

(R-92-817)

RESOLUTION NUMBER R- 279171

ADOPTED ON DEC 10 1991

WHEREAS, on December 13, 1989, Southbay Land Associates submitted an application to the Planning Department for a vesting tentative map, rezone, planned residential development permit and coastal development permit for the Coral Gate Project, Permit No. 89-1391; and

WHEREAS, the request was set for a public hearing to be conducted by the Council of The City of San Diego; and

WHEREAS, the issue was heard by the Council on DEC 10 1991; and

WHEREAS, the Council of The City of San Diego considered the issues discussed in Environmental Impact Report No. 89-1391; NOW, THEREFORE,

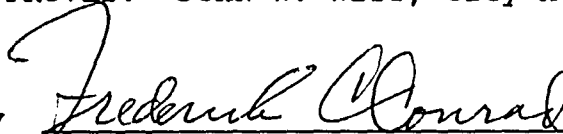
BE IT RESOLVED, by the Council of The City of San Diego, that it is hereby certified that the information contained in ENVIRONMENTAL IMPACT REPORT NO. 89-1391, in connection with Coral Gate Project, on file in the office of the City Clerk, has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Administrative Code section 15000 et seq.), and that the information contained in said report, together with any comments received during the public review process, has been reviewed and considered by this Council.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and Administrative Code section 15091, the City Council hereby adopts the findings made with respect to the project, a copy of which is attached hereto and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Administrative Code section 15093, the City Council hereby adopts the Statement of Overriding Considerations, a copy of which is attached hereto and incorporated herein by reference, with respect to the project.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the project as required by this body in order to mitigate or avoid significant effects on the environment, a copy of which is attached hereto and incorporated herein by reference.

APPROVED: JOHN W. WITT, City Attorney

BY 
Frederick C. Conrad
Chief Deputy City Attorney

FCC:lc
11/25/91
Or.Dept:Plan.
Permit No. 89-1391
R-92-817
Form=r.eirl

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires that no public agency shall approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant effects thereof unless such public agency makes one or more of the following findings:

- (1) Changes or alterations have been required in, or incorporated into, such project which mitigate or avoid the significant environmental effects thereof as identified in the completed environmental impact report.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, social, or other consideration make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

(Section 21081 of the California Environmental Quality Act)

CEQA further requires that, where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR, but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record (Section 15093 of the CEQA Guidelines).

The following Findings and Statement of Overriding Considerations have been submitted by the project applicant as candidate findings to be made by the decision making body. The Environmental Analysis Section does not recommend that the discretionary body either adopt or reject these findings. They are attached to allow readers of this report an opportunity to review the applicant's position on this matter.

FINDINGS FOR THE
PLANNED RESIDENTIAL DEVELOPMENT PERMIT
VESTING TENTATIVE MAP, REZONE,
SENSITIVE COASTAL RESOURCE PERMIT
AND A COASTAL DEVELOPMENT PERMIT
FOR CORAL GATE

The following findings are made relative to the conclusions of the final Environmental Impact Report (EIR) for the Planned Residential Development Permit (PRD), Vesting Tentative Map (VTM), Rezone, Sensitive Coastal Resource Permit (SCR) and Coastal Development Permit for Coral Gate in the City of San Diego (DEP #89-1391). The Coral Gate project consists of approximately 112 acres in the southwestern portion of the San Ysidro Community Plan area. The project involves the development of 444 detached single-family units, an approximate 10 acre school site, and more than 3 acres of park land. The project also includes the proposed extension of Camino de la Plaza to Dairy Mart Road and construction of the on-site portion of Calle Primera. These findings are made pursuant to Section 21081 of the California Public Resources Code and Sections 15091 and 15093 of the State CEQA Guidelines.

FINDINGS

A. The decisionmaker, having reviewed and considered the information contained in the final EIR for the project and the public record, finds, pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the final EIR with respect to the areas of (1) hydrology/water quality, (2) biological resources, (3) geology/soils, (4) cultural resources, (5) transportation/circulation, (6) noise, and (7) public facilities and services. Specifically:

1. With respect to hydrology/water quality, measures have been incorporated into the project to avoid short-term erosion impacts during construction. Due to the existence of the levee along the western and southern borders of the project site, implementation of the project will not result in any fill, grading, or alteration of the 100 year floodway of the Tijuana River. Therefore, no long term impacts with respect to flooding, erosion control, or siltation will occur and no mitigation is required. The increased irrigation and runoff associated with the development on the project site will contribute to the increase in dissolved urban pollutants entering the Tijuana River Valley. Pollution

control devices will be installed in the storm drain system to the extent determined feasible by the City Engineer, to mitigate impacts to hydrology/water quality from such dissolved urban pollutants to below a level of significance.

2. With respect to biological resources, no direct impacts to sensitive biological resources will occur with project implementation. There exists a potential for secondary impacts to sensitive plant and animal species in the riparian area adjacent to the project from urban pressures and construction activity. Complete mitigation would occur under the no project alternative, the increased buffer design alternative or selection of an alternative site. The following design measures have been incorporated into the project to partially mitigate the indirect impacts to biological resources from urban pressures and construction activity:
 - a. A variable buffer, ranging from 50 to more than 100 feet from the natural habitat area mapped by Pacific Southwest Biological Services, will be located adjacent to the habitat area along the northern and northeastern boundaries of the project site at the rear of Lots 1 and 56-100.
 - b. The applicant will landscape and dedicate such buffer areas to the City of San Diego, maintain such areas for five (5) years and post a bond to secure its maintenance; or, if a Landscaping and Lighting District is established, the maintenance and bonding requirement will be satisfied. The one time trash pick-up and dry seeding of the off-site buffer will be the responsibility of the applicant and is to take place prior to issuance of building permits by the City of San Diego.
 - c. A fence will be located along the edge of the buffer at the rear of Lots 1 and 56-100 to provide both visual and physical separation between the development and the natural habitat area. CC&Rs will include provisions that preclude the placement of gates in this fence.
 - d. Existing willow riparian habitat in the extreme northwest corner of the project site (Lot 453) shall be preserved in natural open space and will be offered to the City for inclusion in the natural open space area associated with the Dairy Mart ponds.

