

# Summary of Additional Resources Analyzed in the EIS



## Navy OTC Revitalization Draft EIS

The Navy recognizes that OTC is in an urbanized environment and the Draft EIS focuses on appropriate resource areas in that setting. Selected resources are addressed in separate fact sheets (i.e., air quality, transportation and traffic, visual resources, socioeconomics and environmental justice, hazardous materials and wastes, geological resources, and cultural resources). This fact sheet summarizes the other resource areas presented in the Draft EIS.

### Land Use

Land use refers to the types of human activity occurring on a parcel of land. The Navy owns OTC Site 1 (48.7 acres) and OTC Site 2 (21.8 acres) within the City of San Diego. The City has no regulatory authority over land owned by the federal government; however, the Navy coordinates its activities with the City whenever possible to avoid potential land use conflicts.

### Potential Impacts

- Under the No Action Alternative and Alternative 1, the Navy would continue operation and maintenance of existing facilities. Some modernization could occur to the 1940s-era facilities.
- Alternatives 2 through 5 would be consistent with military and regional plans, would foster transportation efficiency, provide critical housing, and result in sustainable communities. The growth in residential units, population, jobs, and non-residential uses would exceed the target levels in the Midway-Pacific Highway Community Plan, thereby representing a significant land use impact.
- Alternatives 4 and 5 include the development of a transit center on OTC, which would be consistent with San Diego Association of Governments' (SANDAG) 2019 Federal Regional Transportation Plan.

**Comparison of Land Use Changes by Alternative**

Alternative	Navy Only Use	Transit Center	Mixed Use (Non-Residential)	Residential	Population	Jobs
No Action	√	—	—	—	—	—
Alternative 1	√	—	—	—	—	—
Alternative 2	—	—	>	●	●	●
Alternative 3	—	—	>	●	●	●
Alternative 4	—	√	>	●	●	>
Alternative 5	—	√	>	●	●	●

> Greater than growth targets in Midway-Pacific Highway Community Plan      ● Within growth targets in Midway-Pacific Highway Community Plan

## Public Health and Safety

Public health and safety refers to any activity or operation that has the potential to affect the safety, well-being, or health of the public occupying or inhabiting areas within or adjacent to OTC. Both OTC Site 1 and OTC Site 2 currently operate as a secure military facility with controlled access for military and civilian employees.

### Potential Impacts

- Potential significant impacts to public health and safety from noise could occur during construction activities under Alternatives 2 through 5 due to the length of the construction period (approximately 30 years) and during long-term operations due to the noise from the additional vehicle traffic that would be generated. Impacts to public health and safety from noise under Alternative 1 would be less than significant during both construction and long-term operation activities.
- Use of management practices and monitoring measures during construction and demolition activities would reduce potential health and safety impacts to the public, construction workers, and employees. Impacts would be considered less than significant for all other hazard areas considered (air quality, airspace, electromagnetic radiation, geologic hazards, hazardous materials and wastes, and security and force protection).
- The City of San Diego would review and provide recommendations on the future development plans for crime prevention.
- Under Alternatives 2 through 5, the private developer would consult with the Federal Aviation Administration to ensure the developments plans are consistent with safe aircraft operations.

## Public Services

Public services are the government-provided and tax-funded services that benefit citizens in a community. Services include schools, police, fire and rescue, libraries, and parks.

