts associated with Project construction to a less-than-significant level.

Groundwater

Pollutants generated by construction activities for this Project could potentially be carried in runoff that may drain off site and percolate into the nearby groundwater basins. Stormwater pollutants associated with construction activities could include, but are not limited to, sediments, oil and grease, and organic compounds. However, implementation of the design features listed above would reduce potential groundwater quality impacts due to stormwater runoff pollution associated with construction of the proposed pipelines to a less-than-significant level.

Threshold 2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Operation of the Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058) would not involve groundwater extraction. No DWR wells are on the Project site or along its adjacent properties. Therefore, operation and construction of the Project would not affect any existing wells, and there would be no impacts on groundwater supplies from operation of the Project.

Construction of the Project may include excavation in areas with high groundwater that may require the use of dewatering pumps. The Revised Geology and Soils Evaluation prepared by Ninyo and Moore in 2010 (Appendix E-1 to this EIR) identified areas with a high groundwater table. The depths to groundwater in the Otay Hydrologic Unit are generally 25 feet or less and may be shallower in valleys at the northeastern portions of the Project and south of the Lower Otay Reservoir. Dewatering activities would be used temporarily during construction activities. However, dewatering during construction would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, impacts from proposed dewatering on groundwater supply would be less than significant.

Threshold 3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off site?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the PDF/SCPs listed under ***Threshold 1*** above to reduce potential impacts associated with substantially altering the existing drainage pattern of the site or area in a manner which would result in substantial erosion.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would not substantially alter the hydrological patterns in the Project vicinity. Construction activities are limited to paved portions of the roads within the existing utility rights-of-way, except a portion of the Wueste Road Pipeline that would extend approximately 10 feet to the east of the paved portion of Wueste Road; and construction staging areas are anticipated to be sited in existing developed areas. Furthermore, no aboveground structures or pump stations are proposed as a part of the Project, and no waterways flow through the Project sites. Therefore, no alteration of a stream or river would occur, and impacts from Project operation on existing hydrology and drainage patterns would be less than significant.

Construction activities could result in temporary erosion or sediment runoff. However, in accordance with PDF/SCP HYD 2, during construction the District would implement a SWPPP that would include an erosion control plan. Adherence to an erosion control plan would reduce impacts related to substantial erosion or siltation associated with construction activities to less-than-significant levels.

Threshold 4: Alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the PDF/SCPs listed under ***Threshold 1*** above to reduce potential impacts associated with substantially altering the existing drainage pattern of the site or area in a manner which would result in flooding.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The Project does not propose any features that would alter the existing drainage pattern. Temporary erosion or siltation impacts from construction of the Project would be reduced to less-than-significant levels with implementation of erosion control plans required as part of the SWPPP. As a result, operation and construction of the Project would not create flooding through alteration of existing drainage patterns, and impacts would be less than significant.

Threshold 5: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the PDF/SCPs listed under ***Threshold 1*** above to reduce potential impacts associated with contributing runoff water.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project consists of development of three underground pipelines. Operation of the pipelines would not have any effect on the existing or planned stormwater drain systems or be a source of polluted runoff.

Construction of the proposed Project would require the handling and disposal of hazardous materials including oils, gasoline, paints, concrete, and other potentially toxic materials. Use of these materials could contribute to polluted runoff leaving the Project sites. However, the Project would be required to implement a SWPPP that included Project-specific BMPs to ensure that the handling and disposal of hazardous materials during construction would not increase runoff pollution. The required implementation of the SWPPP would ensure that the proposed Project would not result in a significant water quality impact associated with polluted runoff. Therefore, impacts would be less than significant.

Threshold 6: Otherwise substantially degrade water quality?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the PDF/SCPs listed under ***Threshold 1*** above to reduce potential impacts associated with substantially degrading water quality.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077) and Airway/La Media Road Pipeline (R2058)

The District currently distributes recycled wastewater treated at the RWCWRF that meets CCR Title 22 requirements for reuse. The proposed pipelines would provide an extension of these services to customers in the Otay Mesa Service Area. Considering the proposed pipelines would be distributing recycled water that is currently treated to Title 22 specifications, the Project would not violate any water quality standards or waste discharge requirements.

Construction activities including stockpiling of soils and materials, concrete pouring, and painting, could result in substantial water quality impacts if materials are washed into runoff. However, the Project would be required to apply appropriate pre- and post-construction BMPs through the implementation of a SWPPP. Implementation of the SWPPP would ensure that construction of the proposed Project would not substantially degrade the water quality at or surrounding the Project sites. Therefore, impacts related to water quality would be less than significant.

Threshold 7: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)**

The Project site is located outside a 100-year flood hazard area and does not involve the development of housing or inhabitable structures. Therefore, the Proposed Project would not place housing within a 100-year flood hazard area. Impacts related to this issue would, therefore, not occur.

Threshold 8: Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)**

The Project site is located outside a 100-year flood hazard area, and no aboveground structures or pump stations are proposed. Therefore, the proposed Project would not impede or redirect flows within a 100-year flood hazard area. Impacts related to this issue would, therefore, not occur.

Threshold 9: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The Project site is located outside a 100-year flood hazard area, and no aboveground structures or pump stations are proposed as a part of the Project. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding resulting from failure of a dam. Impacts related to this issue would, therefore, not occur.

Portions of the Project site along Wueste Road are located adjacent to the Otay Reservoir and the reservoir spill way. Based on the Geology and Soils Evaluation for this Project, the potential for dam inundation and significant flooding exists within this area. However, the Project would not be constructed within a FEMA-designated 100-year floodplain or floodway extending downstream of the Otay reservoirs to the Pacific Ocean, which would be the areas affected by a potential dam break. Therefore, the Project would not be at a significant risk for inundation as a result of the failure of a levee or dam.

Threshold 10: Increase the risk of inundation by seiche, tsunami, or mudflow?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Portions of the Project site along Wueste Road are located adjacent to the Otay Reservoir. Seismically induced seiches could occur at the Upper Otay and Lower Otay reservoirs; however, these reservoirs were constructed and are operated under all relevant safety and design features, including the ability to accommodate surface waves associated with seismic events. Therefore, the Project would not be at a significant risk for inundation by a seiche.

The Project site is located too far inland to be subject to hazards from a tsunami. In addition the proposed pipelines would be located underground and therefore would not be subject to hazards from mudflows. Therefore, the Project would not be at a significant risk for inundation by a tsunami or mudflow.

Threshold 11: Result in a cumulatively considerable contribution to significant cumulative hydrology/water quality impacts considering past, present, and probable future projects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The geographic context for analyzing cumulative impacts relative to water quality standards encompasses the portions of the Otay and Tijuana Watersheds downstream of the Project sites. Water quality is an issue within these watersheds, as documented in the Surface Water Ambient Monitoring Program (SWAMP) reports (SWRCB 2007 and 2008). Land disturbance and development activities are expected to continue in the vicinity of these watersheds. Even with the promulgation of NPDES stormwater regulations, land disturbance and development activities throughout these watersheds continue to contribute, however incrementally, to the overall water quality problems observed in runoff flows that discharge into watercourses, lagoons, and

eventually the Pacific Ocean. Therefore, the baseline cumulative impact on the Otay and Tijuana Watersheds (cumulative impact area) due to downstream water pollution effects is significant. All ongoing construction activities, as listed in Chapter 2, “Environmental Setting,” being undertaken in the Project vicinity, as well as the proposed Project’s construction activities, would be required to implement standard BMPs to reduce potential impacts on water quality and hydrologic conditions. Construction contractors are required to implement construction and post-construction BMPs in accordance with either an Erosion Control Plan, pursuant to the stormwater regulations or ordinances applicable to the individual project, or in accordance with a typical SWPPP pursuant to the NPDES General Construction Permit. In addition, as described in PDF/SCP HYD 2 above, construction contractors are required to implement a Safety Plan for the transport, storage, use, and disposal of hazardous materials associated with construction activities. These plans would also identify construction BMPs to reduce impacts on surface water quality due to stormwater runoff pollution from construction sites including, but not limited to, erosion control/stabilization measures, sediment controls, and sediment stockpiles. Therefore, construction activities associated with the Project when combined with other ongoing construction activities near the Project would not result in a cumulatively considerable contribution to downstream water pollution effects within the cumulative impact area.

The geographic context for analyzing cumulative impacts related to groundwater quality, supplies, and recharge encompasses the Otay Valley Groundwater Basin. As documented in the Groundwater Assessment Study (Metropolitan Water District of Southern California 2007), the quality of groundwater and the state of overdraft for the Otay Valley Groundwater Basin is unknown. The Project is located adjacent to the Otay Valley Basin, and construction of the pipelines combined with other cumulative projects, as listed in Chapter 2, “Environmental Setting,” within this basin could potentially lead to discharges that could impact groundwater quality in nearby groundwater aquifers. However, implementation of the design features included in a typical SWPPP would reduce potential groundwater quality impacts due to stormwater runoff pollution associated with construction. In addition, the Project would have no impacts on groundwater supplies and recharge. Therefore, construction of the Project would not result in a cumulatively considerable contribution to groundwater quality, supply, or recharge impacts within the cumulative impact area.