- e. Maintenance and monitoring of the Lot 453 natural habitat area and the buffer area will occur in accordance with the following maintenance plan:
- Installation of a temporary drip irrigation system.
 - Monthly weeding during growing season.
 - A quarterly monitoring report will be prepared for the first year and thereafter annually for the next four years.
 - Supervision by qualified biologist
- f. Noise levels from grading and construction shall be reduced to below 60 dB(A) through the use of temporary noise barriers along the easterly property line adjacent to the natural wetlands area from April 1 to August 21 to avoid adverse noise impacts during the least Bell's vireo nesting season. The temporary noise barriers proposed for the project include the following:
- A 10-foot high fence adjacent along the northern and northeastern borders of the site.
 - A 10-foot high fence placed on top of a 10-foot berm to be located 100+ feet inside the property boundary and adjacent to the grading area.

Noise measurements shall be taken by an acoustician approved by DEP staff to ensure noise levels are below 60 dB(A). Documentation of the noise measurements shall be provided to DEP staff by the applicant prior to issuance of a grading permit.

The attenuation barriers would be constructed and tested only if grading is proposed between the period April 1 to August 21. No grading would occur during this period unless test results are approved by the City of San Diego and U.S. Fish and Wildlife Service documenting that construction noise levels can be maintained below 60 dB(A).

- g. The project also includes placement of a masonry wall along Camino de la Plaza on the south and west sides of the project site. This wall, the proposed fence along the buffer area, and CC&R restrictions precluding gates in the fence will provide access restrictions to the natural habitat area which do

not currently exist and should assist in decreasing human disturbance of the natural habitat area.

3. With respect to geology/soils, the soils on site are susceptible to liquefaction because of the presence of high groundwater within the loose to medium dense alluvium deposits. Measures have been incorporated into the project to mitigate potential effects associated with liquefaction. The applicant shall confirm to City engineering staff that all measures recommended by the geologist have been implemented prior to issuance of certificates of occupancy.
4. With respect to cultural resources, the isolated artifacts collected on site during the archaeological reconnaissance are considered to be of little research value; however, subsurface deposits could exist in the alluvial soils. The applicant shall retain a qualified archaeologist to provide the services indicated below to avoid potentially significant impacts to cultural resources.

Grading for the proposed project would consist primarily of importing fill material to elevate the site as well as some cutting. It is anticipated that the archaeologist would only need to be present during the initial excavation portion of the grading operations. The archaeologists would attend pregrade meetings to discuss the grading plan with the applicant and to determine when a monitor should be present on site. If cultural resources are found, grading shall be halted in the area and an evaluation program shall be conducted to determine site importance under CEQA, following consultation with DEP staff.

5. With respect to transportation/circulation, implementation of the project would significantly increase traffic in the project area. Improvements are proposed to accommodate both project and short-term cumulative traffic in the area. With implementation of the improvements indicated below, both direct and cumulative traffic impacts will be mitigated to below a level of significance:
 - a. Restripe Via de San Ysidro to provide an additional eastbound and westbound through lanes between Calle Primera Road and I-5 northbound ramp on Via de San Ysidro.
 - b. Restripe the north and south legs on Calle Primera Road at the intersection of Calle Primera and Via

de San Ysidro to provide a left turn only lane and a through lane with a right and/or left turn option.

- c. Provide the following at the new intersection of Dairy Mart Road and Camino de la Plaza located west of the site and added with project implementation:
- One southbound left turn lane and one southbound through lane, and one northbound through lane on Dairy Mart Road.
 - One eastbound left turn lane and one eastbound right turn lane on Camino de la Plaza.
- d. The applicant will contribute a fair share to the cost of traffic signal controls at the Via de San Ysidro/I-5 northbound ramp, Via de San Ysidro/I-5 southbound ramp, Via de San Ysidro/Calle Primera, San Ysidro Boulevard/I-5 northbound ramp, Camino de la Plaza/Camiones Way/I-5 southbound ramp intersection, Dairy Mart Road/I-5 southbound ramp, and Camino de la Plaza/"A" Street.
6. With respect to noise, Camino de la Plaza, when fully improved and extended to Dairy Mart Road and Street A on-site, would generate noise levels greater than the City exterior noise standard of 65 dB(A) and the interior noise standard of 45 dB(A). Future residents of Coral Gate could also be disturbed during sleeping hours by border and helicopter activity. The significance of the helicopter noise impacts is uncertain due to ongoing changes of patrol flight paths. The potential noise impacts to the units along Camino de la Plaza would be mitigated through installation of a noise wall. A five-foot high barrier would be required for all lots fronting on Camino de la Plaza. To adequately mitigate excessive noise levels an 8-foot combination berm/wall is proposed along the entire length of Camino de la Plaza. This wall will reduce both exterior and interior noise levels to within City standards. A minimum 6-foot block wall is also proposed along Street A to ensure that future residents are not exposed to adverse noise levels. A 6-foot fence will be located along the northern and northeastern boundaries of the property at the rear of Lots 1 and 56-100. This fence will shield future residents from adverse noise effects due to traffic along I-5. To partially mitigate potential effects of single-event noise (i.e., helicopter activity), the potential for such noise impacts will be disclosed to future buyers in an information packet to be presented to all buyers. The packet shall inform future residents that they could be exposed to noise from border patrol helicopters. An

alternative site would be required to fully mitigate impacts associated with exposure of residents to helicopter noise.

7. With respect to public facilities and services, impacts to elementary and high school facilities and to the San Ysidro Park and Recreation System would be mitigated by the project's provision of the school and park site and the agreement of the applicant to participate in a Mello Roos Financing District for the San Ysidro Elementary School District and the Sweetwater Union High School District. The San Ysidro Community Plan area is currently deficient in parks and the proposed residential development on the site would result in the need for approximately 3 acres of additional parks. With the addition of the approximately 3 to 4 acres of park, the proposed project would not significantly affect the park and recreation system.

