

## **CHAPTER 1.0 – PROJECT DESCRIPTION, LOCATION AND ENVIRONMENTAL SETTING**

### **1.1 Project Description and Location**

#### **1.1.1 Precise Location/Boundary**

The proposed Otay Crossings Commerce Park project (hereinafter referred to as the proposed project) is located in the unincorporated community of East Otay Mesa within the Otay Subregional Planning Area in the southernmost portion of San Diego County, approximately two miles east of the future State Route (SR)-125/SR-905 interchange. The project site is located within the southern section of Subarea 2 of the East Otay Mesa Specific Plan (EOMSP) area, southeast of the intersection of Old Otay Mesa and Alta roads. The site extends southeast from the intersection to the United States (U.S.)-Mexico International Border. Refer to Figure 1-1 for a Regional Location Map.

The northwest portion of the irregularly shaped project site is bordered on the north by Old Otay Mesa Road, on the west by Alta Road and on the south by a currently unpaved extension of Airway Road. The southern portion of the project site extends as far south as the U.S.-Mexico International Border, and approximately one mile east of Alta Road. Figure 1-2 is a Project Vicinity Map, while Figure 1-3 presents an aerial view of the project site and vicinity.

The proposed project also includes several off-site roadway improvements, as well as installation of an off-site sewer main, as discussed in Subchapter 1.1.3.

#### **1.1.2 Background Information**

##### **Project Background**

The County of San Diego (County) Board of Supervisors certified the Final Environmental Impact Report (EIR) for the EOMSP (SP 93-004; GPA 94-02; Log No. 93-19-6) on July 27, 1994. The EOMSP encompasses an area of approximately 3,300 unincorporated acres in the southwestern portion of San Diego County, adjacent to the U.S.-Mexico International Border. The EOMSP area adjoins the City of San Diego's Otay Mesa Community Plan Area. The original EOMSP designated approximately 72 percent of the land area within its boundaries as Mixed Industrial and approximately 23 percent as Rural Residential.

The Final EIR found significant effects from plan implementation to biological resources, noise, land use, landform alteration/visual quality, cultural resources, geology and soils, hydrology and water quality, transportation and circulation, air quality, health and safety, public services and utilities, and population/housing/employment. With the exceptions of biological resources and noise, it was determined that these effects could be avoided or mitigated to less-than-significant levels through implementation of adopted mitigation measures. A Statement of Overriding Considerations was adopted by the County for significant and unmitigable impacts to biological resources and noise.

In the years since certification of the original EOMSP EIR, 21 addenda, 16 projects with reliance on the previous EIR unmodified, and one Supplemental EIR (Sunroad Centrum Tech Center) have been processed and approved by the County. Six amendments have been approved by the Board

of Supervisors since the 1994 adoption of the plan; the most significant amendments to the plan have been three County-initiated Specific Plan Amendments (SPAs). An amendment, approved in 2002, divided the EOMSP into two subareas, designating the western portion (approximately 2,017 acres) as Subarea 1 and the eastern portion (approximately 1,283 acres) as Subarea 2. At the same time, the 2002 SPA modified the land use categories in Subarea 1, including changing the Commercial and Mixed Industrial land use designations to Technology Business Park, Light Industrial and Heavy Industrial, and modifying the Rural Residential designation to Conservation/Limited Use. The proposed project is located in Subarea 2 of the EOMSP, which was not modified by the 2002 SPA, and includes 446 acres designated for Rural Residential, 727 acres designated for Mixed Industrial, and 110 acres of Road land uses. A more recent County-initiated SPA, approved on August 1, 2007, addressed both subareas and revised the circulation plan, bicycle network, and regulatory standards relating to site plan requirements, fencing detail, driveway location criteria, and sidewalk design. The 2007 amendment also modified noise requirements for Subarea 2 to make them consistent with those of Subarea 1 (as discussed in Subchapter 3.5, *Noise*). In April 2009, the County modified the plan to correct minor issues related to landscape requirements for public roads, modify the land use plan for the Heavy Industrial area, define development standards for correctional facilities in Heavy Industrial, among other items. Most recently, an SPA (SPA 10-001) was approved by the Board of Supervisors on September 15, 2010. This SPA removed inconsistencies between Subareas 1 and 2 and combined the two subareas; modified streetscape, public right-of-way, and landscape requirements; and allowed the use of chain link and decomposed granite surface for interim uses on the SR-11 right-of-way. In addition, the SPA included a Zone Reclassification (REZ 10-001) that modified the boundary of the EOMSP area in response to Proposition A, the East Otay Mesa Recycling Collection Center and Landfill Ordinance, and rezoned approximately 33 acres of land from S-88 to RS-40 to accommodate a future solid waste facility east of the EOMSP area. The SPA also specified that a 1,000-foot Landfill Overlay Buffer be established around the landfill site to prevent land use conflicts.

*An Environmental Review Update Checklist Form For Projects With Previously Approved Environmental Documents* was completed for the proposed project by the County on February 9, 2006, at which time the County Department of Planning and Land Use (DPLU) confirmed that a Supplemental EIR (SEIR) would be necessary pursuant to Section 15163 of the State's California Environmental Quality Act Guidelines (State CEQA Guidelines). This decision was based upon the conclusion that there are changes in the project and changes in circumstances that could potentially cause new significant impacts and require new mitigation measures. These changes include changes due to the fact that the project site falls within the County's 1997 Multiple Species Conservation Program (MSCP) Subarea Plan, as a Major Amendment Area, Minor Amendment Area, and Minor Amendment Area Subject to Special Circumstances. The resource areas potentially affected by the changes included aesthetics, air quality, biological resources, cultural resources, noise, transportation/traffic and public services/utilities (County of San Diego 2006a).

On April 6, 2006, the Notice of Preparation (NOP) of an SEIR was published with the *Environmental Review Update Checklist Form For Projects With Previously Approved Environmental Documents* as an attachment, and was distributed by the County to the State Clearinghouse (SCH), responsible agencies, and interested citizens and community groups for a 30-day public review period, pursuant to Section 15082 of the State CEQA Guidelines. Six letters were received in response to the NOP. Appendix A of this SEIR includes the NOP in its entirety and the related comment letters.

The certified EOMSP Final EIR and associated technical appendices (SCH No. 92101099), as well as all updates thereto completed in conjunction with the SPAs initiated by the County (described above)

are incorporated by reference into this SEIR, as permitted by Section 15150 of the State CEQA Guidelines. Relevant portions of these documents are briefly summarized in the appropriate subchapter(s) of this SEIR, and the relationship between the incorporated part of the referenced document and this SEIR is described. The documents that are incorporated by reference are available for inspection at the offices of the County DPLU, 5201 Ruffin Road, Suite B, San Diego, California 92123.

### **State Route 11 (SR-11) Background**

At the same time as the project applicant is requesting approval of various entitlements, the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) are conducting engineering and environmental studies on site for the proposed extension of SR-11 from SR-125 across the southern portion of the EOMSP area toward the U.S.-Mexico International Border. The freeway extension would connect with a proposed new federal port-of-entry (POE) along the U.S.-Mexico International Border. The EOMSP, as amended, identifies both SR-11 and the future POE as being located on the proposed project site. FHWA and Caltrans have evaluated two corridors for the freeway<sup>1</sup> and are currently evaluating a number of design and operational options, while the U.S. General Services Administration (GSA) is evaluating various configurations for the federal POE. The Mexican government has already determined that its future POE will be located south of the project site on the southern side of the U.S.-Mexico International Border. Although the SR-11 and future POE projects are being proposed by two separate agencies, they are interconnected in that they would not be constructed without one another. For that reason, FHWA/Caltrans and GSA prepared a joint programmatic environmental document (i.e., joint CEQA/National Environmental Policy Act (NEPA) document) to evaluate the program-level issues of the freeway and future POE. Caltrans is responsible for complying with CEQA, while FHWA took the lead on the NEPA portion of the joint document on behalf of the GSA.

A Final Program Environmental Impact Report/Phase I Environmental Impact Statement (PEIR/PEIS) for this joint program was approved and a federal Record of Decision signed in October 2008 (Caltrans 2008), identifying the Western Alternative as the Preferred Alternative for implementation of the SR-11/POE program. The Western Alternative corresponds to the SR-11 and POE right-of-way (ROW) locations defined in the proposed Otay Crossings site plan. With the program-level document now approved, FHWA, Caltrans and GSA are pursuing project-level engineering studies and environmental clearances for SR-11 and the Otay Mesa East POE. The number and location of the SR-11 interchanges are being studied as part of the project level EIR that was recently circulated for public review. The footprint shown on the Otay Crossings Commerce Park Tentative Map is consistent with the County's Circulation Element and the latest engineering input received from Caltrans at the time this SEIR was drafted. Construction timing for both projects is dependent on completion of the various studies and securing sufficient funding for the facilities (Caltrans 2008). SR-11 is not yet fully funded (Caltrans 2011).

In December 2010, Caltrans circulated the Tier II Draft EIR/EIS for the SR-11/POE project. In the document, three alternatives were evaluated, two of which would cross through the project site. The SR-11 alternative that includes a half interchange at Siempre Viva Road would result in approximately 15.6 acres of additional ROW take within the project site, which would include take of portions of

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<sup>1</sup> A third alignment, further east and beyond the boundaries of the proposed Otay Crossings Commerce Park project, was considered but rejected earlier in the planning process, because of the potential for extensive significant impacts to biological and cultural resources.

several lots within Units 1, 3 and 4. The SR-11 alternative that includes a full interchange at Siempre Viva Road would result in approximately 29.4 acres of additional ROW take within the project site, including take of portions of several lots within Units 1, 2, 3 and 4. Unit 5 of the proposed project has always been considered ROW take for the POE.

### 1.1.3 Project Component Parts

The proposed project involves a Tentative Map (TM) application and Preliminary Grading Plan review (Tract 5405) for a 311.5-acre property in the East Otay Mesa area, as well as off-site roadway and utility improvements to support the project site development. A detailed description of each proposed project component follows; please refer to Figure 1-4, *Tentative Map 5405/Preliminary Grading Plan*, for a graphic representation of the key project elements.

The proposed project would reserve ROW and grade industrial lots that could ultimately be acquired for the western alignment of SR-11 and the POE, but would not construct any facilities associated with these projects. Impacts associated with the construction and operation of SR-11 and the POE are not analyzed in this SEIR. For the purposes of the SEIR, it is assumed that the SR-11 corridor and POE site could be developed with industrial uses, in the event that these facilities are located elsewhere on the mesa or not implemented by the state or federal governments.

## TM and Preliminary Grading Plan

### *Land Uses*

The proposed subdivision and industrial use of the project site is planned to be consistent with the land use plan for the EOMSP, which identifies the entire site for Mixed Industrial use, except a small area (4.36 acres) of the northeast corner of the site, which is designated for Rural Residential use. Specifically, this project anticipates the future construction of light industrial uses without stationary source air emissions. Pursuant to the County's Interim Guidance for Greenhouse Gas Analysis for Industrial Use in EOMSP, subsequent projects on this project site that include light industrial, non-stationary source uses consistent with the analysis in this SEIR may rely on this CEQA document during the site plan review process. The proposed project would subdivide the 311.5-acre property into 56 industrial lots and three open space lots ranging in size from 0.9 net acre to 59.1 net acres. About three quarters of the lots would be less than 4 acres in size, and all but two lots would have an area of less than 9 acres. The 59 lots would be divided and recorded in five separate units (see Figure 1-4). Approximately 285.5 acres would be placed in lots (including FHWA/Caltrans/GSA ROW), while 20.4 acres would contain internal on-site public streets. An additional 30.6 to 35.0 acres would consist of off-site roadway and utility improvements (see Figure 1-4, Figure 1-5a, *Existing and Proposed Sewer System – Option A*, and Figure 1-5b, *Existing and Proposed Sewer System – Option B*, Figure 1-6, *Existing and Proposed Potable Water System*, and Figure 1-7, *Existing and Proposed Recycled Water System*). Utility improvements would include sewer, water, and drainage improvements as illustrated in the referenced graphics and described below under *Utilities*. Of the area placed in lots, 47.7 acres would be contained in open space easements (in the three northeast corners of the project site and along its southern boundary by placing them in separate open space lots [Lots 57, 58 and 59]). The Landfill Buffer Overlay specified by SPA 10-001 crosses through open space Lot 58. Although the ultimate route and POE location are still being determined by FHWA/Caltrans/GSA, the preliminary ROW for SR-11 and the potential location for the POE, as understood at the time the SEIR was drafted, has

been mapped on three of the 59 proposed lots, covering approximately 84.0 acres of the site (see Table 1-1 and Figure 1-4). The area encumbered by the future ROW for SR-11 and the POE (i.e., Lots 54, 55 and 56) would be reserved in agreement with EOMSP Policy C-2, which calls for promoting the development of SR-11 and the POE. The timing of SR-11 and POE ROW selection and construction is dependent on FHWA/Caltrans' and GSA's development schedules (see SR-11 discussion above under Subchapter 1.1.2). Interim use of the SR-11 and POE ROWs could be permitted, but no permanent buildings would be allowed. For technical analysis purposes, it is assumed that truck parking could take place as an interim use of the SR-11 ROW and federal POE ROW, however, no permit application to allow such a use has been included with the current permit applications. Table 1-1 presents a summary of acreages of proposed lot areas and on-site public road improvements. A more detailed description of the proposed roadways is provided below under *Roadways*.

