

FINAL  
ENVIRONMENTAL IMPACT REPORT

BONITA GLEN SPECIFIC PLAN

EIR-77-2

Issued by  
Environmental Review Committee

March 17, 1977

Adopted by  
Chula Vista Planning Commission

April 20, 1977

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Appendices on file in the Planning Dept. and available for public review.

- A. Initial Study 76-114
- B. Bonita Glen Specific Plan
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## Section 1.0 Introduction

### 1.1 Purpose

This Environmental Impact Report (EIR) has been prepared by the City of Chula Vista to provide the public and decision making authorities with an analysis of the possible environmental consequences of implementing the Bonita Glen Specific Plan. This document will also discuss methods by which adverse impacts could be mitigated and possible alternatives to the project as proposed. This EIR has been prepared in compliance with the Environmental Review Policy of the City of Chula Vista and the Calif. Environmental Quality Act of 1970, as amended.

Discretionary acts to be reviewed in consideration of the project include adoption of the specific plan, rezoning of a portion of the site, pre-zoning of another area and annexation of about 1.42 acres to the City of Chula Vista.

Appendix A of this EIR is the evaluation form which resulted from the Initial Study of this project. This document will discuss those aspects of the project which could involve substantial and adverse environmental impacts identified in the initial study.

### 1.2 Executive Summary

1.2.1 This project involves the adoption of a specific plan which would regulate the development located at the southwest quadrant of Bonita Road & I-805. The project could involve a mixture of commercial and residential uses.

1.2.2 There is an inferred earthquake fault trace which could transverse the site. A Registered Engineering Geologist should be present during the grading of the site to insure that no substantial hazard is present.

1.2.3 The site does have adverse soil conditions, however these environmental impacts can be mitigated through standard development regulations.

1.2.4 Any adverse effect on ground water due to this project and any impacts on this project due to ground water can be fully mitigated. However, on a long term cumulative basis, continued development in this general area will reduce the quality of ground water significantly.

1.2.5 Although a portion of the project site is located on the fringe of the Sweetwater River flood plain, there will be no adverse effects due to this project.

1.2.6 There will be an irreversible change in the land form of the project site. These impacts can be mitigated through standard development regulations.

1.2.7 The project will have an individually insignificant impact on air quality, but an incremental and cumulatively significant impact.

1.2.8 Mitigation measures can reduce the adverse noise impacts from I-805 traffic to an insignificant level.

1.2.9 Through the specific plan regulations, implementation of the gateway policies of the Scenic Route Element of the General Plan can be assured.

1.2.10 The elementary and junior high school facilities which serve this project are currently over capacity. If the residential element of the plan becomes more dominant, a potentially significant impact could result.

1.2.11 The project will result in a substantial increase in traffic volumes. Through mitigation proposed in this EIR, Bonita Glen Dr. and its intersection with Bonita Rd. can adequately accommodate the increased volumes. However, the proposed access directly onto Bonita Rd. could cause a substantial and adverse impact on the ability of Bonita Rd. to accommodate future traffic volumes and the safety of motorists near the Bonita Rd.-I-805 interchange. Through mitigation proposed in this EIR, which would preclude left hand turn movements, this significant impact can be avoided.

## 2.0 Project Description

This project involves the adoption of a Specific Plan to regulate the development of the subject property in accordance with standards specified in the plan. The specific plan is incorporated in this document as Appendix B.

The general objectives of the Bonita Glen Specific Plan are as follows:

2.1 The establishment of standards and regulations for the planned development of 8.74 acres of land generally bounded by the I-805/Bonita Rd. interchange, Bonita Rd., Bonita Glen Drive and Vista Drive, and graphically described on Exhibit A, of the Specific Plan. (See Fig. 1)

2.2 The encouragement of the development of an integrated residential-commercial project based upon special standards and regulations, and a predetermined conceptual plan, which is graphically depicted on Exhibit B, of the Specific Plan. (See Fig. 2 & 3)

2.3 The encouragement of higher levels of design freedom and land-planning innovation than those which could be achieved through the application of conventional zoning provisions.