B. The decisionmaker, having reviewed and considered the information contained in the final EIR for the project and the public record, finds that there are no changes or alterations to the environmental impacts that are within the responsibility and jurisdiction of another public agency.

C. The decisionmaker finds that specific economic, social, or other considerations make infeasible the mitigation measures or the project alternatives identified in the final EIR to reduce to below a level of significance, impacts to land use, biological resources, extractive resources, agriculture, air quality, noise, and public health/safety. Specifically:

1. With respect to land use, the project site is located within the San Ysidro Community Planning area, the Tijuana River Valley Local Coastal Plan (LCP), and the County of San Diego Tijuana River Valley Regional Park focused planning area. The proposed project is consistent with planning and design goals identified in the adopted San Ysidro Community Plan and the Tijuana River Valley LCP. However, the location of residential uses within the focused planning area of the Tijuana River Valley Regional Park represents a potential land use conflict with respect to ongoing park planning efforts. With the exception of an alternative project site outside the focused planning area for the park, no mitigation measures have been identified to avoid this potential land use conflict.
2. With respect to biology, implementation of the project would result in indirect biology impacts to the adjacent natural habitat associated with the Dairy Mart Ponds. Such indirect biology impacts will be partially mitigated

by measures incorporated into the project design and set forth in Finding A.2. above respecting biological resources, but impacts will not be mitigated to below a level of significance. Because indirect biology impacts will not be fully mitigated, the project will not be fully consistent with the environmental goals of the community plan and the LCP which call for protection of sensitive habitat and maintenance of contiguous open space connections between habitat areas. The indirect biology impacts can only be mitigated by implementation of the 402-foot buffer alternative.

3. With respect to extractive resources, loss of aggregate material available on-site represents an incremental contribution to cumulative impacts resulting from urban encroachment on high quality aggregate resources in the Tijuana River Valley. This impact is regarded as significant. The project will have indirect impacts on the feasibility of extracting potentially significant aggregate resources adjacent to the project site due to location of incompatible residential uses in proximity to potential extraction areas. Avoidance of impacts associated with loss of the ability to mine aggregate resources on-site and potentially in nearby areas could only be accomplished through development of this project at an alternative site.
4. With respect to agriculture, completion of the project will result in the loss of approximately 60 acres of "prime agricultural land." This loss represents 4% of the approximately 290 acres of Chino silt loam soils that exist in the area designated for agricultural use by the Tijuana River Community Plan. Loss of agriculture on the project site is, however, anticipated in both the Tijuana River Valley and San Ysidro Community Plans which designate the site for urban land uses. Loss of agricultural land on the project site in conjunction with ongoing development in the area will incrementally contribute to the cumulative loss of coastal agriculture throughout San Diego County. The contribution of the proposed project to the cumulative loss of agricultural land use in the region could be mitigated to below a level of significance through development of this project at an alternative site.
5. With respect to air quality, development of the project site has long been anticipated in the San Ysidro and Tijuana River Valley Community Plans either with industrial or residential development. Development of the site has therefore been anticipated in both regional traffic forecasts and air quality plans. In 1986, the project site was included in the Tijuana River Valley

Plan and was designated as both industrial and low-medium density residential. A greater number of automobile trips would be generated under an industrial use of the project site than with the placement of exclusively single family residential use on the site. The proposed project would therefore generate less automobile trips than anticipated in the San Diego Association of Governments (SANDAG) Series VII regional growth forecasts and the State Implementation Plan. Implementation of the proposed project would therefore not adversely affect the ability of the region to achieve goals set forth in the Regional Air Quality Standards. According to the Coral Gate traffic study, all road segments and intersections affected by the project would operate at Level Service C or better with project implementation. As noted above, the San Ysidro Community Plan EIR identifies cumulative air quality impacts due to congestion on San Ysidro Boulevard. The traffic study for the Coral Gate project concludes that the project would contribute 678 trips, or 3% of the total 20,000 trips anticipated on San Ysidro Boulevard. To relieve congestion, the project would contribute its fair share to the cost of installation of a signal at the San Ysidro Boulevard/I-5 northbound ramp. With this improvement, the intersection would operate at Level of Service C. The project's contribution to direct air quality impacts would be minimal and would be mitigated through participation in installation of a traffic signal at San Ysidro Boulevard/I-5 northbound ramp. An alternative site for the proposed project, outside of San Ysidro, would be necessary to mitigate the contribution of the proposed project to the cumulatively significant impacts on air quality in the San Ysidro area to below a level of significance.

6. With respect to public health/safety, the presence of mosquitoes in the Tijuana River Valley and the San Ysidro area which can act as vectors of malaria and encephalitis constitutes a potentially significant health risk to future residents of the proposed development. Future residents would also be exposed to nuisance levels of mosquitos. Based on the reported cases of mosquito borne diseases in San Diego County over the last 38 years, both with respect to geographic location of disease outbreaks and the profile of the infected individuals, the health risk associated with development on the project site does not appear to be significantly greater than other locations in San Diego County. Most of the reported cases have been farm workers residing in migrant camps in northern San Diego County. Given that only one suspected case of malaria and no cases of encephalitis have been reported in the San Ysidro Community, and the

fact that most of the malaria cases involved migrant camps in Northern San Diego County and not residential subdivisions, it is uncertain whether the exposure of future residents to mosquitoes in the area would represent a significant health hazard. Over the short term, it is anticipated that the health risk would be reduced through participation in the County's vector control program. Stoppage of sewage flows from Mexico to the Tijuana River Valley, controlling the flow of undocumented workers into the United States through the San Ysidro area, agreement with United States Fish and Wildlife Service on appropriate mosquito control technologies, and provisions of better living conditions for migrant workers will reduce the potential health risk to future residents of Coral Gate. To mitigate the potential health risk to future residents of Coral Gate to below a level of significance, an alternative site would have to be selected for the proposed project.