### Potential Impacts

Under Alternatives 1 through 5, impacts to public services would be less than significant:

- Alternatives 2 through 5 would generate additional students. There are three elementary, two middle, and five high schools in the Old Town area all with remaining capacity, but additional teachers would be needed to maintain the current student to teacher ratios. Schools have current capacity to accommodate projected new students.
- Depending on the alternative selected, to maintain current service ratios, additional police officers would be needed ranging from five (Alternative 3) to 11 (Alternative 4). From four (Alternative 3) to nine (Alternative 4) additional fire and rescue personnel would be required to maintain current service ratios. The additional personnel would be needed at the end of the 30-year construction period.
- Transit police would provide security for the transit center included under Alternatives 4 and 5.
- Library services would be sufficient under all of the alternatives because of the construction of the new Mission Hills-Hillcrest Library and other already planned library improvement projects being undertaken by the City of San Diego. Additional library staff ranging from one staff (Alternative 3) to five staff (Alternative 4) would be needed to maintain current service ratios.
- Additional parks would be required based on the City of San Diego standard ratio of 2.8 acres of parkland for every 1,000 residents. Each alternative would involve some parkland development but specific amounts and details are unknown at this time. Some parks may need to be developed outside of OTC to meet the parkland target ratios.
- Funding for necessary increases in public services could be generated from increased tax revenues associated with the development or from potential City of San Diego development impact fees.

# Infrastructure

Infrastructure includes public water supplies and sewer and wastewater collection and distribution systems, solid waste management facilities, stormwater collection systems, electricity, natural gas, and telecommunications.

## Potential Impacts

Under Alternatives 1 through 5, there would be less than significant impacts to infrastructure:

- Construction would not use a public water supply or public wastewater infrastructure and would occur in compliance with the Naval Base Point Loma Stormwater Pollution Prevention Plan.
- There is sufficient wastewater treatment capacity to handle operational flows that would be generated under Alternatives 1 through 5.
- Under Alternative 4 (the highest density public-private development alternative), demand for water utilities could use up to 0.9 percent of the future capacity documented in the City of San Diego's 2015 Urban Water Management Plan. The San Diego Public Utilities Department may require a Water Supply Assessment.
- The Miramar Landfill has capacity to accept operational municipal solid waste and acceptable construction and demolition debris under Alternatives 1 through 5.
- San Diego Gas and Electric Company (SDG&E) has the capacity to serve the increased electric and natural gas demand under Alternatives 1 through 5. Alternative 4 would have the highest increased demand for both electricity (2 percent) and natural gas (0.3 percent) over current levels. SDG&E would evaluate system power loads and natural gas demand to determine if upgrades to electric and natural gas supply would be needed.
- OTC would continue to use existing telecommunications infrastructure. Some upgrades associated with private development would likely be required under Alternatives 2 through 5. Alternatives 4 and 5 with a transit center would also require new telecommunications infrastructure. Private developers would contract with local providers for telecommunications service.

# Airspace

Airspace as defined by the Federal Aviation Administration is above the minimum altitude of flight that includes airspace needed to ensure safety in aircraft takeoffs and landings.

## Potential Impacts

- OTC is in the region of both the San Diego International Airport (approximately 3,200 feet north of Runway 09-27) and Naval Air Station North Island (approximately 2.6 miles off the departure end of Runway 36). Under Alternative 1, the building heights would remain the same as existing conditions and there would be no impact to airspace. Building heights could be up to 240 feet under Alternatives 2 and 3 and up to 350 feet under Alternatives 4 and 5. The Navy and/or the private developer would coordinate site plans with the Federal Aviation Administration to ensure that proposed building heights are compatible with airspace requirements, general aviation and flight operations, terminal instrument procedures at San Diego International Airport, and the approach clearance surface at Naval Air Station North Island. If the Federal Aviation Administration approves the development plans, there would be less than significant impacts to airspace.

# Noise

The definition of noise is unwanted or annoying sound that interferes with or disrupts normal human activities.

## Potential Impacts

- Alternative 1 would result in less than significant impacts from noise during construction and operation. During operation, the dominant sources of noise would remain largely the same as existing conditions (aircraft from San Diego International Airport and traffic along Interstate 5).
- Under Alternatives 2 through 5, there would be potential significant impacts during construction due to an increase in noise levels over the 30-year development timeframe.
- To reduce noise impacts under all alternatives, the Navy and/or private developer would comply with the City of San Diego noise ordinance (e.g., construction day start and end times, weekends, etc.).
- Operation under Alternatives 2 through 5 would result in up to a 3 decibel (dB) Community Noise Equivalent Level (CNEL) increase in noise associated with increased traffic volumes. This increase would be considered potentially significant.
- Residential units would not be located within the 75 dB CNEL traffic noise contours and/or would be designed to meet city-specified interior noise levels.