2.4 The establishment of procedures for the administration and amendment of the Bonita Glen Specific Plan.

The specific standards and regulations of the specific plan are as follows:

2.5 The following land uses, when consistent with the adopted conceptual plan, and when approved under the project plan process and procedure, pursuant to Section 6.2, are permitted within the project area of the Bonita Glen Specific Plan.

- a. Book, stationary, clothing, shoe, variety, and jewelry stores.
- b. Pharmacies, saddle shops, cycleries, travel agencies, and restaurants.
- c. Specialty food stores, antique shops, and dry cleaning agencies.
- d. Small theatres and artists' studios.
- e. Banks, savings and loan offices, insurance offices, and real estate offices.
- f. Apartments, condominiums, residential hotels, motels, motor hotels.
- g. Other retail stores and services approved by the Planning Commission.

2.6 The standards and regulations contained herein represent the policy of the Planning Commission and City Council with regard to development in the Bonita Glen area. It is intended that the standards be considered as more than guidelines but that they not be as inflexible as ordinance standards. The Planning Commission, upon the recommendation of the Zoning Administrator, may adjust said standards and regulations upon finding that said adjustment will not adversely affect the nature, character, design, order, amenity or intent of the Bonita Glen project or Specific Plan. An appeal from the action of the Planning Commission may be filed with the City Council, provided that it is filed within ten (10) days of the Planning Commission's action.

2.7 The following bulk, height, setback, parking, landscaping, urban design, and sign-control regulations shall apply to all uses and structures established and constructed within the project area of the Bonita Glen Specific Plan.

a. Bulk Requirements

Maximum building coverage: 40% of the net area of the site. Minimum distance between buildings: As determined by the Zoning Administrator, who shall use the height, location, length, and occupancy load of the involved building or governing criteria.

b. Height Regulations

Maximum building height: 30 ft. (2 stories)  
Maximum height of clock towers, spires, cupolas, belvederes and architectural features: 45 ft.

c. Setback Requirements

All buildings and structures shall be setback a minimum of 25 ft. from the street rights-of-way which abut upon the Retail Commercial area.

d. Off-Street Parking Requirements

Retail stores, restaurants, and dry cleaners:  
1 off-street parking space per 200 sq. ft. of gross floor area.

Offices: 1 off-street parking space per 300 sq. ft. of gross floor area.

Studios: 1 off-street parking space per 400 sq. ft. of gross floor area.

Theatres: 1 off-street parking space per 3.5 fixed seats.

Residential apartments: Same as zoning regulations, see Section 19.62.050 of the Chula Vista Municipal Code.

Residential hotels: 1 off-street parking space per guest room or suite.

Other uses: To be determined by the Planning Commission.

e. Landscaping Requirements

A minimum of 15% of the net area of the project area of the Bonita Glen Specific Plan shall be devoted to landscaping, which may take the form of planted areas, architectural flooring, plazas, fountains, open enclosures, ponds, and mall furniture.

f. Urban Design Requirements

The design of each proposed land use, building, structure, sign, parking area, and site plan shall be reviewed by the Director of Planning, and shall be subsequently referred to the Planning Commission for its consideration and action. The Commission shall consider each proposed design from the standpoint of its consistency with the nature, character, and design quality of the Bonita Road-Bonita Glen Drive area, and the Bonita Community at large. The applicant, within 10 days after the date of Commission action, may file an appeal from the decision of the Planning Commission with the City Council.

g. Sign Control Regulations

A maximum of one sq. ft. of sign area per each lineal foot of building frontage, but not more than 50 sq. ft. of sign area shall be permitted for each land use in the project area. Said sign shall be located parallel to and attached to the front of the use it advertises or represents.

In addition to the above signs, the entire project area may be represented by one 25' high, free-standing sign. The said sign shall not exceed 100 sq. ft.