Under the No Project alternative, the site would not be developed as proposed and would remain vacant. Urban development would not occur in proximity to the natural habitat area associated with the Dairy Mart Ponds and thus, indirect impacts to biological resources would not occur. Land use conflicts associated with residential land uses within the focused planning area for the County Regional Park would not occur under the No Project Alternative. Access to extractive resources and availability of agricultural resources on the site would not be precluded. Also, under the No Project Alternative, future residents would not be exposed to potential nuisance levels of mosquitos, or to potential adverse effects of noise from helicopters attributable to border activities in proximity to the project site.

The No Project Alternative is considered infeasible for the following reasons. Public improvements associated with the proposed project would not be implemented under this alternative. Camino de la Plaza, a circulation element road in the San Ysidro Community Plan, would not be extended to provide an additional community access to Dairy Mart Road which would relieve traffic congestion elsewhere in the community. A school and park site also would not be provided under this alternative. The community plan anticipates development of urban uses on this property. This alternative would not take advantage of this opportunity to provide additional single-family residential development in the southern neighborhood of the San Ysidro community, a desired product type according to the San Ysidro Community Plan. The dedication of open space which would provide protection to the sensitive biological resource area known as the Dairy Mart Ponds, an identified goal of the San Ysidro Community Plan, would not be achieved. A major objective of the Coral Gate project, to build quality affordable housing, and which serves the move up market in the San Ysidro community, would not be realized under the No Project Alternative.

Under the Alternative Site proposal, several areas other than the project site have been identified for residential development. These areas are not as large as the 112-acre Coral Gate site and do not provide the same opportunities for an integrated planned development. Use of the alternative sites would satisfy the objective of providing additional quality housing in the San Ysidro community, though through infill development rather than through the planned development as proposed by Coral Gate. Site specific impacts associated with the Coral Gate project (potential conflicts with County regional park planning efforts, indirect biology impacts, inability to use on-site aggregate and agricultural resources) would be avoided, although other site specific impacts would be associated with development of the infill sites. Use of an alternative site would shift residential development away from the border and the vicinity of the Dairy Mart ponds, reducing exposure to future residents of San Ysidro to nuisance levels of mosquitoes and adverse effects of border activities.

Use of an Alternative Site located within the San Ysidro planning area would not mitigate the contribution of the proposed project to cumulatively significant adverse traffic and air quality impacts from development within San Ysidro. To fully mitigate these impacts, an alternative site outside of the San Ysidro planning area would have to be selected for the proposed project.

The Alternative Site proposal is also considered infeasible for the following reasons. Public improvements associated with the proposed project would not be implemented at this time under the Alternative Site proposal. Camino de la Plaza, a circulation element road in the San Ysidro Community Plan, would not be extended to provide an additional community access to Dairy Mart Road to relieve traffic congestion elsewhere in the community. A school and park site would also not be provided under this alternative. This alternative would not take advantage of this opportunity to provide additional single-family residential development in the southern neighborhood of the San Ysidro community, a desired product type according to the San Ysidro Community Plan. Moreover, the Alternative site proposal is considered infeasible because the project applicant does not own or have reasonable access to any of the alternative sites.

Under the Alternative Use - Industrial, the project site would be developed with an industrial use, an alternative use to residential use, as designated in the San Ysidro Community Plan. Because industrial activities on the site would occur primarily indoors during daytime hours, fewer individuals would be exposed to the potential nuisance and health risk effects of mosquitoes than would occur under the proposed project. In addition, industrial users would be subject to adverse noise resulting from border patrol helicopter traffic during the evening hours only if workers are present on site after 10:00 p.m. Although industrial

uses are more subject to crimes such as robbery than are single-family residential uses, under this alternative, fewer individuals would be exposed to the adverse effects of border activities than would occur with residential development on the property. However, extractive and agricultural impacts would not be mitigated under this alternative. Agricultural or extractive use on the property would be precluded. Industrial use of the site would generate 13,360 daily trips as contrasted with 5,120 daily trip generation associated with the proposed project. Although traffic on all street segments affected by the project would be higher under the industrial alternative than under the proposed project, roadway traffic volumes would be within design capacities.

The Alternative Use - Industrial, is also considered infeasible for the following additional reasons. The degree to which industrial development on the site would be marketable is uncertain because industrial demand is currently being adequately accommodated on Otay Mesa. This alternative would not provide additional single-family residential development in the southern neighborhood which is considered to be desirable in the San Ysidro Community Plan.

Under the Alternative Buffer Design, a masonry block wall would be constructed at the rear of Lot 1 and Lots 56-100 instead of a wooden fence as currently proposed. The block wall would restrict access to the buffer and adjacent natural habitat area to a greater degree than would the proposed fence because individual gates could not be constructed by residents in the block wall, although CC&Rs would prohibit gates in the fence. With the elimination of minor fill slopes in the buffer and more restricted access to the natural habitat area, indirect biological impacts would be reduced under this alternative.

The cost incurred in constructing a 6-foot high wooden fence is \$10.00 per linear foot. The cost incurred in constructing the masonry block wall, including footing and reinforcement, is \$60.00 per linear foot (this cost estimate does not reflect the cost associated with the installation of a retaining wall). The additional cost of \$50.00 per lineal foot for providing the masonry block wall would add an additional \$160,000 to the cost of the project (i.e., \$50.00 X 3200 lineal feet). Based upon the cost considerations of constructing a masonry block wall, which will result in an increase in cost per house, and because the construction of a masonry block wall will not reduce the impacts to indirect biological impacts to below a level of significance, this alternative buffer design is considered infeasible.

