

**Freeway Commercial Density Increase
Issues and Responses
MPA17-0011/DR17-0037**

	Issue	Response
1	Additional units will cause increased traffic, including pedestrian safety concerns.	<p>A traffic study for the proposed project was prepared by Chen Ryan, a registered Traffic Engineer, and was reviewed by the City's registered Traffic Engineer. The adjacent roadways will continue to operate at acceptable levels of service during both the AM and PM peak hours. In addition to project intersections, the study also analyzed the project in conjunction with other projects already built to examine the cumulative effects. A buildout analysis was conducted which includes all traffic from regional and local growth, as well as all planned cumulative projects. The forecast traffic volume was obtained from one of City's most recently approved Environmental Impact Reports (EIRs) (University Village EIR).</p> <p>The traffic study also analyzed pedestrian counts and signal timing for pedestrian safety. The signal timing calculation included pedestrian crossing timing which confirmed that the project does not result in any impact to pedestrian safety at the intersections analyzed. The study concluded that all roadways and intersections will continue to operate at acceptable levels of service, and the addition of project traffic will not result in any traffic impacts on any of the study segments and intersections.</p>
2	Schools will be overcrowded.	The project is served by the Chula Vista Elementary School District and Sweetwater Union High School District. In letters to the Applicant dated December 11, 2018 and January 31, 2019 both school districts have indicated to the Applicant that there are no objections to the project and they have enough capacity to serve the students from the project.
3	There is not enough water supply to serve the project.	The Otay Water District (OWD) is the supplier of water to this project and OWD in its letter dated December 14, 2017 to the Applicant has determined that it has adequate supplies and infrastructure to serve the project.

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4	Police and fire service will be inadequate with additional units.	Developer will pay impact fees to the City to cover the cost for additional police and fire facilities.
5.	What is the CEQA review requirement for the project?	Section 21002 of the California Environmental Act (CEQA) requires that an EIR identify the significant effects of a project on the environment and provide measures or alternatives that can mitigate or avoid those significant effects. The Freeway Commercial Sectional Planning Area (SPA) was analyzed in the previously adopted Final Environmental Impact Report (FEIR) for the Otay Ranch Freeway Commercial SPA Plan - Planning Area 12 (FEIR 02-04) (SCH #1989010154). The First Addendum to the FEIR was approved for the General Plan and Otay Ranch General Development Plan Amendments in May 2015. The Second Addendum to the FEIR was approved for the SPA Plan Amendment in September 2016. The First and Second Addendums to the FEIR analyzed the impact of the General Plan, General Development Plan and SPA Plan amendments, based on the urban, mixed use development proposal. As a result of this analysis, the basic conclusions and impacts identified in FEIR 02-04 were determined to not have changed. The land use and public service impacts for the proposed project are found to be less than significant and were adequately covered in FEIR 02-04 for the previous two Addendums. Therefore, in accordance with Section 15164 of the CEQA Guidelines, the City has prepared the Third Addendum to the FEIR. The Third Addendum provides an environmental analysis of the potential impacts associated with implementing the proposed Freeway Commercial SPA Plan and Master Precise Plan Amendment. As a result of this analysis, the basic conclusions and impacts identified in FEIR 02-04 were determined to not have changed. The land use and public service impacts are found to be less than significant for this SPA Plan amendment, Design Review and Tentative Map proposed project and were adequately covered in FEIR 02-04.
6.	Are citywide services adequate to serve the proposed density increase?	A Public Facilities Finance Plan (PFFP) has been prepared as a supplemental document to the original PFFP dated April 1, 2003. The Freeway

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		<p>Commercial North Supplemental PFFP for this project analyzes the proposed 300-unit addition, any potential impacts on public facilities and services, and identifies the facilities, phasing and timing triggers for the provision of facilities and services to serve the project, consistent with the City's Quality of Life Threshold Standards. The PFFP describes in detail the cost, financing mechanism and timing for construction of necessary public facilities based on the project's proposed phasing.</p> <p>The public facilities needed to serve the project will be guaranteed by placing conditions of approval on the Tentative Map, requiring payment of various fees at the building permit stage, and/or continuing payment of bond payments under the approved Community Facilities Districts to finance or maintain public facilities. The PFFP included an analysis of transportation, drainage, water, sewer, fire, schools, libraries, parks, and fiscal impacts of the project.</p>
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