The Planning Commission may permit, in addition to the above signs, external directories and graphics.

h. Access and Circulation

Access to the site shall be as generally shown on Fig. 2 & 3. The access drive to Bonita Rd. shall be considered as a "trial" access point. This access may be closed by the City at such time as the City Council finds that the following conditions exist:

- 1) The use of the driveway adversely affects the movement of traffic on Bonita Rd; and
- 2) Adequate access to the center is available from Bonita Glen Dr. and Vista Dr.

In order to provide an adequate on-site circulation system and off-street parking area, non-exclusive access easements shall be provided for the benefit of all property owners in the area.



### 3.0 Impact Analysis

#### 3.1 Geology

##### 3.1.1 Project Setting

According to Special Report 123 prepared by the Calif. Division of Mines and Geology, there are two known earthquake faults located within 600 ft. of the site and two inferred faults located within 800 ft. (see Fig. 5) An investigation of the inferred fault to the west traversing San Miguel Ranch, resulted in negative findings and it is possible that the suspected fault trace does not exist farther north where it is projected to be located adjacent to the Bonita Glen boundary.

##### 3.1.2 Potential Impact

If the project site is transversed by a fragment of local earthquake fault traces, the project could be adversely effected by ground rupture. Thus the project and its occupants would be exposed to a greater seismic hazard than is normal for the So. Calif. area.

##### 3.1.3 Mitigation

A registered Engineering Geologist should be present during grading of the site to ensure that no fragments of earthquake fault transverse the property. If the site is subject to a ground rupture hazard the geologist should make recommendations regarding adequate structure set-back, foundation design, etc.

##### 3.1.4 Analysis of Significance

If all recommendations of the geologist are followed, the project will not be exposed to any greater seismic hazard than any other area of Southern Calif.

#### 3.2 Soils

##### 3.2.1 Project Setting

The soils exposed on the site are classified by the United States Department of Agriculture Soil Survey of the San Diego area as part of the Huerhuero series. These soils consist of moderately well drained loams that have a clay subsoil and slopes of 2 to 30 percent.

In a representation profile, the surface layer is brown and pale-brown, strongly acid and medium acid loam about 12 inches thick. The upper part of the subsoil is brown moderately alkaline clay. It extends to a depth of about 41 inches. Below this, and extending to a depth of more than 60 inches is brown, mildly alkaline clay loam and sandy loam.

Huerhuero soils are used mainly for range, truck crops, tomatoes and flowers.

Soil investigations in the vicinity of the project have revealed soils which are soft, of low bearing value and moderately expansive. Lower elevation areas have moderate to highly compressible river alluvial deposits underlain by a relatively competent Eocene bedrock formation.

### 3.2.2 Potential Impact

Due to the possibility of soft, compressible and expansive soils within the project site, there is a potential for adverse effects. Slabs, foundations, paving, curbing and other structures which are to be placed on these soils could suffer structural damage due to compression or expansion of the soils.

### 3.2.3 Mitigation

Prior to the grading and development of the site, soil investigations will be undertaken to identify specific problems and make recommendations regarding the mitigation of these impacts. Likely recommendation will include standards for excavation of the site, the placement of various soil types and structural designs for foundation, slabs, pavement, etc.

### 3.2.4 Analysis

All problems relating to the on-site soil problems can be mitigated through good engineering practices therefore, there will be no substantial impact due to the soil conditions.

### 3.3 Ground Water

#### 3.3.1 Project Setting

Soils reports prepared for projects in the area of this project have indicated that ground water levels are around 20 ft. below grade. The Sweetwater River ground water is used for irrigation of the Bonita Golf Course to the north of the project site.

#### 3.3.2 Potential Impact

The development of the site will decrease the permeability of the property and lessen the inflow of water into the underlying ground water.

If ground water is found to be higher than anticipated, there will also be a greater potential for liquifaction. Liquifaction is the process by which the bearing ability or the cohesion of a soil is severely diminished during an earthquake. This is due to an increase in the pressure of water in the soil caused by shaking and the soil properties.