Building pads would generally be sited on the level and gently sloping portions of the property. The steep slopes and sensitive hillsides on site would be included within the 47.7 acres of open space easements. The proposed project would entail the phased grading of approximately 265 acres of the property (refer to Figure 1-4). Grading Phase 1 (approximately 168.4 acres, covering units 1, 2 and 3 and excluding open space easements) would be expected to begin in mid-2012. Grading Phase 2 (approximately 97.2 acres, covering Units 4 and 5 and excluding open space easements) would be expected to take place in mid-2014. There is the possibility that both grading phases could occur simultaneously. Air quality impacts of this possible scenario have been evaluated in Subchapter 2.2 of this report. Off-site grading is proposed as part of both grading phases within the public ROW for Otay Mesa Road, Alta Road, Airway Road and Siempre Viva Road and to install off-site storm drain outlet structures south of Airway Road and Siempre Viva Road (refer to Figure 1-4). Adjacent property owners would implement additional grading as development occurs in the area and future roadway improvements and storm drains are implemented. No deviations from the County Grading Ordinance are requested.

Earthwork on site would be balanced by phase, with an estimated total volume of 1,882,000 cubic yards of cut and the same volume of fill. All temporary cut slope ratios would be 2:1 (horizontal to vertical), while all permanent slopes would be constructed at a ratio of 3:1. Limited blasting may be required when oversized material is encountered during grading.

Site preparation and grading is anticipated to begin in mid-2012, and take as little as three years and as much as five years to complete, depending on the ultimate project schedule. The total anticipated disturbance area would be approximately 265 acres (excluding open space easements) on site and 30.6 to 35.0 acres off site. It is assumed that up to 40 acres of the site would be actively graded on any given day. Construction vehicles would access the site via Otay Mesa Road, and construction staging areas would be located within the proposed grading areas for the site. Orange construction fencing would be installed within the proposed limits of grading to clearly define the grading limits and prevent unintended impacts to sensitive vegetation.

Future development of industrial lots would require processing of a site plan for each lot; no design details are currently proposed, but all lots would be developed with industrial uses, in conformance with County ordinances, regulations and the EOMSP Site Planning and Design Guidelines (County of San Diego 1994b), including obtaining the relevant permits required for any interim uses. All future industrial site plans and major use permit applications for potential interim uses would undergo review by County staff. The Landfill Buffer Overlay identified in SPA 10-001 would not place any

restrictions on future site plans as it only encompasses planned open space; none of the industrial lots are within 1,000 feet of the future landfill site.

### *Roadways*

Access to the site would be from Otay Mesa Road, Alta Road, Airway Road and Siempre Viva Road. Several public roads would provide internal circulation.

To accommodate proposed project traffic and improve traffic flow in the vicinity, the proposed project would build and dedicate public ROW for the eventual extension of roads fronting and crossing the project site, if these roads are not otherwise constructed by other development proposals in the area. Specifically, the project would grade and construct half-width improvements for segments of Otay Mesa Road and Alta Road. As part of the on-site grading, the project applicant would grade and build full-width sections of Lone Star Road (formerly known as Loop Road) and other internal connectors on site. With regard to off-site road improvements, the project would grade and build half-widths sections of Airway Road (east of Alta Road) and Siempre Viva Road (east of its proposed intersection with Airway Road). Dedication of the ROW and the eventual construction of the improvements would satisfy and implement the road standards contained in the EOMSP, as amended. Please refer to Tables 1-2 and 1-3, and Figure 1-4 for the locations of proposed on-site and off-site roads. Additional off-site road improvements would be required for traffic mitigation (see Subchapter 2.1 for additional description of the required off-site improvements and right-of-way dedications).

### *Landscape Concept Plan*

The Conceptual Landscape Master Plan for Otay Crossings Commerce Park proposed as part of the project design is depicted in Figure 1-8, *Conceptual Landscape Plan*. This plan would be consistent with the County's Water Conservation in Landscaping Ordinance and Design Manual, the County's Grading Ordinance, and the East Otay Mesa Specific Plan. Vegetation indigenous to the area is emphasized in the landscape concept plan, supplemented by compatible, non-invasive ornamental plant materials.

All graded slopes three or more feet in vertical height, including slopes associated with detention basins, would be landscaped to prevent erosion of soils. Steeper graded slopes (over 15 feet in height) would be planted with ground cover and one shrub or tree per 100 square feet (s.f.) of slope surface. Planting adjacent to open space easements would be limited to non-invasive native species, while proposed grass and rock drainage channels would be planted with non-invasive native grasses. Hydroseeding would be applied to all graded and un-graded slopes and all building pad areas not scheduled for improvements within six months of completion of rough grading. Landscaped areas would be irrigated with automatic irrigation systems, with individual property owners and the business park association responsible for the long-term maintenance of the landscaping. Non-irrigated areas (hydroseeded pads and non-graded areas) would depend on natural rainfall for germination.

The proposed project would provide fuel modification zones on either side of roadways, pursuant to the County Consolidated Fire Code, and the Public Resources Code for Minimum Statewide Clearance of Brush, as described in the project's Fire Protection Plan (RC Biological Consultants, Inc. 2010). These measures also would be consistent with the Wildland/Urban Interface Standards of the County Fire Code, which require a minimum 100-foot fuel modification zone from structures and a minimum

of 30 feet of clearance on either side of roadways, within the proposed ROW and/or limits of disturbance.

### *Open Space and Easements*

Conservation easements are proposed over land within the “G” Designator Area of the Specific Plan to protect slopes and biological resources. The steeper slopes on site would be located in three open space lots with open space easements in the northeastern corners of the site and along its southern boundary (i.e., 57, 58 and 59). The open space easements (47.7 acres) would also serve to protect steep slopes and sensitive habitats, including Diegan coastal sage scrub and non-native grassland. A 100-foot-wide Limited Building Zone (LBZ) would be established on portions of proposed Lots 16 through 24 and 56, which would be adjacent to proposed open space (Lots 57 through 59), pursuant to standard conditions required by DPLU when on-site biological open space is proposed. Refer to Figure 1-4 for the location of the proposed open space and LBZ easements on site. The open space easement along the southern boundary lies within the proposed footprint for the future ROW for SR-11 and the future POE. Upon transfer of the property to the State of California or the federal government, the open space easement would be extinguished only after the impacts to the preserved biological resources have been mitigated.

### *Utilities*

Water, electric and gas lines exist within the Specific Plan area on or near the subdivision boundary. Sewer service exists within the Specific Plan area, but not on site. Ties into those existing lines are proposed within the roadway network and are identified in Figures 1-4, 1-5a, 1-5b, 1-6, and 1-7, and described below. All proposed utilities would be placed underground.

The Otay Water District (OWD) would provide potable water services. The project would install connections and mains from the existing 10-inch water main in part of Otay Mesa Road, the existing 12-inch water main in Alta Road and the existing 12-inch water main in part of Airway Road. The proposed water facilities would include 10- or 12-inch water mains in Calle Ventner, Airway Road, Otay Mesa Road, Lone Star Road, Siempre Viva Road, and Streets A through C. In addition, the project would install a 24-inch recycled water main in Alta Road, 8-inch recycled water mains in Lone Star Road, and 6-inch recycled water mains in Streets A through C. Future recycled water mains that are not to be constructed by the project include a 16-inch main in Airway Road west of Alta Road and an 8-inch main in parts of Old Otay Mesa Road west of Alta Road. Figure 1-6 presents the existing and proposed potable water system layout, and Figure 1-7 presents the existing and proposed recycled water system layout.

A State-mandated Water Supply Assessment (California Water Code Section 10910) is required to determine the project’s long-term water supply availability, in accordance with Senate Bill (SB) 610, because the planned industrial park meets at least one of the criteria for a “project” as defined in section 10912 of the State Water Code: a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 s.f. of floor area. As a result, the OWD has prepared a Water Supply Assessment for the proposed project that complies with Water Code sections 10910 and 10911 [refer to Appendix I to this SEIR (OWD 2007)]. The Water Supply Assessment was approved by OWD on December 5, 2007; the results of the assessment are summarized in Subchapter 4.1, under Public Services and Utilities.

No sewer service exists on site. Wastewater services in the vicinity are provided by the County Department of Public Works (DPW) Wastewater Management Section (WWM). The East Otay Mesa Sewer Maintenance District (EOMSMD), formed in 2000, provides a mechanism through which the County WWM collects fees and sewer service charges. The nearest off-site sewer facilities include a 15- to 18-inch line in Johnson Canyon at Alta Road/Lone Star Road (approximately 4,300 feet north of the project site) and a 12-inch line at Enrico Fermi Road/Airway Road (approximately 3,000 feet west of the project site). Based on the preliminary sewer study by PBS&J (2008b) included in Appendix J of this SEIR, Phase 1 wastewater flows generated by the project would be conveyed by gravity from on-site mains to a proposed off-site 15-inch gravity trunk sewer located at the intersection of Airway and Alta roads. This would, in turn, convey flows southwesterly, via a proposed 18-inch sewer main in Siempre Viva Road west of Alta Road to the City's 27-inch sewer main at Via de la Amistad and Enrico Fermi Drive. Phase 2 wastewater, also conveyed by gravity, would flow to a regional sewer pump station to be built as part of the proposed project adjacent to Lone Star Road, at the southern edge of Lot 34. This 1.66 million gallon per day (mgd) pump station, which would be owned and operated by the EOMSMD following facility construction, would pump flows via a force main to the gravity sewer in Siempre Viva Road at Lone Star Road. The pump station would receive wastewater flows from the southeastern portion of the project site and from an off-site parcel to the east. No sewer flows from Phase 1 would be diverted to the regional pump station (PBS&J 2008). Figure 1-5a illustrates this option of sewer service (Option A).

A second option (Option B) for conveying sewage off site has also been proposed in the Regional Sewer Study (PBS&J 2009) that would avoid the large pumped area and deep sewer construction associated with the previous recommendation. The sewer service option provided in the Regional Sewer Study recommends an alignment of gravity sewer lines to convey the sewer flows to a single regional pump station at the southern end of Alta Road. Instead of a second regional pump station on the project site, gravity lines would run through the neighboring parcel (i.e., Paragon property) more directly to the single regional pump station to then tie into the City's trunk sewer system. From the regional pump station at the end of Alta Road, flow would be conveyed through an eight-inch force main along Via de la Amistad to connect with the existing connection to the City's trunk sewer (Option B-1). Alternatively, the force main could run from the pump station along Siempre Viva Road to then be conveyed by an 18-inch gravity line in Enrico Fermi Drive to tie into the City's trunk sewer (Option B-2). Figure 1.1-5b presents the existing and proposed sewer system layout, and those off-site areas that would be served with this option of sewer service, including both alternative alignments of the eight-inch force main. Prior to initiation of construction improvement plans, the project applicant would work with the East Otay Mesa Sewer Maintenance District (EOMSMD) to identify the preferred option for providing sewer service to the project site.