The geographic context for analyzing various cumulative water quality and hydrological impacts relative to localized alteration of drainage patterns encompasses portions of the Otay and Tijuana Watersheds directly downstream of the Project and the Otay Valley Groundwater Basin. Land disturbance and development activities are expected to continue in the vicinity of these watersheds and basin. Even with implementation of NPDES stormwater regulations, land disturbance and development activities throughout these watersheds and basins continue to contribute, however incrementally, to the overall surface and groundwater quality and flooding problems in the cumulative impact area and in the downstream watercourses and lagoons leading to the Pacific Ocean. Therefore, the baseline cumulative impact on the Otay and Tijuana Watersheds and the Otay Valley Groundwater Basin due to water quality and flooding effects from discharges of stormwater associated with alterations of drainage patterns would be significant.

Although the existing cumulative conditions in the Otay and Tijuana Watersheds are characterized by adverse water quality conditions, operation of the Project would not contribute to these cumulative conditions. The Project would consist of three underground pipelines that would not result in impacts on existing drainage patterns or redirect any flood flows. In addition, the District currently distributes recycled wastewater treated at the RWCWRF and from the City of San Diego South Bay Plant that meets CCR Title 22 requirements for reuse. The proposed pipelines would provide an extension of these services to customers in the Otay Mesa Service Area. Considering the proposed pipelines would be distributing recycled water that is currently treated to Title 22 requirements, the Project would not violate any water quality standards or waste discharge requirements.

Mitigation/Performance Measures

No mitigation/performance measures are required. Design features are incorporated into the project design to avoid impacts related to avoiding impacts related to hydrology and water quality.

Residual Impacts after Mitigation

No mitigation/performance measures are required. No residual impacts would remain after implementation of the PDFs and SCPs listed above.

9.7 Noise and Vibration

Thresholds of Significance

Thresholds used to evaluate potential noise and vibration impacts are based on applicable criteria in the State CEQA Guidelines (CCR §§15000-15387), Appendix G, and the City of San Diego Noise Ordinance, and City of Chula Vista Noise Regulations. A significant noise and/or vibration impact would occur if the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
2. Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. The thresholds from Appendix G of the CEQA Guidelines are supplemented by the criteria for construction noise required by the City of San Diego Noise Ordinance and City of Chula Vista Noise Regulations
3. Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

4. Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.
5. Be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.
6. Be located within the vicinity of a private airstrip if the project would expose people residing or working in the project area to excessive noise levels.
7. Result in a cumulatively considerable contribution to significant cumulative noise and vibration impacts considering past, present, and probable future projects.

Impacts

Threshold 1: All three pipeline projects would be constructed under pre-existing roadways or concurrently with proposed roadways. After installation, the pipelines would not require the use of pumps, motors, or other noise-generating machinery.

Threshold 2: For the Wueste Road Pipeline (R2087), construction has the potential to create noise impacts through construction equipment usage and vehicle trips generated from construction workers and supply trucks traveling to and from the Project site. Construction noise from operation of pump at night at the Wueste Road Pipeline (R2087) would be considered a significant impact. (Impact NOI-1)

Threshold 3: Vibration from construction would be well below relevant thresholds for perception or damage to fragile structures.

Threshold 4: For the Wueste Road Pipeline (R2087), pump noise associated with the construction of the Project would exceed City of Chula Vista nighttime noise standards, would be clearly audible, and could cause annoyance at nearby noise-sensitive uses. (Impact NOI-1).

Threshold 5: Brown Field Municipal Airport is located approximately 3 miles east of Wueste and Alta Roads and less than 1,000 feet east of Airway/La Media Road; however, the Project does not propose any features that would expose people to excessive noise near the public airport.

Threshold 6: The proposed Project site would not be located within 2 miles of a private airport.

Threshold 7: Construction and operation of the Project proposed would not result in a cumulatively considerable contribution to noise impacts within the local cumulative impact areas.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- permanently increase ambient noise levels;
- result in excessive groundborne vibration or noise levels;
- expose people to excessive noise near a public airport;
- expose people to excessive noise near a private airport; or
- result in a cumulatively considerable contribution to significant cumulative noise and vibration impacts considering past, present, and probable future projects.

Therefore, no mitigation/performance measures are required related to the issues listed above.

Pursuant to State CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project which avoid or substantially lessen the potential for:

- temporarily or periodically increase ambient noise levels; and
- violate noise standards.

Explanation

Threshold 1: Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Operational Noise

All three pipeline projects would be constructed under pre-existing roadways or concurrently with proposed roadways. After installation, the pipelines would not require the use of pumps, motors, or other noise-generating machinery. Therefore, operation of these facilities would not result in permanent increases in ambient noise levels that could affect surrounding NSLU. Operational noise impacts would therefore be less than significant.

Threshold 2: Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. The thresholds from Appendix G of the CEQA Guidelines are supplemented by the criteria for construction noise required by the City of San Diego Noise Ordinance and City of Chula Vista Noise Regulations?

Wueste Road Pipeline (R2087)

Construction of the proposed Project has the potential to create noise impacts through construction equipment usage and vehicle trips generated from construction workers and supply trucks traveling to and from the Project site. The noise emissions from Project construction activities were estimated using the Federal Highway Administration's Roadway Construction Noise Model (RCNM), see Appendix G of this draft EIR. Using receptor locations R-1 through R-4 at or near those chosen for noise measurements representing the nearest noise-sensitive land uses, the typical "worst-case" source-receptor distances were measured and used as input

for the RCNM. Using construction activity information provided by the District, the construction equipment list for each of six construction scenarios or “cases” was developed. The six construction cases are as follows:

- Typical Daily Construction
- Pavement Cutting (2 days per week)
- Pavement Repair
- Daily Construction with Pump (potentially)
- Pump Use during Nighttime (potentially needed for dewatering)
- Blasting

The resultant-predicted L_{eq} and L_{max} levels for R-1 through R-4 are presented in Table 9-5. As Table 9-5 shows, modeled L_{max} would range from approximately 57 dBA at R-1 (Otay Lakes County Park) during the nighttime pump use scenario to approximately 76 dBA at R-2 (Olympic Training Facility, at the running track) during pavement cutting. L_{eq} would range from approximately 54 dBA at R-1 during blasting to approximately 70 dBA at R-2 during pavement cutting. Noise during nighttime pumping (if determined to be necessary for dewatering based upon groundwater conditions) is predicted to be 59 dBA L_{eq} at R-3 and R-4, representative of the nearest residential land uses.

Table 9-5. Construction Phase Noise

Receiver	Noise Metric	Typical Daily Construction	Pavement Cutting	Pavement Repair	Daily Construction with Pump (potentially)	Pump Noise (nighttime potentially)	Blasting (potentially)
R-1	L_{max}	62	66	62	62	57	71
	L_{eq}	61	63	61	62	57	54
R-2	L_{max}	63	76	63	63	59	72
	L_{eq}	62	70	62	64	59	55
R-3	L_{max}	63	73	63	63	59	72
	L_{eq}	62	67	63	64	59	55
R-4	L_{max}	63	68	63	63	59	72
	L_{eq}	62	65	63	64	59	55

The Wueste Road Pipeline alignment is located within the City of Chula Vista. The City of Chula Vista’s Municipal Code exempts construction noise from the noise limits, providing that construction takes place between the hours of 7 a.m. and 10 p.m., Monday through Friday, and between 8 a.m. and 10 p.m. on Saturday and Sunday. Because Project construction is planned to take place between the hours of 7 a.m. and 7 p.m., Monday through Friday, the noise from Project construction would not exceed applicable noise standards, with the exception of nighttime pump noise. Construction noise levels during daytime hours would be clearly audible because of the relatively low ambient noise levels in the area, but would generally not be loud enough to interrupt normal outdoor conversations or otherwise cause disturbance. Therefore, daytime construction noise would be a less-than-significant impact.

Construction of the PRS would involve modifications to an existing facility approximately 0.5 mile north of Donovan Prison. Construction would involve removal of valves and installation of 20-foot sections of pipelines that would connect with the PRS. These construction activities would be completed between the hours of 7 a.m. and 7 p.m., Monday through Friday, and the noise from Project construction would not exceed applicable noise standards. Construction activities associated with the PRS would generally not be loud enough to interrupt normal outdoor conversations or otherwise cause disturbance. Therefore, construction noise associated with the PRS would be a less-than-significant impact.

If nighttime pumping is found to be necessary along the northern portion of the pipeline alignment, the resultant noise level would exceed the City's Municipal Code noise standard of 45 dBA L_{eq} for single-family residences. Because the pump noise associated with the construction of the Project would exceed City of Chula Vista nighttime noise standards, would be clearly audible, and could cause annoyance at nearby noise-sensitive uses, noise from pipeline construction would be a significant impact. (Impact NOI-1)

Alta Road Pipeline (R2077)

The nearest NSLU adjacent to the Alta Road Pipeline is Donovan State Prison, located more than 1,200 feet from the alignment. Noise levels at the prison that result from Project construction would be approximately 59 dBA or lower, neglecting additional noise reduction that would take place because of topographical shielding and atmospheric absorption. Noise levels would be below the City of San Diego's threshold of 75 dBA L_{eq} for construction noise. Therefore, noise and vibration levels would be less than significant.