Under the Alternative 402-foot Buffer Design, the U.S. Fish and Wildlife Service (USFWS) concluded that a buffer 402 feet from the riparian areas north and northeast of the site is required to reduce the biological impacts of the project to below a level of significance. According to the USFWS, provision of a 402-foot buffer would adequately reduce potential indirect impacts of the

project to biological resources north and northeast of the site. Development on-site would preclude use of the site for agricultural purposes or for mining of extractive resources at present, although those resources within the buffer area would be preserved. Traffic generated by this alternative will contribute to the significant adverse air quality impacts associated with development in the San Ysidro area. Measures designed to mitigate potential impacts of liquefaction will be required under this alternative. The monitoring and salvage program for cultural resources will also be required under this alternative. The revised buffer configuration would not affect mosquito populations within the Tijuana River Valley and future residents would be exposed to nuisance levels of mosquitos with attendant potential public health impacts as would occur under the proposed project.

The 402-foot buffer proposed under this alternative would also extend over the proposed alignment of Camino de la Plaza. As a result, Camino de la Plaza would be constructed within the buffer area because realignment would involve infeasible extensive alteration of the existing levee. Levee reconstruction is not considered to be feasible since the existing levee is the product of an extensive effort by IBWC which required years for planning and construction.

The Alternative 402-foot Buffer Design is considered to be infeasible because changes to the proposed project design would result in the loss of approximately 114 units. The loss of these residential units would eliminate the applicant's ability to provide affordable and "move-up" detached single-family housing for the San Ysidro Community, which is considered to be a goal of the project. Without the 444-unit count requested by the PRD, the school and park could not be provided. To maintain the 444-unit count requested by the PRD, the applicant could change the product type from single-family detached to duplex or multi-family. However, because it conflicts with the San Ysidro Community Plan, development of multi-family residences on-site would require a community plan amendment. Therefore, this alternative is considered infeasible.

STATEMENT OF OVERRIDING CONSIDERATIONS

The decisionmaker, pursuant to the CEQA Guidelines, after balancing the benefits of the proposed project against the unavoidable environmental effects which remain notwithstanding the mitigation measures incorporated into the project described above, determines that such remaining environmental effects are acceptable because:

1. The project will provide quality, affordable single-family detached housing and will serve as a move-up market within the San Ysidro community. The project's design responds in a favorable way to the ideas raised in the March, 1987, Regional Urban Design Assistance Team Report. Coral Gate will offer affordable single family homes that will enhance the image of the community. Development of the project adjacent to the existing urbanized portion of San Ysidro would complement existing development in the community and broaden the range of residential product types currently available. The community with the support of the local community planning group has indicated a desire to have more single-family detached product types providing ownership opportunities available in an area of the community which has generally had an abundance of multi-family rental housing units.
2. The project, through placement of a masonry wall along Camino de la Plaza on the south and west side of the project site, will provide access restrictions which do not currently exist to the natural habitat area associated with the Dairy Mart Ponds and will decrease human disturbance of this natural habitat area whose preservation is an identified goal in the San Ysidro Community Plan.
3. The project site is located within the jurisdiction of the San Ysidro Elementary School District (SYSD), the Sweetwater Union High School District (SUHSD) and the Southwestern Community College District. Both the SYSD and SUHSD operated beyond capacity in 1988-89. Projected enrollment for both school districts for the 1990-91 school year will remain above capacity. To alleviate this condition, the project will provide a 10.01 acre school site. It is anticipated that the school construction will be funded by a Mello-Roos community services district established as part of a collaborative effort between the landowner and the San Ysidro School District or State aid to the School District or a combination of funding mechanisms. This will involve either establishment of a new Mello-Roos district or

participation in an existing Mello-Roos. The applicant has also agreed to participate in a Mello-Roos district for the SUHSD.

4. The San Ysidro Community Plan area is currently deficient in parks. The proposed residential development on the site will result in the need for approximately 3 acres of additional parks. The project will provide more than 3 acres of park land. The approximate 10.01 acre school site has areas available for park and recreation use during nonschool hours.
5. The proposed project will extend Camino de la Plaza approximately 2,000 feet off-site to the west to connect with Dairy Mart Road. This roadway extension is called for in the Circulation Element of the San Ysidro Community Plan. As a result, a key needed circulation element for this portion of the Community Plan will be provided by the developer of this project.
6. Single family detached homes will allow the San Ysidro residents alternatives to move-up within their community and enable residents to own a home. Home ownership in this southerly location will help to stabilize the area, a community goal.
7. Sensitive open space areas and buffers thereto, will be dedicated to the City and will result in the preservation of these resources. This dedication will not only preserve these resources, but will also achieve one of the goals of the San Ysidro Community Plan and the Certified Local Coastal Program.
8. In March 1991, Governor Pete Wilson declared a state of emergency in the Tijuana River Valley because of the sewage flows entering the United States from Tijuana. As a result, State and Federal funds will be allocated to the City of San Diego and the International Boundary and Water Commission who expect to begin pumping sewage to the existing Point Loma facility for treatment in the near future. In April 1991, the San Diego City Council voted to allow treatment of up to 13 million gallons of Tijuana sewage. This represents a formalized intermediate solution to the sewage problem and is expected to reduce mosquito breeding in the short term.
9. Conversion of the site from vacant to residential uses would expose future residents of Coral Gate to potential crime activity present in the border area. However, the potential for crime would be greater if the site were left vacant. Single-family residential use is considered to have less potential for criminal activities than other

types of land uses. Defensible space concepts outlined in the San Ysidro Community Plan that would reduce exposure of future residents to criminal activities and measures designed to mitigate noise impacts from Border Patrol activities have been incorporated into the project design to reduce the impacts to below a level of significance.

For these reasons, on balance, the decisionmaker finds that there are planning, social and economic considerations resulting from this project that serve to override and outweigh the project's unavoidable significant environmental effects and, thus, that the adverse environmental effects are considered acceptable.