#### 3.3.3 Mitigation

Any problem relating to liquifaction can be mitigated by several structural and grading techniques. In preparing a soils report for development of the site, questions regarding the ground water level and the potential for liquifaction should be addressed.

#### 3.3.4 Analysis

Potential impacts on ground water due to the development of the project will be insignificant because of the small portion of the total water shed involved. However, on a long term cumulative basis, development within this general area and the proposed provision of the Sweetwater flood control channel will reduce the quality of ground water significantly.

All impacts due to the potential for liquifaction can be avoided or mitigated to an insignificant level if the recommendations of a soils engineer are followed.

### 3.4 Flood Plain

#### 3.4.1 Project Setting

A portion of the site is within the 100 year inundation area of the Sweetwater River. The level of the inundation is about 42.3 feet above sea level. During such a flood the main velocity of the flow would be carried along the northeastern side of I-805 and inundation of this site would occur when water flowed under the Bonita Rd. bridge.

#### 3.4.2 Potential Impact

Structures placed on this site could be subject to inundation and when development is allowed in a flood plain backwater areas may be subject to greater flooding hazard because of blockage of the flow. In this case however, the area subject to flooding is quite small and back water impact will be insignificant.

#### 3.4.3 Mitigation

To avoid any impact due to inundation of the site it would be raised by filling of the lower levels to a point one foot above the 100 year flood level or in the case of commercial structures could be flood proofed to mitigate the impact.

#### 3.4.4 Analysis

There will be no substantial impact due to the projects location in the flood plain. All impacts can be mitigated.

### 3.5 Land Form

#### 3.5.1 Project Setting

The project is located on the south side of the Sweetwater Valley. The lowest level of the site is at about 40' above sea level at the northwest corner of the property. The highest point is at the southeast corner and is about 95' above sea level. The land form therefore, drops 50' from the highest to lowest point.

#### 3.5.2 Potential Impact

Development of the site will likely require grading that will irreversibly change the land form of the site. The proposed structure and parking areas will require fairly large pad areas and steeper manufactured slope areas.

The distribution of the grading will likely be in the form of cuts at the higher elevations with fill being placed at the lower elevations. Also some redistribution of soils may be necessary due to the adverse soil conditions.

The grading may result in a greater potential for erosion, siltation and drainage problems until the landscaping of exposed surfaces is completed and the planting matures.

The grading operation could also result in short term impacts due to the creation of dust and noise.

### 3.5.3 Mitigation

The impacts associated with land form change can be mitigated through proper landscaping and maintenance of the slope areas. Although the land form change is irreversible, the natural land form in the project area is not a significant aesthetic feature of the community and the change is not adverse and substantial.

### 3.5.4 Analysis

The impacts due to land form change can be mitigated to an insignificant level.

## 3.6 Air Quality

### 3.6.1 Project Setting

The project site is located within the San Diego Air basin and the San Diego County Air Pollution Control District which maintains monitoring stations throughout the basin. The most serious air quality problem in the basin is due to the concentration of oxidants. This pollutant is a result of a complex chemical reaction involving organic hydrocarbons, nitrogen oxides and sunlight. The number of days per year during which a violation of the Federal standards of .08 parts per million, have been exceeded are as follows:

|       |     |
|-------|-----|
| 1971  | 181 |
| 1972  | 148 |
| 1973  | 135 |
| 1974  | 127 |
| 1975  | 96  |
| 1976* | 131 |

\*through Sept. only

The federal standard for oxidants was exceeded at the Chula Vista monitoring station the following number of days:

|      |     |
|------|-----|
| 1972 | 60  |
| 1973 | 67  |
| 1974 | 48  |
| 1975 | 42  |
| 1976 | 30* |

\*through Sept. only.