Airway/La Media Road Pipeline (R2058)

No NSLU exist in the vicinity of the Airway/La Media Road Pipeline alignment. The land uses in the area consist of industrial/commercial. Therefore, noise impacts would be less than significant.

Threshold 3: Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Wueste Road Pipeline (R2087)

Construction Vibration

Groundborne vibration from heavy equipment operations during Project construction was evaluated and compared with relevant vibration impact criteria. The FTA's *Transit Noise and Vibration Impact Assessment Manual* (2006) provides vibration impact criteria and recommended methodologies and guidance for assessment of vibration effects. Vibration resulting from activities during Project construction was analyzed using the methodology contained in Section 12.2 of the FTA Manual. At a distance of approximately 350 feet (the distance to the nearest residences from construction proposed within Wueste Road), the vibration levels from proposed heavy construction machinery (such as a large bulldozer) would be 0.0017 IPS, or 0.004 IPS from a vibratory roller. Vibration levels of this magnitude would be well below the threshold of perception of 0.10 IPS or the damage threshold for fragile structures (0.20 IPS).

Therefore, vibration-level impacts from proposed construction activities would be less than significant.

Alta Road Pipeline (R2077)

Construction Vibration

The nearest vibration-sensitive land use adjacent to the Alta Road Pipeline is Donovan State Prison, located more than 1,200 feet from the alignment. Vibration levels at the prison that result from proposed construction would be approximately 0.0006 IPS or lower. Vibration from construction would be well below relevant thresholds for vibration. Therefore, vibration-level impacts would be less than significant.

Airway/La Media Road Pipeline (R2058)

Construction Vibration

No vibration-sensitive land uses exist in the vicinity of the Airway/La Media Road Pipeline alignment. The land uses in the area consist of industrial/commercial. Therefore, vibration-level impacts would be less than significant.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077) and Airway/La Media Road Pipeline (R2058)

Operational Vibration

All three pipeline projects would be constructed under pre-existing roadways or concurrently with proposed roadways. After installation, the pipelines would not require the use of pumps, motors, or other vibration-generating machinery. Therefore, operation of these facilities would not result in permanent increases in vibration levels that could affect surrounding NSLU. Operational vibration impacts would be less than significant.

Threshold 4: Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Wueste Road Pipeline (R2087)

Construction and Operational Noise

As discussed above under Issue 2 the Wueste Road Pipeline alignment is located within the City of Chula Vista and is regulated by the City of Chula Vista's Municipal Code for noise standards. The Project would not exceed applicable noise standards, with the exception of nighttime pump noise, because construction is planned to take place between the Municipal Code's designated permitted hours. If nighttime pumping is found to be necessary along the northern portion of the pipeline alignment, the resultant noise level would exceed the City's Municipal Code noise standard of 45 dBA L_{eq} for single-family residences. Because the pump noise associated with the construction of the Project would exceed City of Chula Vista nighttime noise standards, would be clearly audible, and could cause annoyance at nearby noise-sensitive uses, noise from pipeline construction would be a significant impact.

Alta Road Pipeline (R2077)

Construction and Operational Noise

The City of San Diego's threshold for construction noise is 75 dBA L_{eq} . As discussed under Issue 1, the nearest noise-sensitive land use adjacent to the Alta Road Pipeline is Donovan State Prison, and noise levels at the prison that result from Project construction would be approximately 59 dBA or lower, even without the additional noise reduction from topographical shielding and atmospheric absorption. Since noise levels would be below the City of San Diego's threshold for construction noise, impacts are less than significant.

Airway/La Media Road Pipeline (R2058)

Construction and Operational Noise

As discussed under Issue 2, no noise-sensitive land uses exist in the vicinity of the Airway/La Media Road Pipeline alignment. Therefore, noise impacts related to this issue would be less than significant.

Threshold 5: Located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Construction and Operational Noise

Brown Field Municipal Airport is located approximately 3 miles east of Wueste and Alta Roads and less than 1,000 feet east of Airway/La Media Road; however, the Project does not propose any features that would expose people to excessive noise near the public airport. The Project includes implementation of pipeline segments and underground facilities that would not be inhabited by people. Therefore, impacts related to this issue would not occur.

Threshold 6: Located within the vicinity of a private airstrip if the project would expose people residing or working in the project area to excessive noise levels?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Construction and Operation Noise

The proposed Project site would not be located within 2 miles of a private airport. Therefore, impacts related to this issue would not occur.

Threshold 7: Result in a cumulatively considerable contribution to significant cumulative noise and vibration impacts considering past, present, and probable future projects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Substantial permanent noise increases would not result from operation of the proposed pipelines. All three pipeline projects would be constructed under pre-existing roadways or concurrently with proposed roadways and would not require the use of pumps, motors, or other noise-generating machinery. Operation of these facilities would not result in permanent increases in

ambient noise levels that could affect surrounding NSLU and would therefore not result in a cumulatively considerable contribution to the local cumulative noise environment.

Noise generated by the Project would temporarily increase with implementation of the proposed pipelines; however, the noise impacts would be localized and would not cause noise increases at locations farther than roughly 0.5 mile from the Project sites. In addition, Project construction is planned to take place between the hours of 7 a.m. and 7 p.m., Monday through Friday, and the noise from Project construction would not exceed applicable noise standards. The only noise impact that was found significant was identified for the Wueste Road Pipeline if nighttime pumping is found to be necessary for construction activities along the northern portion of the pipeline alignment. However, noise mitigation measures would reduce short-term construction noise impacts to less-than-significant levels. Therefore, proposed construction activities would not cause a cumulative noise impact in conjunction with other construction that may be ongoing in the area.

The generation of groundborne vibration would occur during implementation of the proposed pipelines. However, vibration levels for Wueste and Alta Road Pipeline alignments would be well below the vibration threshold provided by the FTA's *Transit Noise and Vibration Impact Assessment Manual* (2006) vibration impact criteria (no vibration-sensitive land uses exist in the vicinity of the Airway/La Media Road Pipeline alignment). Therefore, the vibration levels from construction activities of the proposed pipelines in conjunction with other construction that may be ongoing in the area would not be cumulatively considerable.

Mitigation/Performance Measures

Implementation of the following performance measure would reduce potential noise impacts to a less than significant level:

If conducted within approximately 1 mile of residences, noise from nighttime pumping at the Wueste Road Pipeline (R2087) could exceed City of Chula Vista noise standards unless mitigated (Impact NOI-1). The District shall incorporate the following measure into the Project contract specifications to minimize construction noise effects:

- **MM NOI-1:** Pumps and associated equipment (i.e., portable generators etc.) used during nighttime hours (10 p.m. to 7 a.m.) shall be shielded from sensitive uses using local temporary noise barriers or enclosures, or shall otherwise be designed or configured so as to comply with the City of Chula Vista's municipal code nighttime noise standard of 45 dBA at residences.

Residual Impacts after Mitigation

No residual impacts would remain after implementation of the mitigation/performance measure listed above.

9.8 Transportation and Traffic

Thresholds of Significance

Thresholds used to evaluate potential traffic/circulation impacts are based on applicable criteria in State CEQA Guidelines (CCR §§15000-15387), Appendix G and applicable County of San Diego, City of San Diego and City of Chula Vista standards. A significant traffic/circulation impact would occur if the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Cause an increase in traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, mass transit, and non-motorized travel. Any potential impacts due to the Project were analyzed based on the corresponding jurisdiction's (City of San Diego, City of Chula Vista, or County of San Diego) significance criteria.
2. Exceed a LOS standard established by the County congestion management agency for designated roads or highways. An impact was also considered significant if implementation of the Project would exceed a LOS per the City of San Diego and City of Chula Vista standards.
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
6. Result in inadequate parking capacity.
7. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety facilities.
8. Result in a cumulatively considerable contribution to significant cumulative traffic impacts considering past, present, and probable future projects.

Impacts

Threshold 1: During the pipeline construction process, lanes may be temporarily closed to traffic, reducing the total capacity of the roadways.

Threshold 2: With the addition of construction traffic, all of the study area segments are calculated to continue to operate at acceptable LOS on a daily basis.

Threshold 3: The proposed Project would result in a temporary increase of 105 ADT during the construction phase, which would not significantly increase the frequency of air traffic or alter air traffic patterns.

Threshold 4: The proposed underground pipelines would not create hazards due to design features, such as sharp curves or dangerous intersections, or create hazardous conditions by introducing incompatible uses.

Threshold 5: Although no road closures are proposed, the construction scenario would include the closure of certain lanes, and access would be restricted to or from adjacent land uses temporarily.

Threshold 6: During construction of the Project, staging of equipment and construction vehicles would be located within the roadway where construction is ongoing or within an offsite staging area and would not interfere with on-street parking.

