

(R-94-844)

RESOLUTION NUMBER R- 283173

ADOPTED ON DEC 07 1993

WHEREAS, on August 19, 1993, CalMat Properties submitted an application to the Planning Department for amendments to the First San Diego River Improvement Project ("FSDRIP") Specific Plan, Planned District Ordinance and Mission Valley Community Plan, a Tentative Map and Rezone; and

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

WHEREAS, the project was heard by the Council on December 7, 1993; and

WHEREAS, the Council of The City of San Diego considered the issues discussed in Environmental Impact Report DEP/EAS No. 92-0586; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that it is hereby certified that Environmental Impact Report DEP/EAS No. 92-0586, 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 Code of Regulations section 15000 et seq.), that the report reflects the independent judgment of The City of San Diego as Lead Agency 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 in connection with the approval of the amendments to the FSDRIP

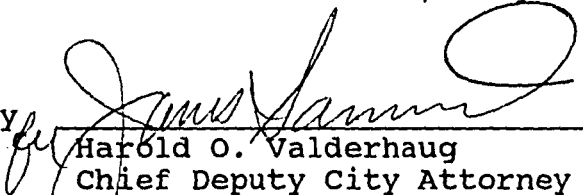
Specific Plan, Planned District Ordinance, Mission Valley
Community Plan, Tentative Map and Rezone.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and California Code of Regulations 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 Code of Regulations 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 
Harold O. Valderhaug
Chief Deputy City Attorney

HOV:lc
11/19/93
Or.Dept:Plan.
R-94-844
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 agency or can and should be adopted by such agency.
- (3) Specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

(Sec. 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 (Sec. 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 Development and Environmental Planning Division 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 potential reasons for approving the project despite significant unmitigated impacts.

 **283173**

**CANDIDATE FINDINGS
AND
STATEMENT OF OVERRIDING CONSIDERATIONS
FOR
RIO VISTA WEST**

DEP No. 92-0586
SCH No. 921110184

November 4, 1993

Rio Vista West is located in the Mission Valley community in the City of San Diego. *Rio Vista West* is planned as a Transit Oriented Development (TOD) providing a mix of uses and a variety of mobility options designed to encourage pedestrian activity. The mixed-use development will include commercial retail uses, office development, multi family residential uses and public open space areas located proximate to a Trolley Station planned by the Metropolitan Transit Development Board (MTDB) as part of the Mission Valley Light Rail Transit Line (LRT).

Discretionary actions involved in the project include an Amendment to the First San Diego River Improvement Project (FSDRIP) Specific Plan to incorporate specific design guidelines, development standards and development intensities for *Rio Vista West*; a Tentative Map for *Rio Vista West*; and a Rezone to change the existing zone in the northeast corner of the project site from MV-CO to MV-M/SP and in the northwest corner of the project site from MV-M to MV-M/SP in order to bring those areas into the FSDRIP boundary and subject to the requirements of the Specific Plan. The project also includes an Amendment to the Mission Valley Community Plan to revise the Circulation Element of the community plan in response to the proposed *Rio Vista West* circulation network and to delete an above-grade pedestrian crossing of Rio San Diego Drive on the *Rio Vista West* site. An Amendment to the FSDRIP Development Agreement is also required to incorporate development as proposed by the project and defined in the proposed FSDRIP Amendment and *Rio Vista West* Design Guidelines and Development Standards.

Rio Vista West has been previously approved for mixed use development in the First San Diego River Improvement Project Specific Plan (FSDRIP) at an intensity greater than that which is now being proposed. A portion of the excess development intensity for *Rio Vista West* would be transferred to the *Rio Vista East Planned Commercial Development* (PCD) located immediately east of the *Rio Vista West* project site.

FINDINGS

According to the California Environmental Quality Act (CEQA) and CEQA Guidelines, "no public agency shall approve or carry out a project for which an EIR has been completed which identifies

one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects accompanied by a brief explanation of the rationale for each finding" (CEQA Section 15091). The following findings are made relative to the conclusions of the Final Environmental Impact Report (EIR) for the *Rio Vista West* project.