Several SDG&E electrical and natural gas connections exist on site, and tie-ins would be constructed within the on-site roadways as the project builds out.

### *Hydrology/Drainage*

Currently, the project site drains to the south toward the U.S.-Mexico International Border via three on-site natural drainages and one off-site drainage. The project would include the implementation of a Storm Water Management Plan (SWMP) and Preliminary Drainage Plan. These plans would implement Best Management Practices (BMPs) to protect against increased flow velocity and polluted run-off as required under the County of San Diego Watershed Protection Storm Water Management

and Discharge Control Ordinance (WPO) and by the Regional Water Quality Control Board (RWQCB).

The TM proposes one piped north-south running drainage channel in the western portion of the site, one north-south trending open vegetated drainage in the central part of the site, and another open vegetated drainage channel just off site along portions of the eastern project site boundary (refer to Figure 1-4). In addition, the existing drainage that extends across the southeastern portion of the property would be protected in place within a proposed biological open space easement. The proposed project would utilize a system of storm drains connected to individual desilting/detention basins on Lots 1-55, with these proposed basins initially providing both filtration and detention functions. The project also would install five regional detention basins, including two on Lot 54 and three on Lot 56 (refer to Exhibit C of the Hydromodification Management Plan in Appendix L to this SEIR). These basins would regulate interim post-development flows from developed roadways and associated areas, such that related peak 100-year storm flows would not exceed pre-development levels (with these basins also providing interim sediment control for the noted areas, and designed to completely drain within 96 hours to avoid vector issues). At a later date, once the industrial uses have been built on applicable lots, detention basins and separate water quality facilities would replace the noted desilting basins, although the detention basins on Lots 54 and 56 would remain (Stevens-Cresto Engineering, Inc. [SCEI] 2009 and 2010a). On Lot 56, erosion control associated with proposed project grading would be provided through installation of erosion and sediment control facilities such as silt fencing, fiber rolls and gravel bags. The exact nature and location of these facilities would be determined as part of an erosion control plan to be prepared during final project engineering and design. Long-term control of runoff, erosion/sedimentation and other contaminants on Lot 56 would be provided as part of the ultimate development of the associated POE facilities.

Storm water drainage associated with the regional sewer pump station site to be built as part of the proposed project on Lot 34 also would initially utilize the associated desilting/detention basin, with this facility ultimately to be replaced as noted above. Additionally, the site would be planted in accordance with the proposed landscape concept plan to help control erosion (refer to Subchapter 4.1.3). In addition to the eastern vegetated drainage channel mentioned above, off-site drainage/storm water/flood control facilities would include several storm water outlet structures to be placed immediately south of the full improvements to Airway Road near Alta Road and southeast of the intersection of Siempre Viva Road and Airway Road. These outlet structures would likely be temporary until permanent storm water/drainage infrastructure would be constructed in conjunction with urban development on the adjacent property to the south. The SWMP and a Preliminary Drainage Study are discussed in Subchapter 4.1.3 and included as an appendix to this SEIR (Appendix L).

#### 1.1.4 Technical, Economic, and Environmental Characteristics

The proposed project is designed to create industrial lots and accommodate the future POE and SR-11, as well as avoiding steep slopes and sensitive biological resources through the use of open space easements as discussed above in Subchapter 1.1.3, *Project Component Parts*. Standard measures are proposed during the grading and construction phase to reduce adverse environmental effects related to the issues of air quality, noise, erosion and water quality as discussed in Chapters 2.0, 3.0 and 4.0. Additional measures are proposed as a matter of specific project design to minimize potential long-term adverse effects associated with the issues of aesthetics, biological resources, geology and hazardous materials, as detailed in Chapters 3.0 and 4.0. These environmental design considerations

are included in a list at the end of the SEIR (Chapter 8.0), along with mitigation measures from the EOMSP Final EIR and measures recommended in Chapters 2.0 and 3.0. Topics for which environmental design measures are proposed as part of the project description are listed in Chapter 8.0 in the order they are discussed in this SEIR.

As previously noted, future development of industrial lots would require processing of site plans by each lot owner or lessee; no design details are currently proposed, but all lots are anticipated to be developed with light industrial uses with non-stationary source emissions, in conformance with County ordinances and regulations, including obtaining the relevant permits required for any interim uses. In addition, all future industrial site plans would undergo design review by the County.

## 1.2 Project Objectives

The proposed project addresses the following objectives:

1. To provide a well-organized, large-scale industrial park with lots suitable for construction and operation of border-oriented light industrial facilities with non-stationary source emissions that will attract and accommodate forecasted industrial growth in the East Otay Mesa area in accordance with the EOMSP land use plan.
2. To provide a well-designed road network capable of handling project-related and predicted cumulative traffic at acceptable service levels, helping to link the future federal POE, Brown Field aviation and regional roadways, thus stimulating and supporting industrial development in the area.
3. To accommodate the future SR-11 and POE by reserving ROW that would be restricted to interim uses, conducting preliminary grading to clear the ROW, and realigning surface roads to allow for future connections.
4. To provide a high quality identity along public roads and effective erosion control during the site development process through implementation of a comprehensive landscape plan.
5. To provide a public utilities network capable of serving the proposed project and surroundings.
6. To help alleviate unemployment and jobs-housing imbalance in the southern area of San Diego County by attracting investment in industrial facilities.

## 1.3 Intended Uses of the EIR

This SEIR is tiered from the Program EIR produced for the EOMSP in accordance with Sections 15152 and 15168(c) of the State CEQA Guidelines. The EOMSP Final EIR provided a comprehensive analysis of the impacts associated with projected area-wide development through buildout. The EOMSP Final EIR was certified on July 27, 1994 (SCH No. 92101099); it was prepared as a program document for the entire EOMSP area, and serves as the primary document for tiered environmental review of subsequent projects within the Specific Plan area. As noted in Subchapter 1.1.2, *Background Information*, this SEIR incorporates by reference the EOMSP Final EIR and associated documents, as well as all updates thereto completed in conjunction with the 2002 SPA

initiated by the County. It also summarizes information contained in the EOMSP Final EIR where applicable in the project-specific analysis, pursuant to Section 15150 of the State CEQA Guidelines. Copies of the EOMSP and Final EIR are available for review at the offices of the County DPLU.

The EOMSP Final EIR identified measures to mitigate significant impacts caused by the implementation of development in the Specific Plan area. Tiered or focused environmental documents can be prepared for individual projects, such as the proposed Otay Crossings project, that implement the program evaluated in the program-level document. This tiered SEIR relies on the general discussions in the EOMSP Final EIR and focuses on project-specific environmental issues that were not (and could not be) analyzed in adequate detail at the time the EOMSP Final EIR was prepared. Relevant mitigation measures from the EOMSP Final EIR are incorporated into the proposed project as described in the impact analysis subchapters of this report. The narrative for the impact analyses includes a discussion on the extent to which EOMSP Final EIR mitigation measures would reduce potential effects to less than significant levels. Project-specific mitigation measures are identified where EOMSP Final EIR mitigation would not adequately reduce potentially significant environmental effects. The intent of this SEIR is to provide project-level analysis for the proposed project described in Subchapter 1.1, *Project Description, Location and Environmental Setting*, of this report.

This Project SEIR, pursuant to CEQA Guidelines Sections 15160 through 15170, is an informational document that has been prepared to (1) inform public agency decision-makers and the public of the potential for significant environmental impacts as a result of project implementation; (2) identify mitigation measures that will reduce project impacts; and (3) identify alternatives that will reduce or avoid potentially significant impacts. The decision-makers will consider the information in this SEIR, along with social and economic information presented to them, before taking action on the proposed project. This SEIR may constitute substantial evidence in the record to support the agency's action on the project.

For each significant impact identified in the SEIR, the agency must make findings, and if appropriate, prepare a statement of overriding considerations if mitigation presented does not reduce impacts to below a level of significance. The County of San Diego is the lead agency for the project under CEQA. Responsible agencies, identified in the following subchapter, will use this SEIR in their discretionary approval processes.

### 1.3.1 Matrix of Project Approvals and Permits

This environmental analysis has been prepared to support the discretionary actions and approvals necessary for implementation of the proposed project. The proposed project would require the following approvals and permits:

Discretionary Approval/Permit	Approving Agency
Tentative Map 5405 Grading Permit Execution of Irrevocable Offer to Dedicate ROW Site Plan/Major Use Permit/Minor Use Permit	County of San Diego
Minor and Major Amendments to MSCP Subarea Plan Modification to Pre-Approved Mitigation Map Exception to Biological Mitigation Ordinance	County of San Diego U.S. Fish and Wildlife Service (USFWS) California Department of Fish and Game (CDFG)
Clean Water Act Section 404 Permit	U.S. Army Corps of Engineers
Biological Opinion for Section 7 Consultation or Section 10a Permit for take of Quino Checkerspot Butterfly	USFWS CDFG
Biological Opinion for Section 7 Consultation for take of Riverside and San Diego Fairy shrimp	USFWS CDFG
California Fish and Game Section 1602 Streambed Alteration Agreement	California Department of Fish and Game
Clean Water Act Section 401 Certification	California Regional Water Quality Control Board
NPDES General Construction Activity Permit for Stormwater Discharges	State Water Resources Control Board
NPDES Municipal Storm Water Permit Compliance	County of San Diego California Regional Water Quality Control Board
General Waste Discharge Permit for Groundwater Extraction Waste Discharges (if necessary)	California Regional Water Quality Control Board

### 1.3.2 List of Related Environmental Review and Consultation Requirements

Consultation with the USFWS and CDFG would be required with respect to processing a Minor Amendment, a Minor Amendment With Special Circumstances, and a Major Amendment to the South County Segment of the County's MSCP Subarea Plan for take authorization of any MSCP-covered species. These amendments are discussed below in Subchapter 1.5, *Inconsistencies with Applicable Regional and General Plans and Regulations/Ordinances*. The project applicant has had on-going consultations with the wildlife agencies throughout the preparation of this SEIR.

The proposed project has the potential to impact the Quino checkerspot butterfly (Quino), a federally endangered species that is not currently covered by the MSCP, so development of the project would require a Quino take authorization from the USFWS. The County is currently undergoing an MSCP amendment process with the USFWS, with the intent to amend the entire County MSCP Plan to gain take authorization for the Quino. The County's proposed MSCP amendment is distinct from the proposed project's MSCP Amendments. If the County's Quino amendment to the MSCP is completed before implementation of the proposed project, the project would be able to address impacts to Quino through the County's Quino take authority. Because it cannot be assumed, however, that the County's QCB amendment will be approved in time, it is assumed that the project would have to

process an individual take authority for impacts to Quino, via a Section 7 consultation or Section 10a(1)(B) permit. Refer to Subchapter 1.5, *Inconsistency With Applicable Regional and General Plans and Regulations/Ordinances*, for more information about the MSCP amendment process.

It would be necessary to consult with the U.S. Army Corps of Engineers (Corps), USFWS, and CDFG on issues relating to biological resources and jurisdictional wetland areas. These issues are discussed in Subchapter 3.1, *Biological Resources*.

The design of all proposed on- and off-site road improvements, and the associated drainage improvements would be consistent with County Public Works Department guidance. It would also be necessary to consult with adjacent property owners wherever ROW must be acquired for proposed street widening, and where temporary construction easements are needed to finish supporting slopes and install temporary drainage structures. It is anticipated that all ROW would be acquired through mutually acceptable agreements with adjacent property owners, and that no property condemnation would be required. Consultation with utilities companies also would be necessary to locate existing utilities in roadways and make arrangements for relocation or replacement, if necessary.