MITIGATION MONITORING AND REPORTING PROGRAM

for

**CORAL GATE
San Diego, California**

DEP NO. 89-1391

October 1991

R- 279171

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program was prepared for the City of San Diego Coral Gate project (DEP No. 89-1391) to comply with the mitigation monitoring statute (Public Resources Code Section 21081.6) which requires public agencies to adopt such programs to ensure effective implementation of the mitigation measures. This program shall be a requirement of the Planned Residential Development Permit, Vesting Tentative Map, Rezone, a Sensitive Coastal Resource Permit and a Coastal Development Permit from the City of San Diego.

Project Description

Coral Gate is a planned residential development on approximately 112 acres located in the southwestern portion of the San Ysidro Community Plan area. Existing access to the site is provided by Dairy Mart Road and San Ysidro Boulevard. The PRD proposes development of 448 detached single-family units as well as a school and park site. Also included in the PRD is the proposed extension of Camino de la Plaza to Dairy Mart Road.

Discretionary actions required for the proposed project include a planned residential development permit (PRD), vesting tentative map (VTM), rezone, a sensitive coastal resource permit and a coastal development permit from the City of San Diego.

A variety of lot sizes would be provided ranging from 40' x 100' to 50' x 100' and would be intermixed throughout the site. The site would remain level after grading is completed although some elevation of the site would be necessary to provide for proper drainage following construction. A berm/wall, 4,500 feet long and averaging 8 feet in height (2-foot berm, 6-foot wall) would extend along the western and southern borders of the property.

The project would be landscaped in accordance with a project landscape plan and the San Ysidro Community Plan. Street trees would be planted on both sides of the street. Palms are proposed

around the perimeter of the site. A variable buffer, ranging from 50 to 100+ feet from the offsite wetlands boundary is proposed adjacent to the northern and northeastern boundaries of the site at the rear of lots 1 and 56-100. The buffer would be landscaped with native species and a fence would be provided along the entire length of the buffer to provide a visual separation between the proposed development and the natural habitat area.

Project Impacts, Mitigation Measures and Monitoring Program

The following text includes a summary of the potentially significant project impacts, a list of mitigation measures identified in the environmental impact report, and the monitoring efforts necessary to ensure that the mitigation measures are properly implemented. Mitigation measures, monitoring and reporting requirements shall be further detailed prior to construction and, as required, following project implementation.

Hydrology/Water Quality

Significant Impacts

Development on the project site would contribute directly and incrementally to the increase in dissolved urban pollutants entering the Tijuana River Valley. The direct and cumulative impact to the surface and ground water quality in the Tijuana River from storm and drainage runoff is considered to be significant.

Mitigation

In order to reduce water quality impacts in the short-term, pollution control devices shall be installed in the storm drain system to intercept flow before discharge into the natural drainage system to the extent determined feasible by the City Engineer. No measures are currently available to fully mitigate the direct and cumulative impacts of the project on the surface and groundwater quality of the Tijuana River.

Monitoring

Prior to issuance of any residential development permit, a site inspection shall be conducted by City staff to verify installation of the pollution control devices.

Biological Resources

Significant Impacts

No direct impacts to sensitive biological resources would result from construction of the project or offsite extension of Camino de la Plaza. Implementation of the proposed project would contribute incrementally to the significant cumulative loss of raptor foraging habitat associated with development in the San Diego region. The potential for indirect impacts from urban pressures and construction activity to sensitive plant and animal species in the riparian area adjacent to the Coral Gate project exists.

Mitigation

The following measures have been incorporated into the project to mitigate potential indirect impacts to natural habitats adjacent to the project site.

- A variable buffer, ranging from 50 to more than 100 feet from the natural habitat area as mapped by Pacific Southwest Biological Services(PSBS), shall be located adjacent to the habitat area along the northern and northeastern boundaries of the project site at the rear of Lots 1 and 56-100, the configuration of the buffer as illustrated in Figure 15 of the Coral Gate EIR (DEP No. 89-1391). As shown in Figure 15, The buffer will be comprised of both onsite and offsite areas reflecting the variable distance of the edge of the natural habitat area from the property line. The onsite buffer area shall be offered to the City for inclusion in the open space area associated with the Dairy Mart ponds as shown on the San Ysidro Community Plan. The buffer onsite shall be landscaped with native plants in accordance with the plant palette presented in Figure 15. Treatment within the

offsite buffer area will consist of a one time trash clean up and dry seeding with the seed mixture identified in Figure 15. The adjacent property owner has given permission to the applicant to conduct the clean-up activities.

Because the applicant intends to dedicate the landscape buffer areas to the City of San Diego, an open space maintenance district would be established by the City and would be responsible for maintenance of planting efforts within the onsite landscape buffer.

The one time trash pick-up and dry seeding of the offsite buffer would be the responsibility of the applicant and is to take place prior to issuance of building permits by the City of San Diego.

- A 6 foot high fence shall be located along the edge of the buffer at the rear of Lots 1 and 56-100. The fence is intended to provide both visual and physical separation between the development and the natural habitat area. a fence treatment would be less restrictive than a block wall because the potential exists for gates to be placed in the fence allowing future residents access to the buffer area and adjacent sensitive resources. Future residents using the gates to access the buffer area could adversely impact wildlife and the buffer landscaping.
- Existing willow riparian habitat in the extreme northwest corner of the project site (Lot 453) shall be preserved in natural open space. Restoration of this habitat area is proposed with introduction of plant species as illustrated in Figure 15. Along with the on-site buffer area, Lot 453 shall be offered to the City for inclusion in the natural open space area associated with the Dairy Mart ponds.
- Construction grading noise will be reduced to below 60 dB(A) along the easterly property line adjacent to the natural habitat area from April 1 to August 21 during the least Bell's vireo's nesting season through the use of temporary noise barriers.

The temporary noise barriers proposed for the following include the following:

- o A 10-foot high fence along the northern and northeastern borders of the site.
- o A 10-foot high fence placed on top of a 10-foot high berm to be located 100+ feet within the property boundary adjacent to the grading area.