- A. The decision maker, having reviewed and considered the information contained in the Final EIR for the project, the public record and the administrative record, finds, pursuant to 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 traffic circulation/access; air quality; noise; public services; and biological resources/water quality. Specifically:

1. TRAFFIC CIRCULATION/ACCESS

Impact. Implementation of the *Rio Vista West* project would result in the generation of approximately 25,770 cumulative daily trip ends (ADT). The community plan and FSDRIP Specific Plan assumed development of the project site at a greater intensity which would have resulted in the generation of approximately 37,511 ADT. *Rio Vista West* would reduce the amount of trips generated from the project site. Development of the project site, however, either in accord with the community plan and adopted FSDRIP Specific Plan or as proposed, would result in significant direct impacts to five intersections: Stadium Way at Rio San Diego Drive and Camino de la Reina; Camino del Este at Camino de la Reina; and Friars Road at SR-163 and Ulric Road. The project would also contribute traffic to intersections and roadway segments now operating or projected to operate below acceptable levels of service at community/circulation system build-out resulting in a decrease in Levels of Service from "D" to "E" or a lowering of levels of service for intersections functioning below preferred levels of service (i.e., from LOS "E" to "F"). This is regarded as a significant cumulative impact of the project.

Finding. In order to partially mitigate the project's direct impacts, *Rio Vista West* would be responsible for implementing circulation improvements, including:

- Install/Modify Traffic Signals On-Site:
 - Rio San Diego Drive and Rio Vista Avenue
 - Rio San Diego Drive and Camino del Este
 - Stadium Way and Rio San Diego Drive
- Off-Site Roads:
 - Improvements to eastbound Friars Road ramp to Stadium Way
 - Improvements to west side of Stadium Way

- Install acceleration and deceleration lanes on eastbound Friars Road at Avenue "A"

Off-site improvements planned as part of the FSDRIP Specific Plan would partially mitigate cumulative impacts from traffic generated by projects located within the FSDRIP Specific Plan area, including *Rio Vista West*. Planned FSDRIP circulation improvements will be financed by the various FSDRIP property owners/developers through the FSDRIP Development Agreement and include such improvements as:

- The widening and/or restriping of Mission Center Road to six lanes from Friars Road to Camino del Rio North, including the improvement of interchange ramps at the Friars Road interchange.
- The provision at SR-163 and Friars Road for dual left turn lanes for eastbound and northbound on-ramps including the widening of the leg of the intersection to accept two turning lanes.
- The cutting back at the intersection of SR-163 and Friars Road of the median and traffic islands to allow three westbound lanes through the signal for northbound on-ramps.
- The construction of new westbound I-8 ramps to and from Camino del Rio North in the vicinity of I-805.

Implementation of these improvements would raise the Level of Service at several affected intersections. However, several intersections would continue to function at a Level of Service below "D" resulting in significant direct impacts. In their adoption of the Mission Valley Community Plan and EIR, the City Council recognized several intersections within the community would function at LOS "D" or below, including those which *Rio Vista West* would directly affect. The City Council adopted Findings and Statement of Overriding Considerations acknowledging unmitigatable traffic impacts for the Mission Valley community.

2. AIR QUALITY

Impact. In general, healthful air quality is seen in almost every pollution category for readings in the Mission Valley area. The only national standard that was exceeded within the last six years was an occasional violation of the national ozone standard. Some of these ozone violations may be due to transport out of the Los Angeles Basin into San Diego County, but to some extent that trend may also be due to the emissions from rapid county growth off-setting any on-going emissions reductions programs. The combination of rapid growth, slow further emissions reductions, and continued intrusion of air from the Los Angeles Basin into San Diego County will prevent the near-term attainment of the federal

ozone standards. The San Diego Air Basin is classified as a state nonattainment area for carbon monoxide (CO).

Implementation of the proposed project would result in temporary air quality impacts associated with construction activities. Additionally, the proposed project would contribute incrementally to an increase in air pollution in the San Diego Air Basin associated with the project's incremental contribution to intersections in the community projected to operate at LOS "E" or below. This is regarded as a cumulative significant impact.