## 1.4 Environmental Setting

### 1.4.1 Surrounding Land Uses

Uses surrounding the project site include undeveloped land, industrial uses and scattered rural residential uses (refer to Figure 1-3). All land immediately adjacent to the site is vacant, with the exception of an auto storage, wrecking and recycling facility located at the southwest corner of Alta Road and Otay Mesa Road, bordering the northwest corner of the site. Beyond the immediate area of the proposed project site, a power plant is operating approximately 1,400 feet north of the site. Two correctional facilities, Donovan State Correctional Facility and George F. Bailey Detention Facility are located between one and one-and-a-half miles north of the site. Several industrial parks, with numerous industrial and commercial uses, are situated approximately one mile west of the project site, while additional industrial development is located immediately across the U.S.-Mexico International Border, on the southern boundary of the site. The existing Otay Mesa POE is approximately 1.5 miles west of the project site. Two airports, Brown Field and the Tijuana International Airport are near the project site; Brown Field is a general aviation airport in the City of San Diego approximately 2.75-miles west of the site, while the Tijuana International Airport is in Tijuana, Mexico approximately two miles southwest.

The scattered rural residential uses nearby consist of five private residential farms/ranches located within approximately two miles of the project site. The properties contain facilities for animals such as horses and sheep, multiple usable and derelict vehicles, as well as homes and scattered outbuildings. The closest to the project site are three residences located on Otay Mesa Road, directly west of the project site, approximately midway between Harvest Road and Alta Road. Another home is located off Alta Road via Kuebler Ranch Road (the former Kuebler residential ranch is currently a commercial establishment, R & F Metal, Inc.). The fifth is located between the two prison facilities, accessed via a dirt road off of Alta Road before Alta Road reaches the County East Mesa Detention facility.

The adjacent properties are generally vacant and designated in the EOMSP for Industrial development. Land designated for Rural Residential development (1 dwelling unit per 20 acres) is

located beyond the northeastern portion of the site. However, a construction aggregate quarry is currently proposed as an interim use for the portion of this area closest to the site.

### 1.4.2 Site Characteristics

The project site is currently undeveloped and features a broadly rolling mesa that ascends north and off site to the San Ysidro Mountains. To the south, the project site and surroundings flatten and steadily descend toward the U.S.-Mexico International Border. Two unnamed drainages cross north-south through the northern half of the project site, while a third unnamed drainage traverses in a northeast-southwest direction across the southern edge of the property. A series of narrow dirt roads also crisscross the site and are maintained by the U.S. Border Patrol for domestic security purposes. No unique or prominent landforms or rock outcrops occur on the property. Refer to Figure 1-9, *View of Existing Environmental Setting*, for views of the existing environmental setting on site.

Site elevations range from a high of 674 feet above mean sea level (amsl) in the northeast to a low of 400 feet amsl near the U.S.-Mexico International Border. A slope analysis was conducted of the project site using the County slope classifications; it determined that approximately 1.9 acres (0.6 percent) of the project site contain steep slopes greater than 25 percent gradient (SCEI 2005). Approximately 96.0 percent (299.0 acres) lies within the 0 to 15 percent category, and 3.4 percent (10.6 acres) lies within the 15 to 25 percent category. The steep slopes occur primarily in the northeast corner of the property, with minor pockets of steep slopes occurring within the on-site drainage courses. Table 1-4 and Figure 1-10, *Existing Topography*, present the topography of the project site, including the breakdown of on-site slopes according to County categories.

The site is characterized by undeveloped open space, and features non-native grassland on the broader sections of the property while coastal sage scrub patches occur on the steeper slopes in the northeast. The drainages on site are primarily unvegetated, with small sections of non-native vegetation.

Figure 3.1-1 in the biological resources section of this report contains an illustration of the vegetation communities that occur on site. These include the following: tamarisk scrub, disturbed wetland, non-vegetated channel, Diegan coastal sage scrub (including disturbed), non-native grassland, eucalyptus woodland, agriculture, disturbed habitat, and developed land. In addition, 31 road pools were mapped on site. In addition to the habitats noted above, vernal pools, mulefat scrub (disturbed), native grassland and one additional road pool occur in the off-site improvement area. Vernal pools, tamarisk scrub, disturbed wetland, Diegan coastal sage scrub (including disturbed), and non-native grassland are considered sensitive vegetation communities.

Federal (Corps) jurisdictional disturbed wetlands and non-wetland Waters of the U.S. occur on site. State (CDFG) jurisdictional areas also exist on site. County Resource Protection Ordinance (RPO) wetlands include disturbed wetlands in the southeastern corner of the site. Refer to Subchapter 3.1, *Biological Resources*, for additional information about the biological habitats on the project site.

For additional information regarding existing conditions, refer to Chapters 2.0, 3.0 and 4.0.

## 1.5 Inconsistency With Applicable Regional and General Plans and Regulations/Ordinances

A number of general and regional plans apply to this project and were considered during the project applicant's preparation of the TM. In particular, the County of San Diego General Plan, Otay Subregional Plan, East Otay Mesa Specific Plan, and MSCP were reviewed for consistency with all applicable designations, goals and policies. Other plans and regulations were reviewed, including: the state and federal Endangered Species Acts (ESAs), the federal Clean Water Act, the State Implementation Plan (SIP) and the San Diego County Air Pollution Control District (APCD) Regional Air Quality Strategy (RAQS), the Regional Water Quality Control Board Basin Plan (Basin Plan), and the San Diego Association of Government's (SANDAG's) Congestion Management Plan. Specific County regulations include the Biological Mitigation Ordinance (BMO), the RPO, the Noise Ordinance and the Light Pollution Code/Dark Sky Ordinance. The project's compliance, or non-compliance, with these plans and ordinances is evaluated throughout the SEIR, with discussion in Chapters 2.0, 3.0 and 4.0.

The proposed project complies with all of the above-named plans and ordinances, with the exception of portions of the Otay Subregional Plan, EOMSP, MSCP, BMO and RAQS, as described below. Police protection and sewer services infrastructure in the East Otay Mesa area are not sufficient to service the project site and surrounding areas. A public services and facilities goal of the Otay Subregional Plan requires the formulation of financing mechanisms to provide for the orderly and cost-effective development of East Otay Mesa. The project applicant is cooperating with efforts to establish financing mechanisms for the provision of police and sewer service as discussed below and in Subchapter 3.4, *Public Services and Utilities*, of this report. Although located within the South County Segment of the MSCP, the project site is outside the take authority of the County's MSCP Subarea Plan, but approval of the proposed project amendment to the MSCP, along with either approval of the County's Quino MSCP Amendment, or processing of a Section 7 consultation or Section 10(a) permit, would remove any project inconsistency with the County's MSCP Subarea Plan. The project would impact more than 20 percent of sensitive plant population on site, which is not consistent with the intent of the BMO; however, as discussed below, an exception is appropriate. In addition, mitigation for habitat impacts would occur both on and off site and a portion of the mitigation lands occur outside the South County Segment of the MSCP. The applicant is proposing to modify the Pre-Approved Mitigation Area Map boundaries to include two off site mitigation parcels within the map boundaries consistent with Section 4.7 of the Subarea Plan as part of the MSCP Amendment process discussed below, under MSCP and BMO. Finally, because the proposed project would exceed County screening level thresholds for ozone precursors, the project would not be consistent with the RAQS. Project compliance with these policy documents is discussed in detail below.

### Otay Subregional Plan

The Public Services and Facilities Chapter of the Otay Subregional Plan requires the formulation of a public facilities program and financing plan to equitably finance needed public services. As noted in Subchapter 3.4, both police protection service and sewer infrastructure are not currently sufficient to adequately service the project site and surrounding properties. Specifically, the County Sheriff's office has indicated that development of the East Otay Mesa will require the construction of a new permanent station. With regard to sewer service, the EOMSMD was established to enable the County to collect fees for the extension of sewer facilities through the area. However, inadequate capacity is projected within the City of San Diego trunk sewer main (i.e., Otay Mesa Trunk Sewer) that is downstream of the East Otay Mesa area and would convey flows to the City's wastewater treatment

system. In both cases, financing mechanisms are being created to fund the construction of needed infrastructure. Although the private sector will primarily be responsible for financing the needed facilities (in accordance with the Otay Subregional Plan goals), individual applicants would be responsible for contributing their fair-share of the cost of the improvements such that the feasibility of site development is not compromised. The project applicant is cooperating with the County and City on funding its fair-share of the necessary Sheriff facilities and sewer infrastructure as noted in Subchapter 3.4 of this report and will be conditioned to fund or construct all necessary facilities as required by the County. Therefore, the project, as conditioned, is consistent with the public facility goals of the Otay Subregional Plan.

### Multiple Species Conservation Program (MSCP) Subarea Plan

The MSCP was prepared to meet the requirements of the California Natural Communities Conservation Planning Act of 1991, federal ESA, and California ESA. The NCCP is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space in order to link core biological areas into a regional wildlife preserve.

The project site lies southeast of the take-authorized area but within the South County Subarea of the County's MSCP Subarea Plan, which implements the MSCP within the unincorporated areas under the jurisdiction of the County. As illustrated in Figure 1-11, the majority of the site is designated as a Minor Amendment Area<sup>2</sup>, but a small area along the northeastern property boundary is designated as a Major Amendment Area<sup>3</sup>, and the southern portion of the project site is designated as a Minor Amendment Area Subject to Special Considerations<sup>4</sup>. Specifically, the project's proposed MSCP Amendment would authorize impacts to approximately 38.3 acres of land designated Minor Amendment Area Subject to Special Consideration (while an additional 36.2 acres of such land would be preserved in open space easements) and 225.3 acres of land designated Minor Amendment Area (while an additional 8.5 acres of such land would be preserved in open space easements). All of the 3.1 acres of land designated Major Amendment Area on site would be conserved in open space. Thus, a total of 47.7 acres of open space would be preserved on site. The Amendment process requires that the protection of MSCP-covered species be addressed. If a project satisfies the preservation requirements of the ESA and NCCP, then the MSCP can be amended to include the project site, and take authorization for covered species can be issued. Because these Major and Minor Amendment Areas are not currently covered for take authorization under the MSCP, the County's take authorization currently does not extend to those areas for any MSCP-covered species. Once the amendment process has been completed for the proposed project, bringing the project site fully into the MSCP, this take authorization would be available.

Most federally listed endangered species found locally are covered under the MSCP; however, the Quino is not a covered species at present under the County's take authority. The County currently is

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<sup>2</sup> Minor Amendment Areas support valuable biological resources that could be impacted without compromising the MSCP Preserve (County 1997).

<sup>3</sup> Lands designated as Major Amendment areas under the County's MSCP Subarea Plan include core habitat areas essential to many MSCP covered species.

<sup>4</sup> Minor Amendment Areas Subject to Special Consideration are limited to the EOMSP area. These areas are typically transitional areas located between Major and Minor Amendment Areas, but on the project site, these lands were designated due to their potential to support vernal pools. The recently constructed U.S.-Mexico International Border fence eliminated all of the known vernal pools in this area.

in the process of amending the MSCP to include the Quino as a covered species for the entire County MSCP Subarea, including the Major and Minor Amendment Areas within the project area. Should the County-proposed amendment be approved before implementation of the proposed project, the project would be able to address impacts to Quino through the County's take authority, once the project's own MSCP amendments were approved. In the absence of this County-proposed revision to the MSCP, however, each individual landowner would be required to process an individual Section 10(a)(1)(B) Permit or Section 7 consultation under the Federal ESA in order to proceed with development.

The Amendment process would include a Minor Amendment for project impacts to Minor Amendment lands, as well as a Major Amendment to modify the Pre-Approved Mitigation Area Map boundaries to include two off-site mitigation parcels within the map boundaries consistent with Section 4.7 of the Subarea Plan. The modification would add 40 acres of conserved habitat to the Ramona grasslands that had previously been part of a proposed development. Conservation of the parcel would conserve a significant part of the remaining non-protected habitat along Santa Maria Creek, which supports the Stephens' kangaroo rat and provides foraging habitat for a variety of raptor species. The goals of the MSCP Subarea Plan, Section 1.2, would be achieved by preservation of the parcel as discussed further in Subchapter 3.1 of this report. Please refer to Subchapter 3.1, *Biological Resources*, and the project Biological Technical Report (contained in EIR Appendix F) for more information on the proposed project's compliance with the MSCP Subarea Plan.

