

RESOLUTION NO. 223143

R. 79-1659

MAR 27 1979

BE IT RESOLVED, by the Council of The City of San Diego, that pursuant to California Public Resources Code, Section 21081, the following findings are made with respect to the environmental impacts identified in Environmental Impact Report No. 78-04-13.

TRAFFIC CIRCULATION/PARKING ON HARBOR DRIVE BETWEEN HARBOR STREET AND 8TH AVENUE

The proposed project would remove approximately 80 spaces on Harbor Drive between Harbor Street and 8th Avenue now available to Campbell Machine Company employees.

No specific mitigating actions are considered necessary since there is adequate on-street parking nearby with only a minor increase in walking time. The relocation of these spaces does not appear to conflict with future development plans in the Marina project area.

TRAFFIC CIRCULATION/PARKING ON HARBOR DRIVE BETWEEN SAMPSON STREET TO GATE 2, USN REPAIR BASE

The project as proposed would remove approximately 195 parking spaces currently available to National Steel and Shipbuilding Company (NASSCO) employees on Harbor Drive from Sampson Street to Gate 22, USN Repair Base. There is already a critically short supply of parking in the adjacent community and removal of on-street parking near NASSCO might require employees to park further into the Barrio Logan residential area.

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Five alternate mitigation proposals are discussed in the text of the EIR. Of the alternate proposals, Alternate 1 would save the most parking spaces (159 of 195) and would result in an insignificant impact. It is the preferred mitigation if additional project funds are available. NASSCO officials expressed concurrence with this mitigation. The City of San Diego hereby approves Alternate 1 of these measures as the appropriate alternative for the projected impact on Harbor Drive between Sampson Street and the USN Repair Base.

Three other alternate proposals are also feasible, but provide less mitigation and also require additional project funds. Alternates 4 and 5 would induce secondary impacts such as increased traffic congestion or having bicyclists share a traffic lane with motor vehicles.

#### Other Parking Mitigations Not Within the Scope of this Project

1. Metropolitan Transit Development Board (MTDB) light rail line from Santa Fe Depot to International Border - expected to begin operation in late 1981.

Twelve stations are proposed for the MTDB route, including one at Crosby Street and one at 32nd Street (at NASSCO).

A survey conducted by MTDB indicates that 6.5% of NASSCO employees who presently drive to work would

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utilize the public transit, resulting in approximately 300 less automobiles trying to park at NASSCO. The station itself would displace 50 spaces, leaving a net total of 250 on-street parking spaces less demand.

2. Carpooling Programs sponsored by State and Local Agencies.

The "Commuter Computer" cooperative effort recently conducted a survey at NASSCO in which 20% of the respondents requested carpool information. Based on past survey experience, it was estimated that this could result in a decrease in demand for approximately 100 parking spaces.

WETLANDS ISSUES

Sweetwater Marsh:

The Sweetwater Marsh alternate is proposed should the Tidelands Avenue extension project (recommended alignment) not be constructed by others. This alternate facility would require constructing 1.0 mile of separate bike path on a shallow fill across the Sweetwater Marsh within the SDG&E right-of-way. About 0.2 acre of high marsh and 0.5 acre of salt flat would be filled and the Sweetwater River tidal channel would be crossed.

The Sweetwater Marsh alternate could increase human intrusion in critical habitats. Two endangered bird species use the marsh. A mitigation for wildlife impacts could be fencing of various

types ranging from physical barriers, such as chain link to psychological barriers, such as cable on wood posts. It is conceivable that this Bikeway alternate could limit the current intense ORV use within the marsh complex and could provide increased access for enforcement officers. National City and Chula Vista police officials stated preference for the Sweetwater Marsh alternate route and did not estimate any significant impacts on their activities as a result of this alternate.

In order to limit damage to the marsh during grading and other construction, the acceptable limits for construction vehicles and personnel will be laid out and prominently marked. Bikeway construction operations such as haul roads, storage, etc., would be limited to the finished Bikeway width to reduce unnecessary marsh impacts. In addition, contracts could contain a penalty for damages from unauthorized transgression into wetlands--grading inspectors would be authorized to shut down grading temporarily if violations occur. Other mitigations could include stopping construction activities during the nesting season or having a biologist review the Bikeway corridor during construction. Final mitigations will be coordinated with the State Department of Fish and Game and the U.S. Fish and Wildlife Service. If satisfactory mitigations are not achievable, the 24th Street/National Avenue Alternate will be utilized as a portion of the Bikeway.