Threshold 7: There is potential for disruption to transit operations and obstructions to pedestrians and bicyclists during construction of the pipelines.

Threshold 8: Implementation of the Project would not result in a cumulatively considerable contribution to traffic impacts within the cumulative impact area.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- increase traffic;
- exceed an LOS Standard;
- alter air traffic patterns;
- increase hazards due to a design feature or incompatible uses;
- result in inadequate emergency access;
- result in inadequate parking;
- conflict with adopted policies, plans, or programs supporting alternative transportation; or
- result in a cumulatively considerable contribution to significant cumulative noise and vibration impacts considering past, present, and probable future projects.

Therefore, no mitigation/performance measures are required. Design features are incorporated into the project design to avoid impacts

Explanation

Threshold 1: *Cause an increase in traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, mass transit, and non-motorized travel. Any potential impacts due to the Project*

were analyzed based on the corresponding jurisdiction's (City of San Diego, City of Chula Vista, or County of San Diego) significance criteria?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the following PDF/SCPs to reduce potential impacts associated with increase in traffic.

- PDF/SCP TRA 1: Lane closures for Otay Mesa Road between Sanyo Avenue and Alta Road and Airway Road between La Media Road and Avenida de la Fuente will be spaced out during the course of each day to ensure few or no closures during the A.M. and P.M. peak hours of commuter traffic.
- PDF/SCP TRA 2: City/County-approved traffic control plans will be prepared for Project construction, and signage and/or flagging will be provided.
- PDF/SCP TRA 3: Because construction activities will restrict access to or from adjacent land uses, businesses will be notified of potential obstructions. Blocked access to nearby properties will require advance coordination with property owners and tenants. Construction will be scheduled so that at least one access driveway is left unblocked during business hours.

Wueste Road Pipeline (R2087)

Wueste Road

During the pipeline construction process, one of the two lanes on Wueste Road would be temporarily closed to traffic, reducing the total capacity of the roadway from 9,400 ADT to approximately 4,700 ADT. However, sufficient capacity would continue to be provided for the estimated 1,055 ADT under the Near Term with Project traffic condition. Therefore, traffic impacts would be less than significant.

Alta Road Pipeline (R2077)

La Media Road

During the pipeline construction process, one of the two lanes on La Media Road may be temporarily closed to traffic. This would reduce the total capacity of the roadway from 10,000 ADT to approximately 5,000 ADT. Sufficient capacity would continue to be provided for the estimated 4,905 ADT under the Near-Term with Project traffic condition. Therefore, traffic impacts would be less than significant.

Airway Road

During the pipeline construction process, one of the four lanes on Airway Road may be temporarily closed to traffic. This would reduce the total capacity of the roadway from 40,000 ADT to approximately 30,000 ADT. Sufficient capacity would continue to be provided for the estimated 6,335 ADT under the Near-Term with Project traffic condition. Therefore, traffic impacts would be less than significant.

Sanyo Avenue

During the pipeline construction process, one of the four lanes on Sanyo Avenue may be temporarily closed to traffic. This would reduce the total capacity of the roadway from 15,000 ADT to approximately 11,250 ADT. Sufficient capacity would continue to be provided for the estimated 3,045 ADT under the Near-Term with Project traffic condition. Therefore, traffic impacts would be less than significant.

Otay Mesa Road

During the pipeline construction process, one of the two lanes on Otay Mesa Road may be temporarily closed to traffic. This would reduce the total capacity of the roadway from 16,200 ADT to approximately 8,100 ADT. This capacity would not be sufficient for the estimated 10,605 ADT under the Near-Term with Project traffic condition. To address this capacity issue the District has committed that the closures would be spaced out throughout the course of each day (PDF/SCP TRA 1) to ensure few or no closures during the A.M. and P.M. peak hours of commuter traffic. This design feature would be noted in the traffic control plans prepared for the Project. Implementation of this design feature as a part of a standard traffic control plan would ensure that traffic impacts would be less than significant.

Alta Road

During the pipeline construction process, one of the two lanes on Alta Road may be temporarily closed to traffic. This would reduce the total capacity of the roadway from 16,200 ADT to approximately 8,100 ADT. Sufficient capacity would continue to be provided for the estimated 7,595 ADT under the Near-Term with Project traffic condition. Therefore, traffic impacts would be less than significant.

Airway/La Media Road Pipeline (R2058)

La Media Road

During the pipeline construction process, one of the four lanes on La Media Road may be temporarily closed to traffic. This would reduce the total capacity of the roadway from 30,000 ADT to approximately 22,500 ADT. Sufficient capacity would continue to be provided for the estimated 18,245 ADT under the Near-Term with Project traffic condition. Therefore, traffic impacts would be less than significant.

Airway Road (La Media Road to Avenida de la Fuente)

During the pipeline construction process, one of the two lanes on Airway Road between La Media Road and Avenida de la Fuente may be temporarily closed to traffic. This would reduce the total capacity of the roadway from 10,000 ADT to approximately 5,000 ADT. This capacity would not be sufficient for the estimated 9,035 ADT under the Near-Term with Project traffic condition. To address this capacity issue the District has committed that closures for the street segment of Airway Road between La Media Road to Avenida de la Fuente would be spaced out throughout the course of each day (PDF/SCP TRA 1) to ensure few or no closures during the A.M. and P.M. peak hours of commuter traffic. This design feature would be noted in the traffic control plans prepared for the Project. Implementation of this design feature as a part of a standard traffic control plan would ensure that traffic impacts would be less than significant.

Airway Road (Avenida de la Fuente to Sanyo Avenue)

During the pipeline construction process, one of the four lanes on Airway Road between Avenida de la Fuente and Sanyo Avenue may be temporarily closed to traffic. This would reduce the total capacity of the roadway from 30,000 ADT to approximately 22,500 ADT. Sufficient capacity would be provided for the estimated 9,035 to 10,735 ADT under the Near-Term with Project traffic condition. Therefore, traffic impacts would be less than significant.

Threshold 2: Exceed an LOS standard established by the County congestion management agency for designated roads or highways. An impact was also considered significant if implementation of the Project would exceed a LOS per the City of San Diego and City of Chula Vista standards?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the PDF/SCPs listed under ***Threshold 1*** above to reduce potential impacts associated exceedance of an LOS standard.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The traffic study calculated LOS for near-term conditions without the Project and near-term conditions plus the Project's calculated ADT. With the addition of construction traffic, all of the study area segments are calculated to continue to operate at acceptable LOS on a daily basis. Airway Road, between La Media Road and Avenida de la Fuente, did have a Near-Term with Project LOS E; however, no significant impact is calculated since the Project adds less than 0.02 V/C ratio. Therefore, the addition of construction traffic from the proposed Project would not contribute to a significant impact.

Threshold 3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The closest airport to the Project site is the Brown Field Municipal Airport, which is approximately 0.25 mile northwest of the closest proposed pipeline. The proposed Project would result in a temporary increase of 105 ADT during the construction phase, which would not significantly increase the frequency of air traffic or alter air traffic patterns. As such, Project implementation would not result in a change in air traffic patterns that would result in substantial safety risks. Therefore, impacts related to this issue would not occur.

Threshold 4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the PDF/SCPs listed under ***Threshold 1*** above to reduce potential impacts associated with increased hazards due to a design feature.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed underground pipelines would not create hazards due to design features, such as sharp curves or dangerous intersections, or create hazardous conditions by introducing incompatible uses. The Project would consist of the construction of pipelines within areas designated for such use, and no hazardous intersections, roadways, or driveways would be created.

In addition, the design features, such as proper signage and notification of proposed lane closures (PDF/SCP TRA 2 and PDF/SCP TRA-3), would be implemented to ensure safety along the adjacent roadways during construction of the Project. Implementation of these Project design features as a part of a standard traffic control plan would ensure that impacts related to potential hazards from construction activities would be less than significant.

A 50- to 70-foot segment of the construction corridor for the Wueste Road alignment would extend approximately 10 feet to the east of the paved portion of road, temporarily impacting the ability of boaters using Wueste Road to line up for the boat launching ramp. Because a segment of the construction corridor for the Wueste Road alignment would extend approximately 10 feet to the east of the paved portion of road, access to trails adjacent to this construction corridor could also be disrupted. Although construction activities along the Wueste Road alignment may temporarily constrain traffic flow to the Otay Valley Regional Park (OVRP), implementation of a traffic control plan as required in PDF/SCP-TRA-1, PDF/SCP-TRA-2, and PDF/SCP-TRA-3 would ensure that vehicles and pedestrians would still have access to the park, trails, and boat launch ramps. In addition, the entire length of the construction corridor within Wueste Road would not be closed during the estimated 500-day construction period. Trenching operations would take 3 to 4 days to pass a given point at the planned rate of 120 to 160 feet per day. Because the disruption in access to the OVRP during construction would be temporary in nature and construction of the proposed Project would adhere to traffic control plans that would allow for limited access, Project construction would not result in significant impacts on park availability.