#### Biological Mitigation Ordinance

The BMO is the mechanism by which the County implements the MSCP at the project level within the unincorporated area to attain the goals set forth in the County's MSCP Subarea Plan. The BMO contains design criteria and mitigation standards which, when applied to projects requiring discretionary permits, protect habitats and species and ensures that a project does not preclude the viability of the MSCP Preserve System. In this way, the BMO promotes the preservation of lands that contribute to contiguous habitat core areas or linkages. Because the project site is comprised of amendment lands, the BMO does not apply to the project site until the project's Minor Amendment is approved. Nonetheless, the project is evaluated pursuant to the BMO in anticipation of the site being incorporated into the MSCP, and to take advantage of environmental review that the MSCP affords.

The BMO typically requires a minimum of 80 percent avoidance of populations of County List A and B plant species. In order to provide greater overall conservation for the Quino and MSCP covered species, the MSCP Amendment is proposed to maximize protection of Quino in the most defensible preserve configuration, and impacts to other sensitive species would be allowed to be mitigated as noted below. Additionally, the on-site impacts to List B species have been analyzed to determine whether 20 percent of the on-site population would be impacted by the proposed project. Based on the analysis contained in Subchapter 3.1 of this report, the proposed project would impact more than 20 percent of San Diego marsh elder and San Diego barrel cactus (both List B plant species) on the project site. To proceed with the proposed project, the applicant is seeking County approval of an Exception to the BMO as described below.

The County has reviewed the project to determine if an Exception to the BMO for the project is consistent with BMO Section 86.509(b) which states:

“In certain cases, during CEQA review and/or design of a project, site specific physical conditions, including but not limited to geology, slope, or location of infrastructure, may be identified which make it infeasible for the project to meet all the goals and criteria or other requirements in the Subarea Plan, but the project could be constructed without compromising the conservation of species and habitats pursuant to the Subarea Plan. The exception shall be the minimum necessary to afford relief and accommodate development. In such instances, the County may grant an exception to this Chapter in conjunction with granting an exception to the Subarea Plan. An exception to the Subarea Plan requires the concurrence from the Wildlife Agencies.”

An Exception is appropriate under Section 86.509(b) of the BMO for the project’s unique impacts to marsh elder and barrel cactus (List B plant species) for the following reasons.

1. All of the San Diego marsh elder on site is being impacted by construction of a Circulation Element roadway (specifically, Lone Star Road). This clearly meets the language in the BMO Exception that states “site specific conditions (geology, slope, location of infrastructure, etc) may be identified which make it infeasible for the project to meet all the goals, criteria or other requirements in the Subarea Plan.” Because the marsh elder impacts are entirely caused by County-required infrastructure improvements, the Exception should apply here.
2. The same exception is true for San Diego barrel cactus. There are a total of 72 individual barrel cactus plants (37 percent) impacted by the project. Thirty-seven of these plants, however, are impacted by the construction of either Lone Star Road or Siempre Viva Road, both of which are Circulation Element roads. The remaining 35 individual plants impacted by the balance of the project represent only 18 percent of the total number of plants, which is below the 20 percent threshold stated in the BMO.
3. Significant development constraints for the Otay Crossings project have resulted from the need to accommodate both County Circulation Element roads, a possible corridor for SR-11 through the property, and the POE to be located on the site. The exception to the BMO will “preserve the ability of [the project proponent] to make reasonable use of [its] land ...” as stated in BMO Section 86.501.

The County has received a concurrence letter from the Wildlife Agencies regarding the County’s Minor Amendment request, including the exception to the BMO, as described above. Mitigation for impacts to San Diego barrel cactus and San Diego marsh elder are as described in mitigation measures BM-6 and BM-7 in Chapter 3.1.

In accordance with the BMO and consistent with the EOMSP Final EIR, impacts to native grassland and Diegan coastal sage scrub would be mitigated at ratios specified in the BMO, while impacts to non-native grassland would be mitigated slightly under the required ratio. The proposed mitigation (described in this document) has been designed with input from the County, USFWS and CDFG. Refer to Subchapter 3.1 for additional discussion of project compliance with the BMO.

### Additional Plans

The following additional regional plans and ordinances were reviewed for project consistency and the proposed project was found to be fully consistent with these plans.

- County Resource Protection Ordinance (RPO)
- County Grading Ordinance
- County Light Pollution Code/Dark Sky Ordinance
- Congestion Management Plan
- Regional Air Quality Strategy (RAQS)
- State Implementation Plan (SIP)
- State Water Resources Control Board (SWRCB) and RWQCB requirements, including the National Pollutant Discharge Elimination System (NPDES)
- OWD Sewer Master Plan
- OWD Water Master Plan

### **1.6 List of Past, Present and Reasonably Anticipated Future Projects in the Project Area**

The State CEQA Guidelines (Section 15355) indicate that a cumulative impact from several projects is “the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects.” Section 15065 of the State CEQA Guidelines requires that an EIR address cumulative impacts of a project when the project’s incremental effects would be cumulatively considerable; i.e., the incremental effects of the proposed project would be “significant when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.” This subchapter of this SEIR provides information regarding past, present, and reasonably anticipated future projects that could potentially combine with the proposed project to result in cumulatively considerable impacts.

Section 15130(b) of the State CEQA Guidelines requires that an evaluation of cumulative impacts include either:

1. A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
2. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

Most of the cumulative analysis for this project uses the first method (list of projects) because some of the projects used by the EOMSP Final EIR are out of date due to changes in circumstances and conditions since its certification. A total of 63 projects in the vicinity of the proposed project were identified for the analysis of localized cumulative impacts (i.e., aesthetics, air quality (fugitive dust), transportation/circulation, biological resources, cultural resources, noise, and public services/utilities), are mapped on Figure 1-12, with summary descriptions provided in Table 1-5. Projects listed in Table 1-5 include local cumulative and capital improvement projects and their respective lead

agency(s). Cumulative projects under other jurisdictions, such as the City of San Diego and Caltrans, were analyzed primarily in terms of potential traffic and noise cumulative impacts, and are addressed in the appropriate subchapters of this SEIR. It should be noted that the degree of information included for cumulative projects is a function of the amount of information publicly available from each jurisdiction. In some cases, the projects are in the early stages of processing, so technical information on potential environmental issues is unavailable. CEQA does not require the same degree of detail in the analysis of cumulative projects as it requires for the proposed project.

The cumulative impacts of the proposed project plus related projects are addressed in Chapters 2.0, 3.0 and 4.0 of this EIR, under each environmental topic. Geographic areas encompassed in the cumulative impact analysis vary by environmental issue based on the anticipated extent of the proposed project's potential contribution to cumulative impacts. For example, in evaluating aesthetics, the project viewshed was utilized, while public services and utilities analyses encompassed the jurisdictional areas of the various service providers. For the purposes of cumulative traffic analysis, the near-term analysis relies on information provided by the County, City and Caltrans on local improvements, whereas a regional growth factor was applied to near-term traffic to predict future (2030) traffic conditions. The cumulative study area is identified for each environmental issue in Chapters 2.0, 3.0 and 4.0.

The analysis of cumulative impacts associated with regional issues (i.e., air quality and water quality) is based on regional plans and policies, such as the RAQS and SIP for air quality and the Basin Plan for water quality. Cumulative air quality impacts are addressed through reviewing individual projects and determining whether they are in compliance with regional air quality emissions standards. The RAQS and SIP and projected emissions and thresholds are based upon planned regional growth such as the growth anticipated in the adopted County of San Diego General Plan. The RAQS and SIP are available for public review at the APCD.

As the project site is located in the County's MSCP Subarea Plan, cumulative biological resource impacts (e.g., to sensitive habitats and plant and animal species, and wildlife movement corridors) are addressed through individual project compliance with the MSCP Subarea Plan, as well as the County RPO and BMO. The MSCP Subarea Plan takes into consideration the San Diego County General Plan in determining where and how regional biological resources are protected from impacts. The MSCP Subarea Plan is available for public review at the County of San Diego DPLU and at the regional CDFG and USFWS offices.

## **1.7 Growth-Inducing Impacts**

This subchapter describes the potential for the proposed project to induce additional development within and beyond the East Otay Mesa area. As stated in State CEQA Guidelines Section 15126(d), the potential growth-inducing impact of a proposed project must be discussed in an EIR. According to State CEQA Guidelines Section 15126.2(d), the question to be asked is whether or not a "project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Included in this are projects that would remove obstacles to population growth." The Guidelines section further states that "[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

With respect to growth inducement beyond the boundaries of the EOMSP area, the EOMSP Final EIR concluded that implementation of the EOMSP itself would not be growth inducing. The extension of infrastructure into the Specific Plan area was not considered growth inducing, because the EOMSP area is located on the very edge of developable land in the County, and is constrained by topography, inaccessibility, and the presence of existing development, designated open space and the U.S.-Mexico International Border. The EOMSP Final EIR states that “few areas are left in the vicinity of East Otay Mesa where additional growth could occur.”

Furthermore, the planned increase in the number of new jobs envisioned in the EOMSP also was not considered to be growth inducing because the additional employment and consequent demand for housing had already been included in regional growth forecasts, and adequate new housing developments were already planned or proposed.

A major objective of the original EOMSP was to “promote a well-organized international industrial and business district in East Otay Mesa to attract and accommodate forecasted growth.” As described above, the proposed project would involve subdivision and grading of the site into 59 lots, and would include on- and off-site roadway improvements to Otay Mesa Road, Alta Road, Airway Road, Siempre Viva Road, Paseo de la Fuente, Lone Star Road, and other roads. Off-site utility improvements also would be appropriately sized and constructed to provide water and sewer service to the proposed project. The proposed project would fulfill the intent of the EOMSP by accommodating industrial development within the East Otay Mesa area while at the same time recognizing sensitive on-site habitats by designating 47.7 acres of open space.

<b>Table 1-1 ACREAGE OF OTAY CROSSINGS COMMERCE PARK LOT AND ROAD IMPROVEMENTS</b>		
<b>Unit</b>	<b>Lot Number</b>	<b>Acres</b>
1	1	2.3
1	2	2.2
1	3	2.2
1	4	1.6
1	5	1.4
1	6	1.4
1	7	4.3
1	8	4.6
1	9	4.7
1	10	4.1
1	11	1.9
1	12	2.3
1	42	7.5
1	43	5.0
1	44	3.6
1	45	2.5
<b>Subtotal Unit 1</b>		<b>51.6</b>
2	13	2.0
2	14	1.9
2	15	1.6
2	16	1.9
2	20	3.0
2	21	2.5
2	22	2.8
2	23	3.3
2	24	2.8
2	37	2.9
2	38	3.7
2	39	4.9
2	40	3.7
2	41	1.6
2	58	6.7
2	59	4.1
<b>Subtotal Unit 2</b>		<b>58.9</b>

<b>Table 1-1 (cont.) ACREAGE OF OTAY CROSSINGS COMMERCE PARK LOT AND ROAD IMPROVEMENTS</b>		
<b>Unit</b>	<b>Lot Number</b>	<b>Acres</b>
3	46	2.1
3	47	2.0
3	48	2.7
3	49	3.0
3	50	2.6
3	51	3.6
3	52	2.4
3	53	3.7
3	54 <sup>1</sup>	23.7 <sup>1</sup>
<b>Subtotal Unit 3</b>		<b>45.8</b>
4	25	3.3
4	26	2.7
4	27	2.2
4	28	2.1
4	29	1.6
4	30	2.8
4	31	1.7
4	32	1.9
4	33	2.9
4	34	4.6
4	35	4.0
4	36	3.1
4	55 <sup>1</sup>	0.9 <sup>1</sup>
<b>Subtotal Unit 4</b>		<b>33.8</b>
5	56 <sup>2</sup>	59.1 <sup>2</sup>
5	57	36.3
<b>Subtotal Unit 5</b>		<b>95.4</b>
<b>Total Lot Area</b>		<b>285.5</b>
On-site Roads		20.4
Otay Mesa Road Area		2.3
Alta Road Area		2.9
Airway Road Area		0.4
<b>TOTAL ON-SITE PROJECT AREA</b>		<b>311.5</b>
Off-site Improvements		<b>30.5 to 35.0</b>

<sup>1</sup> Set aside for Caltrans ROW for SR-11, totaling 24.6 acres.