Finding. The following measures would be incorporated into the project as conditions of the Tentative Map to mitigate temporary construction impacts to a less than significant level:

- Dust control through watering or other control measures should be aggressively implemented to reduce the fugitive dust emission rate to 25 percent of its uncontrolled rate. Given the limited availability of fresh water resources, use of reclaimed water for dust control should be pursued as an option.
- Disturbance should terminate when wind speeds exceed 25 mph as an hourly average as determined by on-site wind monitoring during the construction period to minimize lofting and long-distance transport of particulates.

These measures will be enforced by APCD.

The specific mix of land uses has been carefully developed to encourage alternative mobility options between the various on-site land uses and surrounding off-site land uses. A variety of transportation modes and networks would be available to residents and employees of *Rio Vista West* including bicycles, mass transit and walking. *Rio Vista West* incorporates most of the design concepts that optimize the potential to reduce mobile source emissions. With an on-site trolley station, a mix of complementary land uses and a compact urban form, the site offers every opportunity to use some other form of transportation besides the automobile. Additionally, the project is located in the central part of the City allowing for shorter commuting to places of employment or nearby leisure activities and shopping. Therefore, measures incorporated into the project, the design concept and the project's location mitigate the project's contribution to regionally significant air quality impacts. Complete mitigation of potential CO hotspots on the regional level would occur only with implementation of the RAQS and the attainment of State air quality standards.

3. NOISE

Impact. The primary noise source affecting the *Rio Vista West* project site is vehicular traffic associated with traffic volumes on Friars Road and Stadium Way. Added to this existing noise source, future noise at the project site would also be generated by the Mission Valley LRT Line. Under future noise level conditions, patio areas of the multi-family homes which

would face Friars Road would be exposed to CNEL noise levels which exceed the City of San Diego's noise guideline and would result in a significant noise impact unless mitigation measures are incorporated into the project.

Finding. To comply with the City of San Diego's exterior noise guidelines, exterior noise levels at the patios or usable open space areas of the multi-family homes would have to be mitigated to a CNEL of 65 dB or less. Interior living space noise levels would have to be mitigated to a CNEL of 45 dB or less. Outdoor usable areas at offices should not exceed a CNEL of 70 dB, and interior noise levels are limited to 50 dB CNEL or less. When Special Permits are submitted, an acoustical report prepared by a qualified acoustician, will be required to ensure noise levels at the multi-family buildings, usable open space areas and offices would meet the City's noise criteria. Prior to issuance of building permits, the Noise Abatement Administrator shall review and approve building plans to assure interior noise levels shall not exceed a CNEL of 45 dB for residential uses and 50 dB for office uses based on future roadway volumes and the LRT.

4. PUBLIC SERVICES (FIRE SERVICE)

Impact. The proposed project would not result in significant direct impacts associated with public services and facilities. The project would also have a cumulatively significant impact on fire service as the community builds out due to an increase in response times associated with a greater amount of traffic congestion.

Finding. Cumulative impacts associated with fire services would occur as the community builds out and traffic congestion and response times increase. The City has assessed the need to provide a fire station in Mission Valley, and a site for Fire Station No. 45. has been selected with a scheduled operation date in 1996. The provision of a fire station in Mission Valley would reduce response times at the project site.

5. BIOLOGY

Impact. The proposed project would not result in significant direct impacts to sensitive habitats. However, the project could result in disturbance of revegetated habitat in the adjacent river corridor as construction takes place on the site. Additionally, the project would result in an incremental increase of urban pollutants in the San Diego River due to development and the creation of impervious surfaces on the project site.

Finding. The project would implement mitigation measures identified to control erosion and runoff. Additionally, the project would be conditioned upon implementation of the Best Management Practices Program for Stormwater Pollution Control, which details the water quality control measures to be implemented on a City-wide basis. These measures would reduce the project's incremental contribution of sediment and urban pollutants entering the San Diego River. In order to avoid potential construction-related impacts to FSDRIP

improvements, such as the revegetated slope bank, the protection of these areas shall be ensured through staking or flagging along the top of the slope bank. The requirement for staking or flagging shall be indicated in a note on the grading plans for the project.