Threshold 5: Result in inadequate emergency access?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the PDF/SCPs listed under ***Threshold 1*** above to reduce potential impacts associated with inadequate emergency access.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Operation of the proposed Project would not require additional parking. During construction of the Project, staging of equipment and construction vehicles would be located within the roadway where construction is ongoing or within an offsite staging area and would not interfere with on-street parking. Therefore, impacts related to parking would be less than significant.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Operation of the proposed underground pipelines would not involve alteration of any roadways that provide emergency access. Therefore, no permanent impacts related to emergency access would occur with implementation of the Project.

Although no road closures are proposed, the construction scenario would include the closure of certain lanes, and access would be restricted to or from adjacent land uses temporarily. To ensure emergency access would remain open, the proposed Project would follow the requirements of the corresponding jurisdiction's (City of San Diego, City of Chula Vista, or County of San Diego) approved traffic control plans. In addition, the design features of the Project would include coordination with emergency services to provide notification of any potential lane obstructions (PDF/SCP TRA 3). Implementation of these project design features as a part of a standard traffic control plan would ensure that traffic impacts related to assuring adequate emergency access would be less than significant.

Threshold 6: Result in inadequate parking?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Operation of the proposed Project would not require additional parking. During construction of the Project, staging of equipment and construction vehicles would be located within the roadway where construction is ongoing or within an offsite staging area and would not interfere with on-street parking. Therefore, impacts related to parking would be less than significant.

Threshold 7: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety facilities?

Implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would include, but not be limited to, the following PDF/SCPs to reduce potential impacts associated with conflict with adopted alternative transportation policies, plans, or programs.

PDF/SCP TRA 4: Construction activities may disrupt bus service route 905A (Iris Avenue Trolley Station to Otay Mesa Border Crossing) on Airway Road. Therefore, advanced coordination with public transit agencies measures will be implemented to avoid disruption to transit operations. Measures used to avoid disruption would include written notification to transit agencies several months in advance of construction schedules, the development of traffic detours during construction and timing the construction to allow for bus routes to continue on the existing schedule.

PDF/SCP TRA 5: Construction activities could impede pedestrian and bicyclist movements in the construction area. Therefore, alternative pedestrian access routes will be provided and will be signed/marked appropriately to avoid obstructions to pedestrians and bicyclists.

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would be consistent with the underlying zoning and General Plan designations. Operation of the underground pipelines would not conflict with adopted policies, plans, or programs supporting alternative transportation. The Project would not result in any permanent features that could affect regional transportation and would not result in alteration of any existing facilities or interfere with construction of any future planned facilities that are intended to service alternative modes of transportation.

The proposed construction activities could disrupt service in bus route 905A within Otay Mesa. The Project would implement PDF/SCP TRA 4 and PDF/SCP TRA 5 to provide coordination with public transit agencies and alternative pedestrian access routes that avoid disruption to transit operations and obstructions to pedestrians and bicyclists during construction of the pipelines. Implementation of these Project design features as a part of a standard traffic control plan will ensure that impacts on alternative transportation during construction will be less than significant.

Threshold 8: Result in a cumulatively considerable contribution to significant cumulative traffic impacts considering past, present, and probable future projects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

As documented above, construction and operation of the proposed Project would not have significant impacts on the existing transportation network within the Project study area. As discussed earlier, the Year 2010 Near-Term Model run was prepared by SANDAG and includes the pending and approved projects in both the City and County of San Diego that are assumed to be completed by the Year 2010, in addition to the projected changes in the roadway network and land use assumptions for the Otay Mesa area. Results of the near-term analysis show that all study area segments operate at acceptable LOS on a daily basis. The addition of the Project's temporary ADT during construction would not contribute to a cumulatively considerable impact. Therefore, cumulative impacts related to traffic would be less than significant.

Mitigation/Performance Measures

No mitigation/performance measures are required. Design features are incorporated into the project design to avoid impacts related to avoiding impacts related to traffic.

Residual Impacts after Mitigation

No mitigation/performance measures are required. No residual impacts would remain after implementation of the PDFs and SCPs listed above.

9.9 Utilities

Thresholds of Significance

Thresholds used to evaluate potential traffic/circulation impacts are based on applicable criteria in State CEQA Guidelines (CCR §§15000-15387), Appendix G. A significant utilities impact would occur if the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
4. Not be sufficient water supplies available to serve the Project from existing entitlements and resources, and new or expanded entitlements would be needed.
5. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.
6. Be served by a landfill without sufficient permitted capacity to accommodate the Project's solid waste disposal needs.
7. Not comply with federal, state, and local statutes and regulations related to solid waste.
8. Result in a cumulatively considerable contribution to significant cumulative utilities impacts considering past, present, and probable future projects.

Impacts

Threshold 1: Although the proposed Project would not generate wastewater, it would result in the diversion of recycled water from the RWCWRF and the SBWRP to the proposed pipelines for distribution. However, this action would not materially affect compliance with wastewater treatment requirements issued by the SDRWQCB since the use of recycled water would be in accordance with CCR Title 17 and 22 requirements and the RWQCB-issued NPDES permit.

Threshold 2: No residential, commercial, or industrial uses that would require new or expanded wastewater treatment facilities would be constructed by the Project.

Threshold 3: The proposed Project would not include the construction of new or expansion of existing stormwater drainage facilities. No additional impervious surface areas would be created as a result of the Project, and there would be no increase in the generation of stormwater runoff.

Threshold 4: The three proposed pipelines would receive recycled water from two existing wastewater treatment facilities.

Threshold 5: Operation of the proposed Project would not result in new residential, commercial, or industrial uses that would create additional demand for wastewater treatment.

Threshold 6: The proposed Project would involve generation of solid waste from overall construction activities. Solid waste generated during Project construction would be disposed of at the Otay Landfill, which is permitted to accept construction waste.

Threshold 7: All waste generated during construction of the proposed Project would be disposed of in accordance with federal, state, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act of 1989 (AB 939) and the California Solid Waste Reuse and Recycling Access Act of 1991 (AB 75), which requires cities to divert 50% of solid waste to recycling programs and away from landfills.

Threshold 8: Implementation of the Project would not result in a cumulatively considerable contribution to utility impacts within the cumulative impact area.

Findings

The District finds that implementation of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project would not:

- result in an exceedance of wastewater treatment requirements;
- include water or wastewater treatment facility construction or expansion;
- include stormwater drainage facility construction or expansion;
- require new or expanded water entitlements;
- result in a wastewater treatment provider being unable to meet projected demand;
- result in a landfill not being able to provide sufficient capacity;
- violate solid waste statutes and regulations; or
- result in a cumulatively considerable contribution to significant cumulative utilities impacts considering past, present, and probable future projects.

Therefore, no mitigation/performance measures are required.

Explanation

Threshold 1: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would install three recycled water pipelines within the District's South District Area. Operation of the Project would not result in new residential, commercial, or industrial uses that would require wastewater treatment, and, therefore, would not exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board (SDRWQCB). Although the proposed Project would not generate wastewater, it would result in the diversion of recycled water from the RWCWRF and the SBWRP to the proposed pipelines for distribution. However, this action would not materially affect compliance with wastewater treatment requirements issued by the SDRWQCB since the use of recycled water would be in accordance with CCR Title 17 and 22 requirements and the RWQCB-issued NPDES permit. No additional wastewater treatment would be required by the Project. Therefore, implementation of the Project would result in no impact related to the exceedance of wastewater treatment requirements of the SDRWQCB.

Threshold 2: Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would not require or result in the construction of new water treatment facilities or expansion of existing water treatment facilities because it would not consume potable water during operation. In addition, the Project would not generate additional wastewater as it is limited to the installation of three recycled water pipelines. No residential, commercial, or industrial uses that would require new or expanded wastewater treatment facilities would be constructed by the Project. The three pipelines would receive recycled water from two existing wastewater treatment facilities: the RWCWRF, which is operated by the District, and the SBWRP, which is operated by the City of San Diego. These two facilities would supply a combined total of approximately 7.3 mgd of recycled water to the pipelines for distribution to recycled water customers within the District's South District Area. No expansion of these wastewater treatment plants would be required because current capacity would be sufficient to serve the Project's existing and future needs. Therefore, implementation of the proposed Project would result in no impacts related to the construction or expansion of water or wastewater treatment facilities.

Threshold 3: Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would not include the construction of new or expansion of existing stormwater drainage facilities. The Project is limited to the installation of three underground recycled water pipelines. No additional impervious surface areas would be created as a result of the Project, and there would be no increase in the generation of stormwater runoff. Therefore, no impacts related to the construction or expansion of stormwater drainage facilities would occur.

Threshold 4: Not be sufficient water supplies available to serve the Project from existing entitlements and resources, and new or expanded entitlements would be needed?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The Project would install three recycled water pipelines for transmission of existing recycled water supplies in order to reduce the demand for imported water and maximize the use of local water supplies. The three proposed pipelines would receive recycled water from two existing wastewater treatment facilities, the RWCWRF and the SBWRP, which would provide approximately 1.3 and 6 mgd of recycled water to the proposed pipelines, respectively. The Project would ultimately provide for the annual use of an estimated 1,700 acre-feet of recycled water, thereby reducing the amount of imported water necessary to serve the South District Area. Therefore, because the District provides potable and recycled water to customers within the District, no impacts related to new or expanded water entitlements would occur.