The most important localized source of air contaminants is I-805 just to the east of the project. This type of source generates a higher concentration of carbon monoxide in the immediate vicinity of the roadway than is typical of the air basin as a whole. An analysis of the impacts of I-805 on air quality near Telegraph Canyon Rd. was conducted in 1974 using the Gaussian Plume model. Assuming worst case conditions, such as Santa Ana winds, freeway congestion, and low speeds, increases in concentration of 1.1 parts per million for 1976 and .7 parts per million for 1990 were forecast. The highest one hour average recorded at the Chula Vista monitoring station was .9 parts per million. Thus the highest one hour level likely to occur at this site should be approximately 10.0 parts per million. The federal standard for CO concentration is 35 parts per million using a 1 hour average concentration.

### 3.6.2 Potential Impact

Although the project is located adjacent to a freeway there will be no significant adverse impact due to the concentration of carbon monoxide.

The increase in vehicle usage due to the project would result in the emission of .03 tons (metric) of reactive hydrocarbons per day. This represents a .012% increase in the overall air basin and a .24% increase in the City of Chula Vista's contribution to this pollutant. This is an individually insignificant impact. On a cumulative basis, continued growth in the air basin will make more difficult the goal of meeting the federal and state air quality standards.

### 3.6.3 Mitigation

The project as proposed is a mixed residential and commercial use development. This will serve to reduce the number of vehicle trips normally made from residential uses for commercial services. Design of the facility and the review of precise uses should promote this activity rather than greater use of the automobile.

### 3.6.4 Analysis

The project will have an individually insignificant but an incremental cumulatively significant impact.

## 3.7 Noise

### 3.7.1 Project Setting

A noise analysis, based on 1990 traffic projections, was performed to evaluate the effects of I-805 on the ambient noise level of the project site. Figure 5 illustrates the projected noise contours developed in the acoustical analysis. The site will range from a high of nearly 76 dB  $L_{dn}$  to a low of 55 dB ambient noise level.

### 3.7.2 Potential Impact

The residential uses and commercial customers will be subject to potentially unacceptable noise levels which could adversely impact the occupants of the project.

### 3.7.3 Mitigation

The residential uses will be required to have an acoustical analysis to determine what insulation will be required to achieve a desirable interior noise level. The mitigative measures which result from that analysis will be a requirement of building permit issuance.

The graphics of the Bonita Glen Specific Plan suggest open space areas in internal malls & arcades. This design feature will use the structures to shield the open space areas from the acoustical impact.

### 3.7.4 Analysis

Mitigation specified above can reduce any effect of acoustical impact from freeway noise to an insignificant level.

### 3.8 Scenic Route Policies

#### 3.8.1 Project Setting

The portion of Bonita Rd. fronting the project, is designated as a gateway in the Scenic Route Element of the General Plan. Any development proposal will be reviewed in relationship to the goal of enhancing this entryway to the City of Chula Vista.

#### 3.8.2 Potential Impact

If the project is not well designed, without adequate landscaping, it could have a detrimental impact on this gateway.

#### 3.8.3 Mitigation

The Specific Plan control of the development of the site can ensure the enhancement of the gateway to the community. The suggested graphics in the plan would result in an architectural and landscape concept which would provide an aesthetically pleasing entry into the City of Chula Vista.

#### 3.8.4 Analysis

There will be no substantial adverse impact on this gateway to the City of Chula Vista.

### 3.9 Schools

#### 3.9.1 Project Setting

The schools which serve this area and their current attendance and capacities are as follows:

| <u>School</u>       | <u>Attendance</u> | <u>Capacity</u> |
|---------------------|-------------------|-----------------|
| Rosebank Elementary | 509               | 460             |
| Hilltop Jr. High    | 1600              | 1440            |
| Hilltop Sr. High    | 1473              | 1488            |

The elementary and junior high school facilities are currently operating over capacity.



### 3.9.2 Potential Impact

If residential uses are included in the project as proposed, there is a potential for an exacerbation of the existing school capacity problem in this area.

### 3.9.3 Mitigation

The school districts have indicated that if the developers of residential projects assist the districts in providing temporary facilities that in this area the declining enrollment combined with shifts in school boundaries and bussing patterns will preclude any substantial long term impact.