6. WATER QUALITY

Impact. In its existing state, the project site is characterized by level graded pads. Eucalyptus trees border the site on the north and east, and trees and shrubs occur along the west border separating the project site from the adjacent Park Villas condominiums. A 20-foot-wide buffer easement occurs the southern portion of the project site measured from the northern edge of the flood control channel. Within the flood control channel, the banks of the San Diego River located in the FSDRIP Specific Plan boundary have been relandscaped in accordance with the mitigation program adopted in conjunction with FSDRIP. This area is revegetated with riparian woodland plant species. Located within this relandscaped area are a pedestrian path and stairways which connect to areas above the riverbanks. Adjacent to the riverbank and project site, FSDRIP has created a riparian/wetland ecosystem including freshwater marsh, riparian and open water habitats.

Implementation of the project would increase the amount of impervious service due to construction of buildings, roadways and parking areas. Runoff would sheet drain into storm drains installed with streets and would be directed to the existing storm water facilities along the river. Runoff would enter the river at existing outlets. The project site encompasses 0.03 percent of the watershed for the San Diego River, and its contribution of urban runoff would be negligible on project specific levels. However, the project's incremental contribution to degradation of water quality in the San Diego River would be considered a significant cumulative impact.

Finding. To minimize potential impacts of urban runoff and transport of sediment from the project site, measures will be incorporated into the project design as conditions of the Tentative Map. No measures are currently available to fully mitigate the projects contribution to cumulative impacts associated with water quality. Municipalities in the San Diego Region, including the City of San Diego, must comply with the State Water Quality Control Board's (SWRCB) Order No. 92-08-DWQ (NPDES General Permit No. CAS000002), Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. In accordance with the permit, A Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be developed and implemented concurrently with the commencement of grading activities, and a complete and accurate Notice of Intent (NOI) shall be filed with SWRCB. In addition, the owner(s) and subsequent owner(s) of any portion of the property covered by the Tentative Map and by SWRCB Order No. 92-08-DWQ, and subsequent amendments thereto, shall comply with special provisions as set forth in Section C.7 of SWRCB Order No. 92-08-DWQ.

- B. The decision maker, 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 alteration to the project which avoid or substantially lessen the significant environmental impacts that are within the responsibility and jurisdiction of another public agency.
- C. The decision maker, having reviewed and considered the information contained in the final EIR for the project and the public record, finds that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR. Specifically, approval of the project will cause significant unavoidable cumulative impacts with regard to traffic, air quality, libraries, fire protection and water quality.

1. PUBLIC FACILITIES (LIBRARIES)

When considered with other residential developments anticipated to occur in Mission Valley, the project would result in a cumulatively significant effect associated with impacts to library facilities. Mitigation for cumulative impacts associated with library facilities would occur through the provision of a branch library in the Mission Valley Community. The City generally requires 1.5 acres for a branch facility in the Urbanized communities and 3.0 acres for the Planned Urbanizing communities. The City has also considered a "joint use" approach to providing library facilities where a branch would be located in a commercial development (planned or existing) and parking shared with other retail or office uses. Provision of a new branch library in Mission Valley would mitigate cumulative impacts. However, the location of or funding for such a facility has not been determined. (Sharon Griswold, City Libraries, April 22, 1993.)

Finding. *Rio Vista West*, when considered with other residential development in Mission Valley, would result in a cumulative need for additional library facilities. The City recognizes this need which should be satisfied on a community-wide basis. The decision maker finds that requiring this individual developer to provide for such a community-wide facility is beyond the scope of the project.

When funding is available for a library facility in Mission Valley, the City will determine the best location. Suitable retail space as a "turn key" library facility or the provision of land for such a facility would be available at *Rio Vista West* should the City select *Rio Vista West* as an appropriate location for a branch library. The developer does not propose to provide land or space or such a facility, although land would be available should the City decide to purchase it.