<sup>2</sup> Set aside partially for Caltrans ROW for SR-11 (19.0 acres) and partially for and GSA ROW for Otay Mesa East POE (40.1 acres).

**Table 1-2  
SUMMARY OF PROPOSED ROADWAY SEGMENT IMPROVEMENTS**

Roadway Segment	Existing Plus Project Conditions					Ultimate Classification per EOMSP
	Unit 1	Units 1-2	Units 1-3	Units 1-4	Units 1-5	
<b>Off-Site Roadway Segments</b>						
<b>Otay Mesa Road</b>						
Alta Road to Lone Star Rd	N/A	LC	TC	TC	TC	4M
<b>Alta Road</b>						
Otay Mesa Rd to Calle Ventner	LC	LC	TC	TC	TC	4M
Calle Ventner to Street 'B'	N/A	N/A	LC	LC	LC	4M
Street 'B' to Airway Rd	N/A	N/A	N/A	LC	LC	4M
Airway Rd to Siempre Viva Rd	N/A	N/A	N/A	N/A	N/A	4M
<b>Airway Road</b>						
Alta Rd to Siempre Viva Rd	N/A	N/A	N/A	LC	LC	4M
<b>On-Site Roadway Segments</b>						
<b>Lone Star Road</b>						
Otay Mesa Rd to Calle Ventner	N/A	LC	TC	TC	TC	4M
Calle Ventner to Siempre Viva	N/A	LC	LC	LC	LC	4M
Siempre Viva to Street 'C'	N/A	N/A	N/A	2 I/C	LC	4M
South of Street 'C'	N/A	N/A	N/A	2 I/C	2 I/C	4M
<b>Calle Ventner</b>						
Alta Rd to Street 'A'	2 I/C	2 I/C	2 I/C	2 I/C	2 I/C	Non-CE (2 I/C)
Street 'A' to Lone Star Rd	2 I/C	2 I/C	2 I/C	2 I/C	2 I/C	Non-CE (2 I/C)
<b>Siempre Viva Road</b>						
Alta Rd to Airway Rd	N/A	N/A	N/A	N/A	N/A	4M
Airway Rd to Lone Star Rd	N/A	N/A	2 I/C	LC	LC	4M
East of Lone Star Rd	N/A	2 I/C	2 I/C	2 I/C	2 I/C	4M
<b>Street 'A'</b>						
North of Calle Ventner	2 I/C	2 I/C	2 I/C	2 I/C	2 I/C	Non-CE (2 I/C)
<b>Street 'B'</b>						
East of Alta Rd	N/A	N/A	2 I/C	2 I/C	2 I/C	Non-CE (2 I/C)
<b>Street 'C'</b>						
East of Lone Star Rd	N/A	N/A	N/A	2 I/C	2 I/C	Non-CE (LC)

EOMSP = East Otay Mesa Specific Plan; 4M = 4-lane Major Road; TC = Town Collector; LC = Light Collector; 2- I/C = 2-Lane Industrial Commercial Collector; Non CE = Non Circulation Element Road; N/A = Not Applicable because this roadway segment will not be constructed until a later Unit of development

Source: Darnell & Associates 2010. (Excerpted from Table 37 of TIS).

<b>Intersection</b>	<b>Ultimate Improvement</b>
Otay Mesa Rd @ Lone Star Rd (Paseo De La Fuente)	Install stop signs on all approaches to the intersection to provide AWSC and construct the following lane configurations: 1-EBL-R; 1-EBR; 1-NBL; 1-NBT-L & 1-SBT-R.
Alta Rd @ Calle Ventner	Install a signal and provide the following lane configurations: 1-WBL-R; 1-NBT-R; 1-SBL-U; 1-SBL; & 1-SBT.
Alta Rd @ Street 'B'	Install a stop sign on the westbound approach (east leg) of the intersection to provide OWSC and construct the following lane configurations with a raised median on the south leg of the intersection (Alta Road): 1-WBL; 1-WBR; 2-NBT; 1-NBR; 1-SBL & 2-SBT.
Alta Rd @ Airway Rd	Install a signal and provide the following lane configurations: 1-EBL; 1-EBT; 1-EBT-R; 1-WBL; 1-WBT; 1-WBT-R; 1-NBL; 1-NBT-R; 1-SBL 1-SBT; & 1-SBR.
Alta Rd @ Siempre Viva Rd	Install signal and widen the intersection to provide the following lane configurations: 2-EBL; 1-EBT; 1-EBT-R; 1-WBL; 1-WBT; 1-WBT-R; 2-NBL; 1-NBT-R; 1-SBL; 1-SBT & 1-SBR.
Siempre Viva Rd @ Airway Road	Install signal and widen/construct the intersection to provide the following lane configurations: 1-EBL; 1-EBT; 1-EBT-R; 1-WBL; 1-WBT; 1-WBT-R; 2-NBL; 1-NBT; 1-NBT-R; 2-SBL; 1-SBT; & 1-SBT-R.
Lone Star Rd @ Calle Ventner	Install a stop sign on the eastbound approach (west leg) of the intersection to provide OWSC and construct the following lane configurations: 1-EBL-R; 1-NBL; 1-NBT; 1-SBU & 1-SBT-R.
Lone Star Rd @ Siempre Viva Rd	Construct an AWSC to the intersection to provide the following lane configurations: 1-EBT-L; 1-EBT-R; 1-WBT-LR; 1-NBL; 1-NBT-R; 1-SBT-L R & 1-SBR.
Lone Star Rd @ Street 'C'	Install a stop sign on the westbound approach (east leg) of the intersection to provide OWSC and construct the following lane configurations: 1-WBL-R; 1-NBT-R; 1-SBL & 1-SBT.
Calle Ventner @ Street 'A'	Install a stop sign on the southbound approach (north leg) of the intersection to provide OWSC and construct the following lane configurations: 1-EBT-L; 1-WBT-R & 1-SBL-R

E+ 1 = Existing + Project Unit 1; E+ 2 = Existing + Project Units 1-2; E+ 3 = Existing + Project Units 1-3; E+ 4 = Existing + Project Units 1-4; E+ 5 = Existing + Project Units 1-5; C w/o 905 = Cumulative w/o SR-905 + Project Phases 1+4;  
 C w/905 = Cumulative w/SR-905 Phases 1A & 1B + Project Phases 1+4; OWSC = One-Way Stop-Controlled; AWSC = All-Way Stop-Controlled;  
 EBL = Eastbound Left; EBT-L = Eastbound Shared Through-Left; EBT-LR = Eastbound Shared Through Left-Right; EBT = Eastbound Through;  
 EBT-R = Eastbound Shared Through Right; EBR = Eastbound Right; EBL-R = Eastbound Shared Left-Right; WBL = Westbound Left;  
 WBT-L = Westbound Shared Through-Left; WBT-LR = Westbound Shared Through Left-Right; WBT = Westbound Through;  
 WBT-R = Westbound Shared Through Right; WBR = Westbound Right; WBL-R = Westbound Shared Left-Right; NBL = Northbound Left;  
 NBT-L = Northbound Shared Through-Left; NBT-LR = Northbound Shared Through Left-Right; NBT = Northbound Through;  
 NBT-R = Northbound Shared Through-Right; NBR = Northbound Right; NBL-R = Northbound Shared Left-Right;  
 SBL-U = Southbound Shared Left-U Turn; SBL = Southbound Left; SBT-L = Southbound Shared Through-Left;  
 SBT-LR = Southbound Shared Through Left-Right; SBT = Southbound Through; SBT-R = Southbound Shared Through-Right;  
 SBR = Southbound Right; SBL-R = Southbound Shared Left-Right; N-S = North-South Roadway; E-W = East-West Roadway;  
 Source: Darnell & Associates 2010 (Excerpted from Table 56 of TIS).

**Table 1-4  
OTAY CROSSINGS COMMERCE PARK  
SITE SLOPE ANALYSIS**

<b>Percent Slope</b>	<b>Acres</b>	<b>Percentage of Total Site</b>
0-15	299.0	95.99
15-25	10.4	3.40
25-50	1.8	0.58
>50	0.09	0.03
<b>TOTAL</b>	<b>311.3<sup>a</sup></b>	<b>100.00</b>

<sup>a</sup> The difference between this total of 311.3 acres and Table 1-1's total of 311.5 acres is due to rounding errors.

**Table 1-5  
CUMULATIVE PROJECTS**

<i>Map Key</i>	<b>Identifying Project Number</b>	<b>Project Name</b>	<b>Location</b>	<b>Acres</b>	<b>Proposed Improvements</b>	<b>Potential Impacts</b>
<b>County of San Diego</b>						
1	TM 5139 MUP 98-020 STP 02-05139-1 SPA07-003/TM5538	Otay Tech Center	Northeast of Otay Mesa Road and Otay Mesa Road/SR 905	171	MUP for mass grading for temporary undefined uses.	Open space to protect vernal pools, non-native grassland and sensitive species; off-site purchase of 0.4 acre of southern willow scrub wetland, 5.4 acres native grassland, 48.6 acres of non-native grassland, avoidance of raptor nesting, and obtaining a Quino take permit. Other requirements include cultural and bio monitors, traffic improvements and construction conditions to prevent air quality impacts. However, cumulative air quality impacts and short-term construction traffic impacts would remain unmitigable.
2	TM 5304R/S08-018	Airway Business Center/Fedex	North side of Airway Dr. between Paseo de las Americas and Michael Faraday Dr.	35.69	Subdivision into 12 lots (minimum 2 acres each) for light industrial uses.	Biological survey identified impacts to 38.52 acres of non-native grassland, to be mitigated by purchase of 19.26 acres of mitigation bank habitat. Only sensitive species are foraging raptors. Produces 4,200 ADT.
3	TM 5394	Dillard and Judd Roll County LLC/ Enrico Fermi Industrial Park	Southwest corner of Enrico Fermi Drive and Otay Mesa Road/SR 905	79.37	Subdivision into 16 industrial lots ranging from 2.12 to 6.89 acres each.	Minor Amendment to the MSCP, consistent with BMO, within the boundary of the adopted HCP.
4	MUP 04-004 RP 04-001	Otay Hills Construction Aggregate Extraction Operation	Approximately 0.5 mile east of the intersection of Otay Mesa Road and Alta Road	210	Construction aggregate extraction operation, including materials processing (primary and secondary plants), concrete batch plant, cement-treated base plant, asphalt batch plant, and recycling of asphalt and concrete products.	Potentially significant impacts to land use, geology, hydrology/water quality, biological and cultural resources, traffic, noise, air quality, public services/utilities, hazardous materials and aesthetics.
5	TPM 20414 MUP 98-024 MUP Modification 98-024-01 L14632 AD 04-025	Otay Mesa Travel Plaza	East side of Enrico Fermi Drive, north of Airway Drive and south of Otay Mesa Road	82	Four parcels, ranging from 7.35 to 42.16 acres each. Full-service truck stop travel plaza. Driver facilities, restaurant, convenience store, service bays, fuel sales, 122-room hotel, office building, parking.	Project would impact 73.5 acres of non-native grassland. The impacts to non-native grassland will be mitigated at a ratio of 1:1 by contributing \$10,000 per acre of mitigation responsibility to the San Diego Foundation to be used for management of non-native grassland preserve areas on Otay Mesa.
6	TPM 20701RPL1 ZAP 99-029 STP 05-018 SPA 05-005	Burke Minor Subdivision/Otay Logistics Center	Eastern side of Enrico Fermi Drive between Siempre Viva Road and Airway Road	39.31/14.91	Subdivision into 4 parcels of 8.80, 9.37, 9.48 and 11.66 acres. Grading and improvement of a commercial road traversing the site. Truck parking and storage on site. Construction of approximately 270,00 s.f. of buildings and warehouse in the northern part of the site, along with 404 parking spaces and 73 loading spaces.	Mitigation consists of off-site purchase of 20 acres of non-native grassland to mitigate for 40 acres (entire site) of disturbed grassland at 0.5:1 ratio. Fair share traffic contributions required to mitigate traffic impacts for 635 (Phase I) and 715 (Phase II) ADT. Changes from mixed industrial (LU) to LE and Heavy Industrial. Potential impacts to cultural resources.
7	TPM 20894 STP 05-021	Pilot Travel Center	Northeast corner of the intersection of Otay Mesa Road and Piper Ranch Road	80	Construction of a 10,000-sq. ft. commercial center including Wendy's restaurant and driver amenities, gas station and parking (71 car and 139 truck spaces). 65 employees (18 – 20 per shift).	Project has been completed.
8	MUP 00-012 Minor Deviation 00-012-02	East Otay Mesa Auto Storage/ Aaron Construction Auto Auction Park	Northwest corner of Otay Mesa Road and Alta Road	38	Vehicle storage facility with weekly storage auctions. Temporary use (maximum 5 years). MND dated July 9, 2003 for MUP 00-012. Previous MUP expired on July 9, 2008. Application for Time Extension submitted July 8, 2008. Letter dated August 26, 2008 requested further analysis. Site is currently vacant.	Significant and mitigable impacts identified for traffic. Mitigation required fair share traffic contributions to mitigate traffic impacts from addition of 354 ADT. Potential impacts to biological resources, geology, hydrology, traffic, and paleontological resources.