### 3.9.4 Analysis

There will be no likely significant impact on the provision of educational services due to this project. If the residential element of the project becomes more dominant and a large number of family oriented dwelling units is proposed, additional analysis should be undertaken.

## 3.10 Parks & Recreation

### 3.10.1 Project Setting

The Parks & Recreation Element of the General Plan identifies a need for 17.2 acres of parkland to serve the residents of this park service district in which the project is located. There are currently no parks in the service district.

### 3.10.2 Potential Impact

The project will increase population in an area with insufficient parks and recreational facilities. Depending on the number of residential units, the project could cause a further decline in the provision of parks and recreational facilities.

### 3.10.3 Mitigation

The developers of any residential units will be required to dedicate and improve park lands or pay a park development fee.

The Sweetwater Regional Park is located to the northeast of the I-805/Bonita Rd. interchange. Any residents of this project would have access to that facility.

#### 3.10.4 Analysis

Due to the requirement for park fees and the proximity to major regional park facilities, no substantial impact on park service due to an increase in population is anticipated.

### 3.11 Traffic

#### 3.11.1 Project Setting

The project has frontage on Bonita Rd. and Bonita Glen Dr. The existing traffic volumes on these roads are 19,080 ADT on Bonita Rd. and 1440 on Bonita Glen Dr. The existing intersection is controlled by a STOP sign on Bonita Glen Dr. Vehicles approaching this intersection on the minor street (720/day) are finding sufficient gaps in the traffic on Bonita Rd. to allow them to gain access to the major street.

#### 3.11.2 Potential Impact

The project will result in the generation of about 6600 daily trips. Assuming 90% of this volume would use Bonita Glen Rd., the total ADT would increase to 7340 which is above its practical capacity of about 5000. This volume would create potential traffic congestion on Bonita Glen Dr. One of the alternatives proposes a trial access point onto Bonita Rd. This access could adversely affect the movement of traffic on Bonita Rd. and the I-805 interchange which is immediately adjacent to this project site.

#### 3.11.3 Mitigation

The increase in traffic can be accommodated by three mitigation measures. They are: 1) the widening of Bonita Glen Dr. to accommodate additional traffic lanes and left hand turn pockets; 2) the installation of a traffic signal at Bonita Rd. and Bonita Glen Dr.; and 3) the prohibition of access directly onto Bonita Rd. from the property or the elimination of left hand turn movements with a raised median.

There are serious design problems associated with the signalization of the Bonita Rd./ Bonita Glen Dr. intersection as proposed above, due to the proximity of the existing traffic signal on Bonita Rd. at the southbound ramps from I-805 and the potential future traffic signal on Bonita Rd. at "F" Street

#### 3.11.4 Analysis

If access is permitted directly onto Bonita Rd. under existing conditions, there will be a substantial and adverse impact on the capacity of this segment of Bonita Rd. and the ability to make safe turn and merger movements would be substantially hindered. This condition would likely result in a significant environmental impact.

This impact could be mitigated to the maximum extent through the elimination of any vehicular access onto Bonita Rd. This approach would direct access via Bonita Glen Dr. to Bonita Rd. If that intersection were signalized with appropriate left and right hand turn lanes, there would be no significant impact.

Because of the multiple ownership of various properties within the project site, it may not be feasible to prohibit access to a public right-of-way from properties with access only to those roads. To mitigate this potential traffic impact, approval of the specific plan could be conditioned upon the installation of a raised median in Bonita Rd. which would prohibit left hand turn movements into and out of the project. This mitigation would provide for the safety of the traveling public and an adequate capacity at the Bonita Rd/ I-805 interchange. Under these conditions there would be no substantial environmental impact.

#### 4.0 Unavoidable Adverse Environmental Impacts

Most potential impacts which would result from the proposed project can be mitigated to an insignificant level as discussed in Section 3.0 of this report. Due to the nature of the project and its location adjacent to existing family dwellings, certain short term adverse effects such as noise and dust during construction can not be eliminated. The Chula Vista Municipal Code does, however, restrict hours of construction activities and requires that various engineering techniques be incorporated to control such impacts.