2. NO PROJECT ALTERNATIVE

Under the No Project Alternative, the site would not be developed. It would remain vacant; grading and landscaping would occur as permitted under the approved reclamation plan. Adverse environmental effects associated with development of the site would not occur. The

No Project Alternative would result in an incremental reduction of cumulative impacts because no development would occur to contribute to the cumulatively significant air quality and traffic circulation impacts.

Finding. The No Project Alternative has been determined to be infeasible because it would not provide the beneficial land use, mobility and economic aspects of the project. The No Project would not allow for the completion of and improvements to portions of the community circulation network and would not implement land uses planned for in the community plan and FSDRIP Specific Plan. Approved FSDRIP improvements cost approximately \$30 million and are funded by property owners within the FSDRIP Specific Plan area through an approved Development Agreement. Implementing the No Project alternative would result in an economic burden on the property owner, because the No Project alternative would not provide the necessary financial return of development on the site. The project proposes a significant amount of public open space and retail commercial uses located proximate to the river corridor and Trolley Station which will contribute to the success of Mission Valley the LRT. The No Project Alternative would not provide these benefits. A mixed-use project supporting the LRT station and demonstrating the City's TOD Guidelines would not occur.

3. REDUCED INTENSITY ALTERNATIVES

The Final EIR addresses two Reduced Intensity Project Alternatives. The first assumes a 25 percent reduction in traffic generated by the project. The second Reduced Intensity Alternative assumes a 50 percent reduction in traffic generated by the project.

For the 25 Percent Reduction Reduced Project Alternative, the project would generate approximately 19,330 ADT (25 percent of the proposed project traffic estimated to be 25,770 ADT). Land uses were evaluated to determine what mix of land uses could result in a 25 percent reduction in trips. Eliminating the Mixed-Use Core element of the project and replacing it with residential development at approximately 20 dwelling units per acre would result in an approximate 25 percent reduction of trips. An alternative approach to eliminating the Mixed-Use Core element of the proposed project would be to reduce the amount of retail commercial proposed for the project. Eliminating half of the retail commercial square footage would result in an approximate reduction of 6,125 ADT. Replacing a portion of this planning area with a limited amount of residential development would equate to an approximate 25 percent reduction in ADT.

The 50 Percent Reduction Project Alternative would result in the reduction of approximately 12,885 ADT. Under this scenario, the entire Retail Commercial area would be eliminated and replaced with residential development at an intensity similar to the proposed Courtyard Residential (i.e., 20 - 30 du/ac). A viable commercial center serving the surrounding community as well as the on-site residential development would not occur. As an alternative to this scenario, a 50 percent reduction could also occur through eliminating the Mixed-Use

Core and at least half of the Retail Commercial, replacing these uses with residential development.

Finding. Although a Reduced Intensity project would reduce the increment of contribution, it would not eliminate the cumulatively significant impacts associated with the project. Traffic congestion would still occur in the community, and a Reduced Project Alternative would have negligible beneficial effects on intersections and roadway links expected to experience congestion. Contributions to air emissions and urban pollutants would be incrementally reduced, but cumulative impacts would occur with any development of the project site. Impacts to fire and libraries services would also be reduced.

A Reduced Intensity project would not provide an integrated mix of uses at a viable intensity. A Reduced Intensity project would not allow development of the project as a TOD with a circulation network which increases mobility options, with the location and mix of uses, and with the accessibility to the Trolley and the river corridor and would not comply with basic requirements for a TOD. The proposed intensity of development on the project site would benefit the LRT by providing transit users. According to the City's TOD Guidelines, average minimum densities between 18 and 25 dwelling units per acre are necessary to support the LRT and bus transit. A Reduced Project Alternative could reduce the potential ridership, because the mix and intensity of land uses under a Reduced Project Alternative would adversely affect the concentration of uses and residential densities necessary for the success of the TOD and transit.

STATEMENT OF OVERRIDING CONSIDERATIONS

DEP No. 92-0586
SCH No. 921110184

November 4, 1993

The California Environmental Quality Act (CEQA) and CEQA Guidelines requires the decision maker "to balance the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve to the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable'".