- The project also includes placement of a masonry wall along Camino de la Plaza on the south and west sides of the project site. This wall, and the proposed fence along the buffer area, will provide access restrictions to the natural habitat area which do not currently exist and should assist in decreasing human disturbance of the natural habitat area. The proposed fence shall be "double-sided" to restrict access and reduce the visibility of the natural habitat from developed areas.

Monitoring

A maintenance and monitoring program has been prepared for the mitigation measures described above. The applicant intends to dedicate the landscape buffer areas to the City of San Diego. If the buffer areas are dedicated to the City, an open space maintenance district would be established by the City and would be responsible for maintenance of planting efforts within the onsite landscape buffer. As mentioned in the Mitigation Section above, the one time trash pick-up and dry seeding of the offsite buffer would be the responsibility of the applicant and is to take place prior to certification of occupancy by the City of San Diego.

Maintenance and monitoring of the Lot 453 natural habitat area and the buffer area is proposed in accordance with the following maintenance plan:

- o installation of temporary drip irrigation system
- o weeding monthly during growing season
- o monitoring report quarterly first year then annually for next four years
- o supervision by qualified biologist

Detailed revegetation and monitoring specifications are included in the revegetation plan presented in Appendix I to the EIR. The revegetation plan included in Appendix I contains specific requirements regarding plant materials and container sizes, soil preparation and excavation techniques, hydroseed techniques and monitoring requirements. Performance standards incorporated in the revegetation plan require 80% coverage within hydroseeded areas within three years after initiation of the revegetation plan and 100% increase in canopy crown of monitored container stock within 3 years.

Noise measurements will be taken by an acoustician approved by DEP staff to ensure noise levels are below 60 dB(A). Documentation of the noise measurements shall be provided to DEP staff by the applicant prior to issuance of a grading permit. The attenuation barriers would be constructed and tested only if grading is proposed between the period April 1 - August 21. No grading would occur during this period unless the test results are approved by the City and USFWS documenting that construction noise levels can be maintained below 60 dB(A).

Geology/Soils

Significant Impacts

No geologic or soil conditions were indicated which would pose a significant constraint to residential development on the site. Conformance with the Uniform Building Codes(UBC) and recommendations made in the geological feasibility study as described below are necessary to adequately mitigate potentially significant impacts due to liquefaction.

Mitigation

The following recommendations designed to mitigate potential impacts from liquefaction will be included as conditions of approval for the Coral Gate project. No further measures are recommended. Since specific characteristics of the mitigation are dependent on the depth and configuration of future grading, these measures are subject to change upon review of the final grading plans for Coral Gate.

- The upper three to five feet of soil beneath all proposed settlement sensitive improvements should be excavated.
- The bottom of the excavation should then be moisture conditioned and compacted with a heavy duty vibratory steel driven roller.
- Footings should have a minimum width of 12 inches and a maximum depth of 12 and 18 inches for one and two story structures, respectively.
- All surface drainage should be directed away from the proposed structure and the top of slopes.
- Water should not be allowed to pond adjacent to footings.
- Foundations and floor slabs should have a post-tensioned reinforcement system.

Monitoring

During the grading phase of the project and prior to issuance of a building permit, a representative of the City Engineering and Development Department shall make a site inspection to determine if the upper three to five feet of soil beneath proposed settlement sensitive improvements has been excavated and that the bottom of the excavation is moisture conditioned and compacted. Prior to issuance of a certificate of occupancy, the site would be inspected by a representative of the Building Inspection Department to ensure that the mitigation measures related to building foundations and surface drainage have been properly implemented.

Cultural Resources

Significant Impacts

Implementation of the project, including the proposed off-site extension of Camino de la Plaza, could have significant indirect impacts on CA-SDi-4934 located adjacent to the northwestern portion of the site.

Mitigation

Due to the possibility that portions of site CA-SDi-4934 and other subsurface cultural deposits may exist beneath alluvial settlements, construction grading and trenching shall be monitored by

a qualified archaeologist to determine whether any archaeological deposits remain. It is anticipated that the archaeologist would only need to be present during the initial excavation portion of the grading operations. The archaeologist would attend pregrade meetings to discuss the grading plan with the applicant and determine when a monitor should be present on site. If cultural resources sites are found, grading shall be halted in that area and an evaluation program shall be conducted to determine site importance under CEQA, following consultation with DEP staff. If any of the deposits prove to have subsurface components, construction work shall stop and a salvage program will be developed and implemented by the archaeologist.

Monitoring

A report by the archeologist documenting the results from any salvage program would be submitted to the City prior to issuance of a building permit for the proposed project. If no salvage is required, the archaeologist shall provide a report within 6 weeks after grading is complete, detailing the results of the monitoring program. The report must be approved by the City of San Diego prior to issuance of a building permit.

Transportation/Circulation

Significant Impacts

Implementation of the project would significantly increase traffic in the project area. Improvements are proposed to accommodate both project and short-term cumulative traffic in the area. With implementation of the improvements summarized below, both direct and cumulative traffic impacts would be mitigated to a level below significance.

Mitigation

The following measures are proposed by the applicant and recommended by the Basmacıyan-Darnell, Inc. traffic study to mitigate potential traffic impacts associated with the proposed project. With implementation of these measures, potential traffic impacts associated with the project would be fully mitigated.

1. Restripe Via de San Ysidro to provide an additional eastbound and westbound through lanes between Calle Primera Road and I-5 northbound ramp on Via de San Ysidro.
2. Restripe the north and south legs on Calle Primera Road at the intersection of Calle Primera and Via de San Ysidro to provide a left turn only lane and a through lane with a right and/or left turn option.
3. Provide the following at the new intersection of Dairy Mart Road and Camino de la Plaza located west of the site and added with project implementation.
 - One southbound left turn lane and one southbound through lane, and one northbound through lane on Dairy Mart Road.
 - One eastbound left turn lane and one eastbound right turn lane on Camino de la Plaza.
4. Existing traffic conditions and the addition of traffic from the proposed project warrant traffic signal control at the Via de San Ysidro/I-5 northbound ramp, Via de San Ysidro/I-5 southbound ramp, Via de San Ysidro/Calle Primera, San Ysidro Boulevard/I-5 northbound ramp and Camino de la Plaza/Camiones Way/I-5 southbound ramp intersections, Camino de la Plaza/Street A, and the Dairy Mart Road/I-5 southbound ramp. The applicant will contribute a fair share cost of these improvements. The mechanism for assigning fair share costs shall be developed by City Engineering staff.