# Water Resources

Water resources include groundwater, surface water, and floodplains. Approximately 95 percent of OTC is covered with impermeable surface and there are no creeks or streams present. The only surface water on OTC is from intermittent rainfall runoff. Groundwater is not a source of potable water at OTC or within a 1-mile radius of OTC. OTC is not within a flood prone area or tsunami inundation zone.

## Potential Impacts

Under Alternatives 1 through 5, impacts to water resources would be less than significant:

- Construction and operation of any of the alternatives would not result in degradation of surface water, violations of water quality standards, or on- or off-site flooding.
- Under all alternatives, the only surface water at OTC would remain the result of intermittent rainfall runoff. Stormwater management and pollution prevention plans would be developed as part of the Construction General Permit and National Pollutant Discharge Elimination System permit to reduce stormwater impacts to less than significant.
- Construction could affect groundwater if dewatering is required during construction. The Navy and/or private developer would obtain a dewatering permit or use control measures such as sheeting or barrier walls to prevent groundwater inflow into excavations.

# Biological Resources

Biological resources include plant and animal species, and the habitats within which they occur. OTC is developed with only sparse ornamental vegetation and no naturally occurring plant species, natural or naturalized wildlife habitats, or plant communities. OTC does not contain suitable habitat for any federally listed wildlife species or California bird species. Wildlife could transit the area and some birds and bat species could use the human-made structures for nesting and/or roosting.

## Potential Impacts

Under Alternatives 1 through 5, impacts to biological resources would be less than significant:

- During construction and operation, the increase in human presence, noise, and lighting during construction and operation could affect wildlife species such as birds and bats; however, OTC is already highly developed and urbanized.
- Building heights could be up to 240 feet under Alternatives 2 and 3 and up to 350 feet under Alternatives 4 and 5. These new tall structures could result in an increase in bird and bat collisions. Management practices to reduce bird collisions could include non-reflective glass, interior lighting that turns off at night, and/or shielded outdoor lights that would reduce impacts to less than significant. Building heights under Alternative 1 would remain the same as the existing structures on OTC.
- A qualified biologist would survey buildings for bats before demolition. If any bats are detected, they would be passively excluded (prevented from returning once they have exited the building for evening foraging) before demolition repair or renovation activities. Construction and demolition would occur, if possible, outside of the southern California bird-breeding season as defined by the California Department of Fish and Wildlife. If construction has to occur during the breeding season, a qualified biologist would conduct surveys for nesting birds.

### Public Comment Period – Your Input Matters

The Navy welcomes your comments on the Draft Environmental Impact Statement. Comments can be submitted in three ways:

1. **Via the website:** [www.NAVWAR-revitalization.com](http://www.NAVWAR-revitalization.com)
2. **By U.S. mail:**  
Navy OTC Revitalization EIS Project Manager  
Attention: Ron Bochenek  
750 Pacific Highway, Floor 12  
San Diego, CA 92132-0058
3. **Provide verbal comments during a virtual public meeting:** June 8 and June 23, 2021

**Pursuant to the National Environmental Policy Act of 1969, the Navy has prepared a Draft Environmental Impact Statement (EIS) to evaluate the potential environmental effects associated with modernization of the Navy Old Town Campus to support NAVWAR's current and future operational readiness. The 60-day public comment period begins May 14, 2021 and ends July 13, 2021. The Navy also encourages comments on historic properties consultation as a part of Section 106 of the National Historic Preservation Act. The Navy welcomes your input.**

**Public comments must be submitted by July 13, 2021 to be considered in the development of the Final EIS.**