Threshold 5: Result in a determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

Operation of the proposed Project would not result in new residential, commercial, or industrial uses that would create additional demand for wastewater treatment. The three proposed pipelines would receive a total of approximately 7.3 mgd of recycled water from two existing wastewater treatment facilities, the RWCWRF and SBWRP, for distribution to recycled water customers within the South District Area. No additional wastewater treatment capacity would be required by the Project. Therefore, no impacts would occur.

Threshold 6: Be served by a landfill without sufficient permitted capacity to accommodate the Project's solid waste disposal needs?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project would involve generation of solid waste from overall construction activities. Solid waste generated during Project construction would be disposed of at the Otay Landfill, which is permitted to accept construction waste. The Otay Landfill would have sufficient capacity to accommodate the Project because it is permitted to accept 5,830 tons of solid waste per day and had a remaining capacity of 28,445,389 cubic yards as of March 2009 (Lafreniere pers. comm.). Operation of the proposed Project would not require solid waste disposal. Therefore, implementation of the proposed Project would have no impact related to insufficient solid waste disposal capacity.

Threshold 7: Not comply with federal, state, and local statutes and regulations related to solid waste?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

All waste generated during construction of the proposed Project would be disposed of in accordance with federal, state, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act of 1989 (AB 939) and the California Solid Waste Reuse and Recycling Access Act of 1991 (AB 75), which requires cities to divert 50% of solid waste to recycling programs and away from landfills. Therefore, no impacts would occur.

Threshold 8: Result in a cumulatively considerable contribution to significant cumulative utilities impacts considering past, present, and probable future projects?

Wueste Road Pipeline (R2087), Alta Road Pipeline (R2077), and Airway/La Media Road Pipeline (R2058)

The proposed Project is a recycled water utility infrastructure project that would involve installation of three underground pipelines to deliver existing recycled water supplies to current and future recycled water customers within the South District Area. As documented above, the Project would have no impacts on the existing utility systems serving the Project site, including water, wastewater, solid waste, and stormwater facilities. Project operation would not result in any exceedance of wastewater treatment requirements because the use of recycled water would be in accordance with CCR Title 17 and 22 and the RWQCB-issued NPDES permit. The Project would not increase the amount of impervious surface area; therefore, no additional stormwater drainage facilities would be required. The Project would not consume potable water during operation, so no expansion of water treatment facilities would be required. In addition, no wastewater would be generated, so no impacts would occur concerning the existing wastewater treatment facilities.

No long-term waste generation would be associated with the Project, and the Project would be required to comply with all pertinent regulations regarding the disposal of solid waste. Other anticipated cumulative projects would be required to provide for adequate utility service before their approval. In addition, utility providers would forecast future utility demands in the region as a whole and expand their capacity to meet future needs and provide adequate levels of service.

Therefore, the contribution of the Project on cumulative impacts related to the capacity of existing utilities or the need to construct new utilities or solid waste disposal would be less than significant.

10.0 Other CEQA Considerations

10.1 Effects found not to be Significant

Land Use

Would implementation of the proposed Project physically divide an established community?

Implementation of the proposed Project would not physically divide an established community since construction activity would occur within or directly adjacent to existing utility rights-of-way, and the three pipeline segments would all be installed belowground. The three sites of the proposed Project are not located within established residential communities. Instead, areas surrounding the three pipeline alignments generally include industrial, commercial, and open space uses. The established communities nearest to the three sites of the proposed Project include the communities of Eastlake and Otay Ranch, both of which are located west of the Wueste Road alignment in the City of Chula Vista. The land uses near the three Project alignments are well established and would not be altered by the three underground recycled water pipelines proposed by the Project. In addition, no physical impacts would occur within the communities of Eastlake or Otay Ranch. Therefore, implementation of the proposed Project would not physically divide an established community.

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

The three sites of the proposed Project include lands under jurisdiction of the cities of Chula Vista and San Diego and the County of San Diego. The Wueste Road alignment is located within the boundary of the City of Chula Vista. The City of Chula Vista's General Plan Land Use Diagram designates lands along the Wueste Road alignment as General Industrial, Commercial Visitor, Open Space, and Park and Recreation. In addition, the land use diagram identifies a Greenbelt Trail System adjacent to Wueste Road. The Project's Airway/La Media Road alignment is under jurisdiction of the City of San Diego. The City of San Diego General Plan Land Use and Street System Map identifies two land use designations within the Airway/La Media Road alignment: Industrial Employment and Commercial Employment, Retail, and Service. Additionally, the portion of the Alta Road alignment that runs along Sanyo Avenue is also within jurisdiction of the City of San Diego and is designated as Industrial Employment. Finally, the portions of the Alta Road alignment that run along Otay Mesa and Alta Roads are within the County of San Diego's East Otay Mesa Specific Plan Area (SPA). The East Otay Mesa SPA Land Use Plan designates lands along the Alta Road alignment as Technology Businesspark and Heavy Industrial.

The proposed Project would not conflict with the established land uses identified above because utilities are a conditionally compatible land use within any designation. Each of the general and specific plans identified above recognize the importance of the utilities that cross within their

jurisdictions. Each of these plans also acknowledges that planned development will require new infrastructure, including utilities. In addition, the Project would be installed within existing utility rights-of-way. All established land uses would continue as planned within the Project vicinity following construction. Therefore, no significant conflicts with applicable land use plans, policies, or regulations would occur as a result of the proposed Project.

Would implementation of the proposed Project conflict with any applicable habitat conservation plan or natural community conservation plan?

Implementation of the proposed Project would result in significant impacts on biological resources but would not result in conflicts with the City of San Diego's MSCP Subarea Plan or the City of Chula Vista MSCP Subarea Plan. Impacts on 0.33 acre within the City's MHPA would occur along the Wueste Road Pipeline. However, all impacts would be offset through either the use of available credits within the District's existing, agency-approved San Miguel HMA or through proposed creation/revegetation within the HMA. In addition, the City's MSCP identifies water facilities and other essential public facilities as "compatible with the biological objectives of the MSCP and thus will be allowed within the City's MHPA." The MSCP also acknowledges that maintenance of existing roads and utility lines within the MHPA will occur. The Project would also not conflict with the City of Chula Vista MSCP Subarea Plan. Therefore, the proposed Project would not conflict with the long-term biological resources goals of the MSCP because all significant impacts would be mitigated to less-than-significant levels.

Mineral Resources

Would implementation of the proposed Project result in the loss of availability of a known mineral resource that would be of value to the region and to the residents of the state, or result in the loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No mineral resources that would be of future value to the region or state have been identified within the three areas of the Project by the 1996 Update of Mineral Land Classification completed by the Department of Conservation, Division of Mines and Geology. The California Division of Mines and Geology Map, Special Report 153, Plate 30, identifies the Mineral Resource Zone (MRZ) designation for the three sites of the proposed Project as MRZ-3. MRZ-3 designations are areas where the significance cannot be evaluated based on available data. Areas where significant mineral deposits exist are designated MRZ-2. Because there are no MRZ-2 areas within the three Project pipeline alignments, no significant impacts on mineral resources would occur (CDMG 1996). In addition, the Project pipeline alignments are not located in areas where it would be reasonable to conclude that mineral extraction activities would occur. The Project vicinity is located within an urban area, and because of the proximity of existing development to the proposed sites, existing City use regulations and land use designations would prohibit development of new mining operations near urban development. Therefore, implementation of the proposed Project would result in less-than-significant impacts related to the loss of a known mineral resource or important mineral resource recovery site.

Population/Housing

Would implementation of the proposed Project induce substantial population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed Project would install three pipeline segments within the District's South District area as part of the its long-term strategy for meeting the water needs within its planning area. The Project would develop a dependable recycled water delivery system that would enable the District to supply recycled water to existing and new development that is projected to occur within the District's service area based on 2030 growth projections established by SANDAG and as planned for by the local general plans. The Project would provide approximately 330acre-feet of recycled water annually to existing recycled water customers, including residential developments. In addition, the Project would provide recycled water to projected recycled water markets, including existing and planned parks, street and highway landscapes, freeways, schools, office parks, commercial and industrial areas, government facilities, health care centers, multi-family residential housing, and other common areas. Development of the Project is commensurate with growth within the WRMP planning area, consistent with the SANDAG forecasts through 2030. Therefore, implementation of the proposed Project would result in less-than-significant impacts related to the inducement of direct or indirect growth in the Project vicinity. The potential for the project to remove obstacles to growth is discussed in Section 10.5 below.

Would implementation of the proposed Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Construction of the Project would be limited to paved portions of the roads within existing utility rights-of-way, where feasible. Some sections of construction would extend beyond the paved areas of the road and may involve disturbance of areas adjacent to the roadway. However, no disturbances to areas outside of the existing utility rights-of-way would result in the displacement of any existing housing. No new construction of replacement housing would be required. Therefore, no impacts related to the displacement of existing housing would occur.