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South Bay Biology Study Area;

The proposed Bikeway would be located adjacent to this wildlife preserve which is leased from the Navy and managed by the County of San Diego Parks and Recreation Department. The County views the Bikeway as a compatible joint use of this resource. Final details on design and controls on human intrusion are being coordinated. Significant impacts can be eliminated.

Salt Ponds in Imperial Beach:

Near 7th Street in Imperial Beach the Bikeway is proposed to use about 1,000 feet of the SD&AE railroad fill which is also used as a salt pond dike and footpath. This fill is near the southern boundary of the proposed critical habitat of the endangered Lightfooted Clapper Rail and the Least Tern.

Paving a portion of the dike top is not expected to have a direct impact on the Rail. Use of the railroad dike for a bike path would not be a completely new intrusion as the dike is already used as a footpath and by ORV's. Nests of the Rail were found in the Tijuana Marsh five miles south. All were below the 5-foot elevation--the dike top elevation is about 10 feet. In addition, the width of the dike will allow some flexibility for any buffer areas needed as part of restoration. Fencing such as that described above under "Sweetwater Marsh" could be used. Human intrusion impacts on this area are, therefore, expected to be of an insignificant level.

Otay Riverbed:

The Bikeway will cross the 45-foot wide channelized Otay River on either a bridge or a 4-5 foot high man-made fill placed over culvert pipes. There is no navigable water at this location, and a Bridge Permit will not be required for this crossing. No significant habitats are expected to be impacted. Construction methods and specifications will be in compliance with water quality control standards.

AGRICULTURE

Along 19th Street in South San Diego the Bikeway would pass adjacent to the Egger Farm. Approximately one acre of prime farm land would be removed from production. There is no feasible alternate alignment for the Egger Farm area except the do-nothing option. Mitigations to replace this farm land are not proposed.

If the Sweetwater Marsh alternate is followed, the Bikeway is to be located along the east edge of the Vener Farm in the SD&AE right-of-way. Approximately 0.9 acre of agricultural land would be removed from production. However, this loss of land is not considered significant since the City of Chula Vista has designated future land use in this area as "urbanized."

Loss of farm land due to the Bikeway is not considered irretrievable since construction features are relatively simple and could easily be removed.

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Fencing is proposed as a mitigation measure in order to avoid conflicts between bicyclists and farm operations. In addition to fencing, bicyclists will be separated from the fields by a 10-foot dirt farm road.

Crop spraying in these agricultural areas does not appear to pose a health hazard. Application of pesticides is carefully monitored and controlled by San Diego County Agriculture permit requirements. Further controls on the application of pesticides will, if possible, be included in the conditions of easement. Final mitigations to negate any possible impacts will be developed in coordination with farm owners.

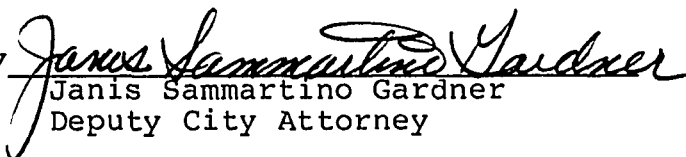
#### ARCHAEOLOGY

Since the originally proposed route of the Bikeway could have impacted two archaeological sites, a realignment of portions of the route was incorporated into the project in order to avoid disturbance. San Diego State University performed the field survey and test excavation on the Bikeway realignment. It was determined that no cultural resources will be impacted and no further archaeological work or mitigations were recommended.

All archaeological sites now lie outside of the project right-of-way and will be protected by keeping construction equipment, vehicles, and personnel clear of the site areas. None of these sites will be readily visible from the bike path after project

completion. Therefore, it is not expected that a cyclist would be attracted to the sites.

APPROVED: JOHN W. WITT, City Attorney

By   
Janis Sammartino Gardner  
Deputy City Attorney

JSG:vl:223

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Or. Dept.: Eng. & Dev.

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Passed and adopted by the Council of The City of San Diego on MAR 27 1979,  
 by the following vote:

Councilmen	Yeas	Nays	Not Present	Ineligible
Bill Mitchell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maureen F. O'Connor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bill Lowery	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Leon L. Williams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fred Schnaubelt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Gade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Larry Stirling	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lucy Killea	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Pete Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

PETE WILSON  
 Mayor of The City of San Diego, California.

CHARLES G. ABDELNOUR  
 City Clerk of The City of San Diego, California.

(Seal)

By *Pete Andrews*, Deputy.

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Office of the City Clerk, San Diego, California	
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Adopted	MAR 27 1979

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