Monitoring

A representative of the City of San Diego shall work with the applicant during planning and perform periodic onsite monitoring during implementation of the above measures. The mitigation measures shall be included as conditions of approval of the tentative map. Prior to issuance of a certificate of occupancy, the City representative shall provide verification to the City engineering staff that the restriping and intersection improvements have been properly implemented.

Noise

Significant Impacts

Camino de la Plaza, when fully improved and extended to Dairy Mart Road would generate noise levels greater than the City exterior noise standard of 65 dB(A) and the interior noise standard of 45 dB(A). If not properly mitigated, this noise would result in a significant noise impact to residents of the affected units.

Street A (Calle Primera), if ultimately extended east of the project site, would carry 8,000 ADT which would exceed the 65 CNEL exterior noise standard for lots adjacent to the roadway. If not properly mitigated, this noise impact would result in a significant noise impact to residents of the affected units. As discussed below, measures are proposed to mitigate this impact.

Future residents of Coral Gate could be disturbed during sleeping hours by border patrol helicopter activity. Due to the regularity and frequency of border patrol activities, this impact is regarded as significant.

Mitigation

The potential noise impacts to the units along Camino de la Plaza would be mitigated through installation of a noise wall. A five-foot high barrier would be required for all lots fronting on Camino de la Plaza. An 8-foot combination berm/wall is proposed along the entire length of Camino de la Plaza. This wall would reduce exterior noise levels to within City Standards. Additional mitigation, such as tempered glass, may be required for 2-story units along Camino de la Plaza to bring interior noise levels within the 45 db(A) standard. A minimum 6-foot block wall is proposed along Street A to ensure that future residents are not exposed to adverse noise levels. A 6 foot wall would be located along the northern and northeastern boundaries of the property at the rear of lots 1 and 56-100. This fence may reduce adverse noise effects on future residents due to traffic along I-5.

To mitigate potential effects of single-event noise, the potential for such noise impacts will be

disclosed to future buyers in an information packet to be presented to all buyers. The packet shall inform future residents that they could be exposed to excessive noise from border patrol helicopters.

Monitoring

Prior to obtaining building permits for the residential units, the applicant shall submit a certification to DEP staff that the noise walls have been properly constructed and positioned as shown in the PRD site plan. A site visit will be conducted by City staff to verify construction and placement of the masonry wall. It is understood that the wall may be constructed in phases in conjunction with construction of phases of development. Building permits for the walls shall be obtained prior to building permits for the residential units for each phase of development.

Prior to issuance of building permits for the residential units, the Principal Planner of the Environmental Analysis Section and the Noise Abatement Administrator shall review and approve building plans to assure reduction of interior noise levels to a maximum of 45 db CNEL based on future roadway volumes. The applicant shall provide a copy of the helicopter noise level information packet to DEP staff prior to issuance of building permits for the proposed development.

Public Facilities

Significant Impacts

Project implementation would generate 372 students who could not be accommodated by existing elementary and high school facilities. The Sweetwater Union High School District(SUHSD) has indicated that all existing schools are operating at or near capacity. The 45 high school students generated by the project would place an additional burden on the SUHSD to house the students resulting in a significant adverse impact. Provision of a school site and participation in a Mello-Roos district for the San Ysidro Elementary School District(SYSD) and the SUHSD would mitigate potential impacts as described below.

Mitigation

The ultimate size, location and configuration of the 10.01 acre school site will conform to the requirements of the SYSD. It is anticipated that school construction will be funded by a Mello-Roos community services district established as part of a collaborative effort between the landowner and the SYSD. This will involve either establishment of a new Mello-Roos district or participation in an existing Mello-Roos. The applicant has also agreed to participate in a Mello-Roos district for the SUHSD. Participation in a Mello-Roos district would mitigate impacts to the SUHSD to below a level of significance. School fees, if required, will be paid in accordance with the requirements of the SYSD and the SUHSD as a condition of the tentative map.

Monitoring

Prior to obtaining building permits, the applicant shall submit verification to DEP staff that the applicant intends to or is currently participating in a Mello-Roos District for the SYSD and the SUHSD.

A

Passed and adopted by the Council of The City of San Diego on _____
by the following vote:

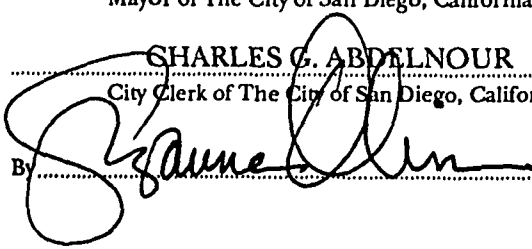
Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tom Behr	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bob Filner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Maureen O'Connor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

(Seal)

MAUREEN O'CONNOR
Mayor of The City of San Diego, California.

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

By  Deputy.

Office of the City Clerk, San Diego, California

Resolution Number R-279171 Adopted DEC 10 1991

4

DEC 10 1991

Passed and adopted by the Council of The City of San Diego on
by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tom Behr	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bob Filner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Maureen O'Connor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

(Seal)

MAUREEN O'CONNOR
.....
Mayor of The City of San Diego, California.

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

By  Deputy.

Office of the City Clerk, San Diego, California

Resolution Number R-279171 Adopted DEC 10 1991

RECEIVED

POST OFFICE

91 DEC -9 PM 12:11

ms

SAN DIEGO, CALIF.