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Table 1-5 (cont.)  
CUMULATIVE PROJECTS

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	Potential Impacts
<b>County of San Diego (cont.)</b>						
9	MUP 03-001	Otay Mesa Auto Transfer/Rowland	Northeast corner of Otay Mesa Road and Enrico Fermi Drive	40.44	Storage area for operable vehicles as an interim use.	Mitigation measures included 4 acres of non-native grassland credits, biological monitoring for burrowing owls and raptor breeding, cultural and paleontological monitoring, control of construction emissions and fugitive dust, geological requirements, landscape requirements, traffic improvements and a fair share contribution for SR 905/Otay Mesa Road realignment.
10	MUP 88-020 STP 00-070	Bradley/Robertson Copart Salvage Auto Auctions	7377 Otay Mesa Road. SW corner of Otay Mesa Road at Alta Road	NA	Modification of existing MUP to add a 300 ft. by 140 ft. auto storage facility on an existing graded auto storage lot.	Expanded facility would operate on currently graded site. No biology impacts anticipated because no new disturbance.
11	MUP 98-001 RPL1	National Enterprises Storage and Recycling Facility	East and west sides of Alta Road, north of Calzada de la Fuente	161.2	The project proposes to develop areas for interim use including automobile storage, scrap and recycling operations, and wood and green material recycling, and will include temporary office trailers of 720 s.f. each and 200 employee parking spaces. Project would provide space for approximately 11,000 vehicles.	Addendum to EOMSP EIR finalized November 24, 2008. MSCP Findings of Conformance determined impacts of 0.76 acres coastal sage scrub and 103.61 acres of non-native grassland. Mitigation included 67.94 acres of coastal sage scrub and 24.29 acres of non-native grassland for a total of 117.66 impacted acres and 91.28 acres of mitigation (mitigation was of higher habitat value than impacts, resulting in less mitigation area). Buildout conditions would result in 2,408 ADT.
12	TPM 20570	Otay Mesa Generating Project (Calpine)	East side of Alta Road north of Otay Mesa Road	46	Nominal 510 MW natural gas-fired, combined cycle power plant, with new 230 kV switchyard on site, a 0.1-mile connection to an existing SDG&E electrical transmission line, a new two-mile natural gas pipeline, and associated water and wastewater lines.	Biological impacts included 1.1 acre of Tier II habitat and 63.5 acres of Tier III habitat; mitigation would include purchase of 35.9 acres of land bank habitat and funds for Quino research and habitat management. Land Use mitigation would include setbacks and a height variance. Construction ADT would be 722 ADT plus 18 trucks per day. Operational ADT would be 48 ADT plus 8 to 9 trips per month by trucks carrying hazardous materials.
13	TM 5505	Otay Business Park (Paragon)	Southeast of future intersection of Alta Road and Airway Road.	161.6	Subdivision into 61 industrial lots, from west to east. No specific uses identified. Water, sewer and storm drain lines would be extended into the project site. Off-site improvements include extensions of Alta Road, Airway Road and Siempre Viva Road. The future alignment of SR-11 may traverse a portion of the site.	Buildout conditions would result in 33,486 ADT and project will impact 176.1 acres of non-native grassland, as well as burrowing owl, fairy shrimp and Quino. Project also would impact air quality, cultural and paleontological resources, hydrology and water quality, and noise.

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Table 1-5 (cont.)  
CUMULATIVE PROJECTS

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	Potential Impacts
<b>County of San Diego (cont.)</b>						
14	CG 4530	Paseo De La Fuente	Alta Road and Otay Mesa Road	14.8	Grading for road (Paseo De La Fuente) from Alta Road east and curving south to connect with future extension of Otay Mesa Road.	Project would impact 11.96 acres of non-native grassland, 0.08 acres of CSS, 0.34 acre of tamarisk scrub. The impacts to non-native grassland will be mitigated at a ratio of 0.5:1 by contributing \$10,000 per acre of mitigation responsibility to the San Diego Foundation to be used for management of non-native grassland preserve areas on Otay Mesa. Impacts to CSS will be mitigated at a 1.5:1 ratio of an open space easement to the County. This 4.26 acre open space area is located immediately south of BLM land and immediately west of O'Neal Canyon south preserve.
15	L 14456	Border Patrol Site Grading Plan (East Otay Mesa Parcel B Grading Plan)	East of Alta Road and Otay Mesa Intersection	20.68	Grade property for future development including on-site detention basin.	Project would impact 17.72 acres of non-native grassland and 0.70 acres of CSS. No mitigation identified in files.
16	L 14208	Power Plant Laydown Site	Northeast corner of Alta Road and Calzada de la Fuente	13.5	Grade property for future development.	Project would impact 13.5 acres of non-native grassland. The impacts to non-native grassland will be mitigated at a 0.5:1 ratio by contributing \$10,000 per acre of mitigation responsibility to the San Diego Foundation to be used for management of non-native grassland preserve areas on Otay Mesa.
17	L 14625 S07-038	Vulcan Batching Plant	East of Alta Road and Otay Mesa Road intersection	13.45	Site was graded under Grading Plan L 14625. The project would entail the construction and operation of separate concrete and asphalt plants with office space, lunch area and storage areas.	Letter received on August 13, 2007 for grading plans, stated impacts to Project would be 2.06 ac of CSS, 10.9 ac of non-native grassland, mitigated by 8.54 ac off site.  First Iteration Review of Initial Studies/Info for Batch Plant identified potential issues of public services/utilities, traffic, and landscaping requirements. Air Quality report identified greenhouse gas impacts. Traffic report estimates 1,078 average passenger car equivalent trips under buildout conditions.
18	P06-074 (MUP 06-074) SPA 05-005	Corrections Corporation of America	Northwest corner of Lone Star Road and Alta Road	40	Construction of a 32-acre detention facility in two phases. Includes associated administrative, housing, parking, program space and ancillary support services with a total of 2,880 beds at buildout and an extension of Lone Star Road along project frontage.	Addendum to EOMSP FEIR (HELIX 2008) identified potential impacts to biology (36.7 acres of non-native grassland and 3.7 acres of disturbed habitat), visual resources, hazards and hazardous materials, hydrology and water quality, public utilities and services, transportation. Determined no additional impact to agricultural resources, air quality, cultural resources, geology and soils, land use and planning, mineral resources, noise, population and housing, recreation.
19	TM 5527	Maple Leaf Industrial/Piper Otay Park	West of SR-125, north of Otay Mesa Road/SR 905 and east of Piper Rancho Road	24.84	Subdivision into 13 industrial lots ranging in size from 1.03 to 2.61 acres.	Environmental Review Update Checklist Form identified potential new impacts to biological resources, hazards, hydrology, and traffic.
20	TM 5405, SPA 04-006 MUP 00-024	Otay Crossings Commerce Park (Proposed Project)	Southeast of Otay Mesa Road and Alta Road intersection	311	Mixed industrial use with 56 total industrial lots from 0.9 to 95.4 acres.	See Chapters 2.0, 3.0 and 4.0 of this report for discussion of proposed project impacts.

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Table 1-5 (cont.)  
CUMULATIVE PROJECTS

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	Potential Impacts
<b>County of San Diego (cont.)</b>						
21	TPM 21046 MUP06-102 93-19-006AA	California Crossings	On the 9200 block of Otay Mesa Road, east of SR-125 and west of Heritage Road.	26.94	325,502 sq. feet retail commercial center.	Potentially significant impacts to air quality; traffic/circulation; biological resources (direct loss of 23.4 acres of sensitive non-native grassland habitat, loss to raptor foraging and nesting habitat, impacts to migratory birds); cultural and paleontological resources. Impacts determined not to be significant are associated with Geology/Soils, Hazards/Hazardous materials, Hydrology/Water quality, Noise, Aesthetics, Agriculture, Land Use and Planning, Mineral resources, Population and Housing, Public Services and Utilities, and Recreation. Mitigation includes acquisition of a 15.4-acre conservation easement and distance restrictions of construction during raptor nesting season.
22	TM5549	International Industrial Park	Alta Road at Lone Star Road	170.59	Subdivide vacant land into 24 parcels for technology/business. 118.43 acres to be developed; 35.90 acres placed in open space; 16.26 acres used for internal circulation streets. Development will include 3 acres for the future permanent fire and sheriff station.	Biological resources are considered a major project issue; Johnson Canyon is located on site and is classified as a wetland under the RPO. Potential impacts to air quality, climate change, cultural resources, geology, mineral resources, and visual resources.
23	S08-022	RTX (Rapid Transfer Express)	Enrico Fermi Drive and Via de la Amistad intersection.	18.75	Construction of a truck and storage facility.	Project would impact 14.63 acres of non-native grassland and 0.06 acre of vernal marsh supporting Riverside fairy shrimp and burrowing owl. Mitigation would include conservation of 15.0 acres of open space off site and enhancement of off-site open space lands with vernal marsh habitat.
<b>Otay Water District Capital Improvement Projects</b>						
24	N/A	Pressure-reducing station	North of Kuebler Ranch Road	N/A	Station to reduce the pressure of recycled water delivery.	
25	N/A	#860-1 4 MG Reservoir	North of Kuebler Ranch Road	N/A	Construction of a 4 MG reservoir.	
26	N/A	Alta Road Pipe Placement	Alta Road from Alta Gate to Airway Road	N/A	Construction of a 24-inch pipeline in Alta Road as part of the Otay Mesa Recycled Water Supply Link starting in Wueste Road	
27	N/A	Roll Reservoir Pipeline	North of San Diego County Jail	N/A	Construction of a 20-inch pipeline from the 571-1 Reservoir to the planned 860-1 Reservoir	

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Table 1-5 (cont.)  
CUMULATIVE PROJECTS