Would implementation of the proposed Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Project construction would be mostly limited to paved portions of the roads within existing utility rights-of-way. Although some sections of the Project would require construction to extend beyond paved areas of the road, no persons or housing would be displaced by the Project. Therefore, the Project would result in no impacts related to the displacement of substantial numbers of people necessitating the construction of housing elsewhere.

Public Services

Would implementation of the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection

The proposed Project involves the construction of three underground recycled water pipelines within existing utility rights-of-way on paved portions of the roads. Construction activities required by the Project would generate truck and employee traffic along transportation routes and the three pipeline alignments, temporarily increasing the accident potential in these areas. This increase in accident potential could result in a temporary demand for additional fire services on an as-needed and emergency basis. However, this short-term increase in demand would be accommodated by existing fire protection services and would not affect emergency response times or require new or physically altered facilities.

The proposed Project does not involve the construction of housing or other features that would result in substantial population growth necessitating the provision of new or physically altered fire protection facilities. Therefore, impacts related to the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios or response times would be less than significant.

Regarding the potential disruption to emergency service providers due to construction in travel lanes, see Section 9.8 above.

Police Protection

As discussed above, Project construction activities would generate additional traffic within the Project vicinity and along the three pipeline alignments, temporarily increasing the accident potential in these areas. A temporary demand for additional police services on an as-needed and emergency basis could result from this increase in accident potential. However, this short-term increase in demand would be accommodated by existing police protection services and would not affect emergency response times or require new or physically altered facilities.

The proposed Project does not involve the construction of housing or other features that would result in substantial population growth necessitating the provision of new or physically altered police protection facilities. Therefore, impacts related to the provision of new or physically altered police protection facilities in order to maintain acceptable service ratios or response times would be less than significant.

Regarding the potential disruption to emergency service providers due to construction in travel lanes, see Section 9.8 above.

Schools

The proposed Project does not include the provision of new or physically altered school facilities. Implementation of the Project would place no demand on school services because it would not involve the construction of residential uses that would create an influx of a significant number of school-aged children that would require such facilities. Therefore, implementation of the proposed Project would result in no impacts related to school services.

Parks

The proposed Project does not include the construction of new or physically altered park facilities. Construction of the Project's Wueste Road alignment would temporarily restrict access

to the Otay Valley Regional Park (OVRP). Furthermore, the Project would not place additional demand on park services because it would not involve the construction of facilities that require such services, including residential uses. Therefore, implementation of the proposed Project would have less-than-significant impacts related to park services.

Access to trail corridors, fishing areas, and other recreation areas associated with the OVRP adjacent to the Lower Otay Reservoir would be temporarily unavailable during Project construction activities. The OVRP Concept Plan identifies trail corridors and two recreation areas (boat launch ramps) adjacent to the Wueste Road alignment of the Project. One of the boat launch ramps is not available to the public because it is associated with the Arco Olympic Training Center (OVRP 1997). The second boat launch ramp, the City of San Diego's Lower Otay Lake Boat Launch Ramp, is currently available for fishing and general boating on Wednesdays, Saturdays, and Sundays (City of San Diego 2010a). This boat launch facility provides the general public with access to a boat launch ramp and picnic areas (City of San Diego 2010b). Normally, patrons of the boat launch ramp line up along the shoulder of Wueste Road to wait their turn to use the boat launch ramp. In addition, existing and proposed pedestrian trails associated with the OVRP, identified in the City of Chula Vista's Greenbelt Master Plan, are located adjacent to the Wueste Road alignment between Wueste Road and Otay Lakes (City of Chula Vista 2003). Finally, the County of San Diego's Lower Otay Lakes County Park, which provides the public with a playground area, a horseshoe pit, and picnic areas, is located directly east of the southernmost portion of the Wueste Road alignment (County of San Diego 2010). A 50- to 70-foot segment of the construction corridor for the Wueste Road alignment would extend approximately 10 feet to the east of the paved portion of road, temporarily impacting the ability of boaters using Wueste Road to line up for the boat launching ramp. Because a segment of the construction corridor for the Wueste Road alignment would extend approximately 10 feet to the east of the paved portion of road, access to trails adjacent to this construction corridor could be disrupted.

Although construction activities along the Wueste Road alignment may temporarily constrain traffic flow to the OVRP, implementation of a traffic control plan would ensure that vehicles and pedestrians would still have access to the park, trails, and boat launch ramps. In addition, the entire length of the construction corridor within Wueste Road would not be closed during the estimated 500 day construction period. Trenching operations would take 3 to 4 days to pass a given point at the planned rate of 120 to 160 feet per day. Because the disruption in access to the OVRP during construction would be temporary in nature and construction of the proposed Project would adhere to traffic control plans that would allow for limited access, Project construction would not result in significant impacts on park availability.

Other Public Facilities

Construction of the proposed pipelines would occur mostly within existing rights-of-way within paved portions of the roadway. Any disturbances to the roadway would be repaired once Project construction is complete. No other impacts on public facilities would occur as a result of the Project.

Recreation

Would implementation of the proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Construction of the Wueste Road alignment proposed by the Project would temporarily restrict access to existing recreational facilities available within the OVRP. More specifically, access to trail corridors, fishing areas, and other recreation areas adjacent to the Lower Otay Reservoir would be temporarily unavailable during Project construction activities. The disruption in access to the OVRP during construction would be temporary in nature, and construction of the proposed Project would adhere to traffic control plans that would allow for limited access to the OVRP.

If disruption of trail and fishing area use resulted in the diversion of recreation users to other recreational facilities, overcrowding could occur; however, given the short-term nature of construction activities and the availability of fishing areas and trails within the Project vicinity, diversion of recreation users would not likely result in overcrowding and deterioration of parks or recreational facilities. In addition, traffic control plans would be in place to ensure that access along Wueste Road would continue during construction. Project construction would not result in significant impacts on park availability.

Operation of the proposed Project would not impact the use of parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project would not induce substantial population growth in the Project vicinity and, thus, would not increase the use of recreational facilities in surrounding neighborhoods. Therefore, impacts related to the physical deterioration of existing neighborhood and regional parks or recreational facilities would be less than significant.

Would implementation of the proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed Project includes the installation of three recycled water pipelines within the District's South District Area, but no recreational facilities are included as part of the Project. Additionally, the Project would not induce population growth in a manner that would require the construction or expansion of recreational facilities. Therefore, implementation of the proposed Project would result in no impact related to adverse environmental effects associated with construction or expansion of recreational facilities.

10.2 CEQA Checklist Items Not Applicable to the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project

The following two topics were not analyzed in Chapter 4 of the EIR because they are not applicable to the proposed Project: aesthetics and agricultural resources. The rationale for these findings is explained below.

Aesthetics

The proposed Project pipelines would be located completely beneath the ground surface and would not have the potential to permanently impact scenic vistas, scenic resources, existing visual character or quality, or create a new source of substantial light or glare. No aboveground structures or pump stations are proposed by the Project. Project construction activities would require staging that would temporarily affect the visual quality of the Project vicinity during construction. During this time, views of the pipeline alignments would include heavy equipment, construction materials, stockpiled soil, and other features typical of a construction site. However, these activities would be temporary and would cease once the Project is completed. Therefore, since no aboveground structures or pump stations are proposed as a part of the Project, visual impacts associated with the recycled water pipelines would not occur.

Agricultural Resources

The California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) designates areas of prime soils and soils of statewide importance based on soil characteristics and area agricultural use. According to the San Diego County Important Farmland Map lands designated as Farmland of Local Importance, Grazing Land, and Urban and Built-Up Land under the FMMP are located adjacent to the proposed Project. However, no lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are located within or adjacent to the proposed pipeline alignments. Project construction activities would be limited to paved portions of the roads within the existing utility rights-of-way, where feasible; and construction staging areas are anticipated to be sited in existing developed areas. Therefore, implementation of the proposed Project would not result in the conversion of Prime, Unique, or Farmland of Statewide Importance to non-agricultural use.

Furthermore, according to the San Diego County Williamson Act Lands Map, the Project site is designated as Built-up Lands under the Williamson Act. Thus, no Williamson Act contracts exist within the Project vicinity. Therefore, implementation of the proposed Project would not conflict with existing agricultural zoning or Williamson Act contracts, and no impact would occur.

10.3 Significant and Unavoidable Environmental Impacts

CEQA Guidelines Section 15126.2(b) requires that an EIR discuss the significant unavoidable impacts that would result from implementation of a project. More specifically, these guidelines state that an EIR should explain the implications of such impacts and the reasons why the project is being proposed, notwithstanding such impacts.

The potential environmental impacts that would result from implementation of the proposed Project are described in Chapter 4, “Environmental Analysis,” of this EIR. Chapter 4 also identifies mitigation measures to reduce those impacts to less-than-significant levels. The mitigation measures identified in Chapter 4 would reduce all potentially significant impacts to

less-than-significant levels. With implementation of the recommended mitigation measures, no significant unavoidable impacts would occur as a result of the Project.