The decision maker in approving the various discretionary actions that are the subject of the Final EIR for *Rio Vista West*, having considered the information contained in the Final EIR, having reviewed and considered the public testimony and record, finds that the following factors support approval of the project despite any potential significant environmental effects:

1. The project will help fulfill attainment of the goals and objectives of the FSDRIP Specific Plan, the Mission Valley Community Plan, the Zoning Code, and the City's Progress Guide and General Plan by allowing development of the site at a density which is appropriate.
2. The project is a successful demonstration and model of a development which implements the City's recently adopted Transit Oriented Development (TOD) Guidelines. The TOD Guidelines represent strategies to accommodate growth within San Diego, maintain the City's present quality of life, and allow for continued economic vitality. The goal of the TOD Guidelines is to *direct growth into compact neighborhood patterns of development, where living and working environments are within walkable distances. This development pattern is designed to support the substantial public investment in transit systems, and result in regional and environmental and fiscal benefits over the long term (Council Policy 600-39).* In accordance with the TOD Guidelines and Council Policy 600-39, *Rio Vista West* provides urban level development in concert with a variety of mobility options including the Mission Valley Trolley, bus, and pedestrian and bicycle access, thereby creating a potential for reduced traffic and emissions. Additionally, *Rio Vista West* results in a design which promotes a viable neighborhood with land uses complementary to each other and integrally linked through a grid pattern of streets and pedestrian connections.
3. The project will provide public open space areas in support of the proposed uses and the planned LRT. The location and design of the public spaces will encourage pedestrian activities and create a lively mixed-use core.

4. Approval of the project would result in significant retail development generating substantial tax revenue and creating employment and job opportunities in an economy which is currently lacking job availability. Based upon a telephone survey of major tenants which occupy similar retail commercial facilities, an estimated 585 new jobs will be created. Projected taxable sales from the commercial retail components of the project would average about \$43,800.00 annually. (Jeff Bradley, Sudberry Properties, Inc., November 3, 1993.)
5. Finally, this project will provide for a range of housing opportunities to meet the obligations and requirements of the City of San Diego as it relates to its fair share under SANDAG projections. The variety of housing types would provide rental apartment/condominium units as well as Townhomes and condominiums to own. Proposed shop-keeper units above retail commercial uses will also provide another form of housing. The variety of residential units would serve a broad range of people with varying income levels, such as urban professionals, senior citizens, students and lower income residents. In this manner, the project would accommodate a range of income levels and housing needs.

The decision maker finds and concludes that the benefits of the project outweigh its adverse environmental effects. Therefore, the decision maker, pursuant to the CEQA Guidelines, after having balanced the benefits of the proposed *Rio Vista West* project against the cumulatively significant traffic circulation, air quality, public services, and water quality impacts of the project, determine that the impacts are acceptable. The decision maker further finds and concludes that each independent overriding consideration as set forth herein, standing alone, would be sufficient to conclude that the project should be approved despite the fact that there may be significant unmitigated environmental impacts.

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM

RIO VISTA WEST

AMENDMENT TO THE FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT (FSDRIP)
SPECIFIC PLAN, TENTATIVE MAP, REZONE, DEVELOPMENT AGREEMENT AMENDMENT,
PLANNED DISTRICT ORDINANCE AMENDMENT AND COMMUNITY
PLAN AMENDMENT NO. 92-0586

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. All mitigation measures contained in the Environmental Impact Report (Dep No. 92-0586) shall be made conditions of Tentative Map and Specific Plan Amendment as may be further described below.

The attached mitigation monitoring and reporting program will require additional fees and/or deposits to be collected prior to the issuance of building permits, certificates of occupancy and/or final maps to ensure the successful completion of the monitoring program.

R- 283173

3305

DEC 07 1993

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

Council Members	Yeas	Nays	Not Present	Ineligible
Harry Mathis	<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"/>
Christine Kehoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Barbara Warden	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
Juan Vargas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Susan Golding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

SUSAN GOLDING
Mayor of The City of San Diego, California.

(Seal)

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

By *Mary Cepeda* Deputy.

Office of the City Clerk, San Diego, California

Resolution *R* **283173** Adopted **DEC 07 1993**
 Number.....