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	Potential Impacts
<b>Caltrans</b>						
28	N/A	SR-905	I-805 to the existing Otay Mesa Port of Entry	N/A	Project consists of construction of a six-lane freeway from I-805 to the existing Otay Mesa POE at the U.S.-Mexico Border, including grade-separated local access interchanges, and a freeway-to-freeway interchange with SR-125. Final Environmental Impact Statement/Report dated July 2004. As of June 2009, acquiring ROW from Siempre Viva Road to just east of I-805 for Phase 1. Phase 1 is split into two phases, Phase 1A (eastern segment from Siempre Viva Road to Britannia Boulevard and Phase 1B (western segment from Britannia Boulevard to just east of I-805). Construction of Phase 1A began in April 2008; completion is expected by late 2010. Phase 1B construction began May 2009 and is expected to be completed by summer 2012.	Significant impacts and mitigation identified for water quality, cultural resources, hazardous materials, hydrology/drainage, floodplain, noise, socioeconomics, paleontological resources, and biological environment issues (natural communities, wetlands, WUS, sensitive plants, sensitive animals, wildlife movement corridors, invasive species, and edge effects). Issues mitigated to less than substantial, except direct and cumulative unmitigable impacts to vernal pools.
29	N/A	SR-125	SR-905 near the International Border to SR-54	N/A	Southern 9.3-mile portion of SR-125 opened as a four-lane toll road (operated by South Bay Expressway) in November 2007. Ultimate construction to be a six to eight-lane highway plus possible future carpool lanes and/or transit facilities in the median. Interchange with future SR-905 and future SR-11 to be constructed. EIS Record of Decision 2000; groundbreaking 2003; four-lane route opened in November 2007.	Impacts identified for cultural resources, farmland, parks, sensitive species, wetlands, and community. Extensive mitigation program.
<b>Caltrans/GSA</b>						
30	PM 0.0/2.7 EA 056300	SR-11 and Otay Mesa East Port of Entry (POE)	Near the SR-905/SR-125 interchange on East Otay Mesa, extending east and south to a new POE at the U.S./Mexico border.	212-236	New highway (SR-11) to a new U.S./Mexico POE.	Phase I identified the program area for the future POE and roadway alignment (Caltrans 2008). Potential impacts in program area resulting from future Phase II to energy, public services and utilities, traffic and transportation, visual resources, cultural resources, water quality and storm water runoff, geology, paleontology, hazardous materials, air quality, noise and vibration, and biology (159.1 acres of non-native grassland, 0.25 acre mule fat scrub, <0.01 acre native grassland, 0.21 acre ephemeral drainage, 0.28 acre streambed, sensitive and federally listed animal and plant species). Determined no significant impacts to hydrology and floodplain. Further determination of impacts and mitigation would be determined during Phase II environmental document.
<b>GSA/CBP Capital Improvement Projects</b>						
31	N/A	U.S. Cargo Import Facility	Directly east of the existing Otay Mesa POE at the U.S.-Mexico Border	N/A	Project consists of adding lanes to a connector roadway, modifying approaches and fences for booths and other infrastructure improvements to enhance goods movement at the U.S. Cargo Import Facility.	Site and surroundings are largely developed. Known biological constraints to expansion/redevelopment of the site are limited to the drainage/wetlands area between the International border and the commercial truck inspection inbound queuing road.

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Table 1-5 (cont.)  
CUMULATIVE PROJECTS

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	Potential Impacts
<b>GSA/CBP Capital Improvement Projects (cont.)</b>						
32	N/A	Reconfiguration and Expansion of the Existing San Ysidro POE	San Ysidro POE	N/A	Three-phase project includes demolition and new construction of most of the POE. New facility will consist of 210,000 s.f. of building space, primary and secondary inspection areas, 29 inbound vehicle lanes, two bus lanes, six outbound vehicle lanes, and a new southbound roadway to connect with Mexico's El Chaparral facility.	Final EIS completed August 2009 (GSA 2009). Potential impacts to utilities and emergency services, traffic and transportation, cultural and historical resources, paleontological resources, hazardous materials, energy, biological resources (0.07 acre non-wetland Waters of the U.S.). Determined no significant impact to land use, community, life safety, visual impacts, hydrology and floodplain, geology, air quality,
<b>City of San Diego, County of San Diego and City of Chula Vista</b>						
33	N/A	Otay Valley Regional Park	Otay River corridor	N/A	The plan includes trails for hiking, bicycling, and equestrian use. Additional proposed facilities consist of development of a ranger station, seven local staging areas, trailheads, picnic areas, and interpretive signage.	No specific environmental analysis available to review.
<b>City of San Diego</b>						
34	TPM 98-0759	Sunroad/Interstate Industrial Center	East side of Piper Ranch Road, south of Otay Mesa Road	48.1	453,000 sq. ft. of warehousing. Applicant is proposing to rezone for residential development. Three lots- 12.12, 9.0, and 25.1 acres.	No specific environmental analysis available to review.
35	TM 91-0394	Sunroad Otay Park	West side of Piper Ranch Road, between Otay Mesa Road and Airway Road	79.3	1,337,000 sq. ft. of small industrial park (33 lots). Applicant is proposing to rezone for residential development.	No specific environmental analysis available to review.
36	77518	Street/La Media Truck Park III	6395 Lone Star Road and 8404 Windssock Street. East side of La Media Road north of Windssock Street	40	Truck storage facility is existing use under Permit Number 98-0942 and intention is to continue.	No specific environmental analysis available to review.
37	50728	Lonestar/New Millennium	Northeast of Brown Field Municipal Airport, southwest of SR-125	70-80	70-80 acre industrial development.	Project may cease to proceed if the site is acquired as non-native grassland, burrowing owl and vernal pool mitigation by surrounding developments. See information on Lonestar Ridge parcel in Subchapter 3.1 of this report.
38	Planned Development Permit 12083	Semitrailer Storage Facility	Southeast corner of Otay Mesa Road and Innovation Drive	8.02	Truck storage facility.	No specific environmental analysis available to review.
39	2246	Airway 18 Truck Terminal/ Airway Auto Park Storage	Southeast of the intersection of Airway Road and Britannia Blvd.	19.7	Truck terminal.	No specific environmental analysis available to review.
40	4987	California Terraces: Planning Areas 13 & 14 Phase I	5213 Otay Mesa Road. Northeast corner of Ocean View Hills Parkway and Otay Mesa Road	45.1	644 MFR and 2.4 acres for a commercial center (24,000 sq. ft.)	No specific environmental analysis available to review.
41	5091	Dennery Ranch: Village 2/3	Northwest side of Dennery Road, west of Red Coral Lane	81.2	Village 2/3 to include 414-unit MFR, 2 recreational centers and 9.1 acres of open space; Las Casitas to include 85 single-family residences; and Nakano to include a neighborhood park on 11 net acres and a church site.	No specific environmental analysis available to review.
42	N/A	Rivera Del Sol: Neighborhood Park	Between Del Sol Blvd. and Rivera Shores Street	4.9	4.9-acre neighborhood park.	No specific environmental analysis available to review.

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**Table 1-5 (cont.)  
CUMULATIVE PROJECTS**

<i>Map Key</i>	<b>Identifying Project Number</b>	<b>Project Name</b>	<b>Location</b>	<b>Acres</b>	<b>Proposed Improvements</b>	<b>Potential Impacts</b>
<b>City of San Diego (cont.)</b>						
43	6738	Hidden Trails: Neighborhood Park	East of Ocean View Hills Parkway	N/A	4.1-acre neighborhood park.	No specific environmental analysis available to review.
44	TM 86-1032	Ocean View Hills: Planning Area 6	North of SR-905, south of Ocean View Hills Parkway	N/A	1,578 multi-family dwelling units.	No specific environmental analysis available to review.
45	N/A	St. Jerome Catholic Church	Northwest corner of the SR-905 and Ocean View Hills Parkway intersection	N/A	Phase I of this project consists of the construction of a 23,000 s.f., 1,500 seat church with an outdoor gathering area, two drop off zones and 532 parking spaces. Phase II includes a 48,000 s.f. education center that includes a preschool, elementary school, parish hall/gymnasium, outdoor amphitheatre, play fields, and administration building.	No specific environmental analysis available to review.
46	2204	Southview	East side of Caliente Avenue between Airway Road and Otay Mesa Road	57	553 MFR	No specific environmental analysis available to review.
47	50591/40329	Candlelight Villas	Southeast of Caliente Avenue and Airway Road	N/A	435 MFR	No specific environmental analysis available to review.
48	92122	Handler Otay Mesa Phase 1	South of Otay Mesa Road and west of Heritage Road	N/A	Mixed commercial/retail/office project	No specific environmental analysis available to review.
49	4281	Las Californias Center	8077 Siempre Viva Road. South of Siempre Viva Road and east of Britannia Blvd.	68.5	TM to create 31 lots. Two industrial parks, one of 374,300 s.f. and one of 305,900 s.f. Site graded and infrastructure installed. Applicant processing Presidential Permit with U.S. State Department and local entitlements to construct 75,000 s.f. cross border facility (including pedestrian bridge over border fence), 280,000 s.f. industrial, 78,500 s.f. specialty retail, 300 hotel rooms and a gas station/convenience market.	The Las Californias project identified impacts to traffic circulation and biological resources (1.4 acres of non-native grassland). Potential impacts from current the application include noise, water supply, traffic and hydrology/drainage. No determinations made as to the type of CEQA or NEPA document.
50	5751	Just Rite	Northeast corner of Siempre Viva Road and Britannia Blvd.	34.44	12 lots for industrial development.	No specific environmental analysis available to review.
51	32284/97452	World Petrol III	1599 La Media Road	3.40	Service station (22 fueling stations) with 3,632 s.f. mini-mart, car wash, 2,042 s.f. restaurant and 290 s.f. office.	No specific environmental analysis available to review.
52	N/A	Pardee Commercial	Southeast corner of Otay Mesa Road and Palm Avenue	16	Commercial development.	No specific environmental analysis available to review.
53	100994/45445	Martinez Ranch Business Park	South of Siempre Viva Road and west of Britannia Blvd.	62	Industrial park.	No specific environmental analysis available to review.
54	102899	Siempre Viva Business Park	South of Siempre Viva Road and east of La Media Road	N/A	Business park.	No specific environmental analysis available to review.
55	95483	Southwestern Community College	North of Airway Road between Britannia Blvd. and La Media Road	N/A	Community college expansion.	No specific environmental analysis available to review.
56	88422/88430	Brown Field Tech Park/Otay Mesa Business Park	South of Otay Mesa Road and west of Britannia Blvd.	73	Business park.	No specific environmental analysis available to review.
57	N/A	Ingalls Property	South of Vista Santo Domingo	N/A	13 SFR, 24 townhomes, 106 apartments, 19,700 sq. ft. offices, 20,396 s.f. retail, and 39,450 industrial.	No specific environmental analysis available to review.

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Table 1-5 (cont.)  
CUMULATIVE PROJECTS

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	Potential Impacts
<b>City of San Diego (cont.)</b>						
58	N/A	Esplande	Southeast corner of Otay Mesa Road and La Media Road	77.6	1,337 single-family dwelling units.	No specific environmental analysis available to review.
59	N/A	Interstate Industrial Center	East side of Piper Ranch Road, south of Otay Mesa Road	N/A	453,000 s.f. of warehouse space.	No specific environmental analysis available to review.
60	30330	Otay Mesa Community Plan Update	Otay Mesa Community Plan area	12,260	City-initiated update to the Community Plan.	The community plan update is in planning stages. No environmental document is available for review of impacts.
61	147108	Britannia 40	Northwest of the Siempre Viva Road and Cactus Road	39.2	Auto storage site, drop off yard, sales pad, and employee/visitor parking area.	No specific environmental analysis available to review.
62	125423	Otay Mesa 17	2.0 miles east of Interstate 805 and 1.4 miles north of the U.S./Mexico border	17.2	Two industrial buildings totaling approximately 329,000 s.f..	No specific environmental analysis available to review.
<b>California Prison Health Care Receivership Corporation (CPR)</b>						
63	SCH 2008061086	California Health Care Facility, San Diego	R.J. Donovan Correctional Facility at Rock Mountain, 480 Alta Road	193	Hospital with up to 1,500 beds. Facility would employ between 1,300 and 1,600 people and would receive 75 to 100 visitors per day. Draft EIR received by State Clearinghouse November 2008.	The November 2008 Draft EIR (EDAW 2008) determined potential impacts to traffic and circulation, air quality, noise, hydrology and water quality, biological resources, geology, hazardous materials, and water supply. No significant impacts identified for land use and planning, visual resources, cultural resources, population and housing, and public services and utilities.

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