10.4 Significant Irreversible Environmental Effects

CEQA Guidelines Section 15126.2(c) requires that an EIR discuss the significant irreversible environmental changes that would result from implementation of a project. Section 15126.2(c) of the CEQA Guidelines describes significant irreversible environmental changes that would be caused by a proposed project as follows:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Implementation of the Project would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including gasoline, diesel fuel oil, lubricants, and natural gas for construction equipment. However, the use of these energy resources would be minimal and would not result in the substantial depletion of any nonrenewable resource. The Project would not increase the rate of use of potable water, a slowly renewed resource, because it would utilize recycled water during operation. The proposed Project would have a beneficial effect on water supply resources by reducing demand for potable water for irrigation.

The Project would be limited to the construction of underground recycled water pipelines mostly within utility rights-of-way and would not provide access to any previously inaccessible areas. Therefore, construction of the Project would not commit future generations to the significant irreversible change of converting the Project site to another land use.

The proposed Project is not anticipated to result in irreversible damage from environmental accidents, such as an accidental spill or explosion of a hazardous material. During construction, various types of fuel and materials classified as hazardous would be required. In the State of California, the storage and use of hazardous substances is strictly regulated and enforced by various local, regional, and state agencies. The enforcement of these existing regulations would preclude significant Project impacts related to environmental accidents. The Project would not directly discharge treated recycled water into the Otay Lakes Reservoir. No irreversible environmental damage to local water resources would occur.

10.5 Growth Inducement

CEQA Guidelines Section 15126.2(d) requires that an EIR include a discussion of the ways in which a proposed project could directly or indirectly foster economic development, population growth, or additional housing, and how that growth would affect the surrounding environment. A

project is considered growth inducing if it would remove obstacles to growth, or if it would stimulate economic activity within the region. According to CEQA Guidelines Section 15126.2(d), “it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

The proposed Project is one of a series of projects recommended by the District’s 2009 WRMP Update, which identifies CIPs that would be needed to serve District customers’ water demands through the year 2030. The WRMP CIPs, including the Project, are being constructed as a response to growth that would occur within the District’s planning area, as projected by SANDAG, the City of Chula Vista, and forecasts developed by the District.

The Program EIR for the WRMP concluded that the construction of projects recommended by the WRMP would not directly induce growth because the District has no land use approval authority and cannot approve land development. Construction of the CIPs, including the proposed Project, would occur within both developed and undeveloped areas. However, the Projects are phased commensurate with planned growth and would not result in direct growth effects because the timing of implementation is intended to serve the water delivery needs of specified planned development as they are approved. The proposed Project would not be developed in anticipation of unforeseen or unplanned future growth. Instead, the Project would meet the existing demand for recycled water and would reduce the demand for potable water in the Project vicinity. The Project would provide recycled water to projected recycled water markets, including existing and planned parks, golf courses, street and highway landscapes, freeways, schools, office parks, commercial and industrial areas, government facilities, health care centers, multi-family residential housing, and other common areas. Therefore, implementation of the Project would not be growth-inducing because it would not remove an impediment to growth.

Construction of the proposed Project would generate new jobs; however, it is expected that new jobs would be filled using the existing local employment pool. This economic activity would be incremental compared to the economic growth of the greater San Diego region, and the construction of additional housing accommodations would not be required. Therefore, the proposed Project is not considered growth inducing.

11.0 Alternatives

Where a lead agency has determined that, even with the adoption of all feasible mitigation measures, a proposed project would still cause one or more significant environmental impacts that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. An alternative may be “infeasible” if it fails to fully promote the lead agency’s underlying goals and objectives with respect to the project. Thus, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors” of a project (*City of Del Mar, supra*, 133 Cal.App.3rd at p. 417; see also *Sequoyah Hills, supra*, 23 Cal.App.4th at p. 715).

Thus, the District can fully satisfy its CEQA obligations by determining whether any alternatives identified in the Final EIR are both feasible and environmentally superior with respect to the significant impacts of the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project (*Laurel Hills, supra*, 83 Cal.App.3d at pp. 519-527; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 400-403). The alternatives addressed in the Final EIR are summarized below.

11.1 No Project Alternative

Section 15126.6(e) of the State CEQA Guidelines requires the No Project Alternative to be addressed in an EIR. Under this alternative, the District would not adopt the Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project.

Impact Analysis

The No Project Alternative is a feasible alternative, as defined by CEQA, because it could be “accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors” (State CEQA Guidelines Section 15364). However, the No Project Alternative does not meet any of the Project objectives. It would not construct facilities to meet the existing recycled water demand of the Otay Mesa Service Area, nor would it implement the Recycled Water Policies of the state of California, local land use jurisdictions, local and regional water supply agencies, the District, and federal government. By not implementing the Recycled Water System of the WRMP, the No Project Alternative would not establish all of the phased CIPs needed to provide an adequate, reliable, flexible, and cost-effective water system.

Ability to Accomplish Project Objectives

None of the significant impacts assessed for the proposed Project would occur under the No Project Alternative because this alternative would not conduct any of the Project-related construction activities and would not implement any of the features of the proposed Project.

Although this alternative would avoid the proposed Project's significant impacts, implementing the No Project Alternative would also fail to achieve any of the objectives of the Project, as outlined above.

Because the No Project Alternative would avoid the Project's impacts, it is considered the environmentally superior alternative. State CEQA Guidelines § 15126.6 (e)(2) requires a lead agency to identify an "environmentally superior alternative" from among the other alternatives examined if the No Project Alternative is environmentally superior to the alternatives. Therefore, a discussion is provided in Section 11.3 below regarding identification of an environmentally superior alternative.

11.2 Reduced Impact Alternative

The Reduced Impact Alternative consists of changes to the proposed Project including alteration to the proposed Wueste Road Pipeline alignment and adjustments to the proposed construction corridor and staging areas for the Airway/La Media Road and Alta Road Pipelines. The alternative also includes a modification to the construction schedule for the Wueste Road Pipeline.

Impact Analysis

The Reduced Impact Alternative is a feasible alternative, as defined by CEQA, because it could be "accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors" (State CEQA Guidelines Section 15364). The Reduced Impact Alternative would also meet the primary project objectives of the proposed Project.

However the proposed Project is preferred because the Reduced Impact Alternative could result in potential conflicts with existing underground utilities, adversely affect future maintenance, and increase construction costs and schedule. Trenching methods under the proposed Project are preferred over the use of tunneling for construction activities because trenching allows easier future maintenance and repair and reduces the potential for conflicts with existing underground utilities. The typical recycled water trench is shallow to allow future maintenance and the installation of future recycled water services. In addition, the depth of the tunnel relative to the diameter of the tunnel determines the relative stability of the tunnel. Shallow tunnels are very unstable and are prone to settlement. Water utilities are located at the depth of cover to avoid conflicts with other utilities. The clearances required to tunnel under conflicting utilities would be greater than the clearance required with open trench construction. Locating the pipe deeper in a tunnel would also increase the potential for conflicts between the proposed pipe and existing and future sewer laterals to adjacent properties.

Additionally, tunneling in this area would potentially increase the cost of construction for this portion of the pipeline by 80 to 100% and could also increase the time necessary for construction when compared with an open trench by approximately two to three months. The proposed project would include cathodic protection of the new steel pipeline from corrosion. Special pipe bedding is required to protect the pipe from backfill damaging the cathodic protection of the tape

wrap on the pipeline. To protect this pipe with a tunnel installation, a steel sleeve would be required. Tunneling to the east of the OTWP would also increase potential conflicts with existing utilities from that associated with the area east of the OTWP where the pipeline is currently proposed. These issues would slow the installation, which would prolong the construction schedule.

Ability to Accomplish Project Objectives

The significant impacts assessed for biological resources and noise under the proposed Project would not occur under the Reduced Impact Alternative. The Reduced Impact Alternative would modify the Wueste Road Pipeline alignment to avoid impacts on biological resources, and the adjustment to the construction schedule to conduct dewatering activities only during daytime hours would avoid impacts on noise. Furthermore, the modifications to the construction staging corridors for the Alta Road and Airway/La Media Road Pipelines would avoid biological impacts related to federally listed San Diego fairy shrimp. This alternative would avoid the proposed Project's significant impacts on biological resources and noise and implementing the Reduced Impact Alternative would also achieve the objectives of the Project, as outlined above.

11.3 Environmentally Superior Alternative

State CEQA Guidelines § 15126.6 (e)(2) requires a lead agency to identify an “environmentally superior alternative” from among the other alternatives examined if the No Project Alternative is environmentally superior to the alternatives. The No Project Alternative would avoid all potentially significant environmental impacts identified for the proposed Project; however, CEQA Guidelines Section 15126.6 (e)(2) requires that an EIR identify another alternative as environmentally superior, besides the No Project Alternative. In this case, the next environmentally superior alternative is the Reduced Impact Alternative, which would reduce potential impacts on biological resources and noise. This alternative would also achieve all of the objectives of the proposed Project.