Implementation of the project will also change the nature of the existing residential environment and subject those properties adjacent to the site to an increased amount of traffic and related noise.

An incremental increase in both air pollutants and sewage effluent will contribute to a cumulative impact on regional air quality and limited sewage treatment capacity respectively.

#### 5.0 Alternatives to the Proposed Action

A reduction in the proposed land use densities could be considered to reduce the anticipated traffic volumes and the related incremental increase in air pollutants. Project objectives would still be attainable, and the consumption of energy, water and natural building materials necessary for construction and future operations would be reduced as well as traffic and associated effects on air quality maintenance.

The "no project" alternative would permit the independent development of central commercial land uses on various parcels within the project site. Although less intense demands for community services would result from R-1 residential development similar environmental effects as described in Sections 3.1 thru 3.11 would result from the commercial development. The objectives of the proposed action would not be attained and no significant reduction in environmental consequences realized.

#### 6.0 Relationship between local short term use of the Environment and the maintenance and enhancement of long term productivity.

Implementation of the proposed project will commit almost 9 acres of land to long term development and will reduce the amount of potentially productive agricultural acreage within the planning area. Agricultural use of the property would be impractical due to limited acreage and surrounding urbanization.

7.0 Irreversible Environmental changes that will result from the Proposed Project.

Project implementation will result in the commitment of natural building materials, energy resources and water resources, some of which are non-renewable.

8.0 Growth-Inducing Impact of the Proposed Action.

Adoption of the Bonita Glen Specific Plan will encourage the development of the vacant lands and the redevelopment of the existing single family residential properties on-site, further contributing to the urbanization of the local area. Growth patterns within the subject vicinity have been accelerated since the construction of I-805 as can be witnessed by recent projects and current development proposals for adjacent vacant lands.

9.0 Effects found not to be Significant

As determined in Initial Study 76-114 (See Appendix A) there are no significant natural or man-made resources present within the project area which could be adversely effected by project implementation, all utilities are available and police and fire departments services are adequate to service the increased demand.

Transcript of input at public hearing on EIR-77-2 for  
Bonita Glen Specific Plan

April 20, 1977

Frank Ferreira:

Ladies and gentlemen, I would like to oppose the Environmental Impact Report for the following reasons. I believe it was stated that the Environmental Impact Report does adequately describe on this particular area. I object to comments made, and one was that a geologist would be required to be on the project during all grading. I don't think that if a fault exists there I don't believe a geologist must be present to find or locate a fault. I think it can be done by other means. On the larger portion of the property which I own we have already gone in there some years ago and established a base for the soil. It would be my intent, if and when I ever developed this particular property, that we would merely continue to just bring the property up to the grade required for whatever project we developed for that. So, the geology work has been done on the greater portion of that project.

The other portion of the EIR report that I object to is the fact that it is implied, I believe, that there would be some impact on the schools in the area, and I think perhaps this is correct if one assumed that development of existing R-3 property there would be for families. I do believe that I am the only owner of R-3 property in this particular or the subject area and, of course, I don't feel that this particular area is the type of area where apartments would be developed for children because of the amount of traffic.

April 18, 1977

TO: Planning Commission  
FROM: George Gillow, Chairman/Environmental Control Commission  
SUBJECT: EIR-77-2 (Bonita Glen Specific Plan)

The EIR on the Bonita Glen Specific Plan appears to meet all criteria for an EIR. It is complete and adequately outlines alternatives.

The major environmental problems which the ECC feel should be considered in approving the project are:

- Noise Problems
- Incremental and Cumulative Air Pollution
- Water and Sewage
- Overcrowding of Schools

COMMENTS TO BE RATIFIED AT THE ENVIRONMENTAL CONTROL COMMISSION MEETING OF MAY 9, 1977.

LOCATOR  
PCM-77-4  
BONITA GLEN  
SPECIFIC PLAN



0' 200' 400'

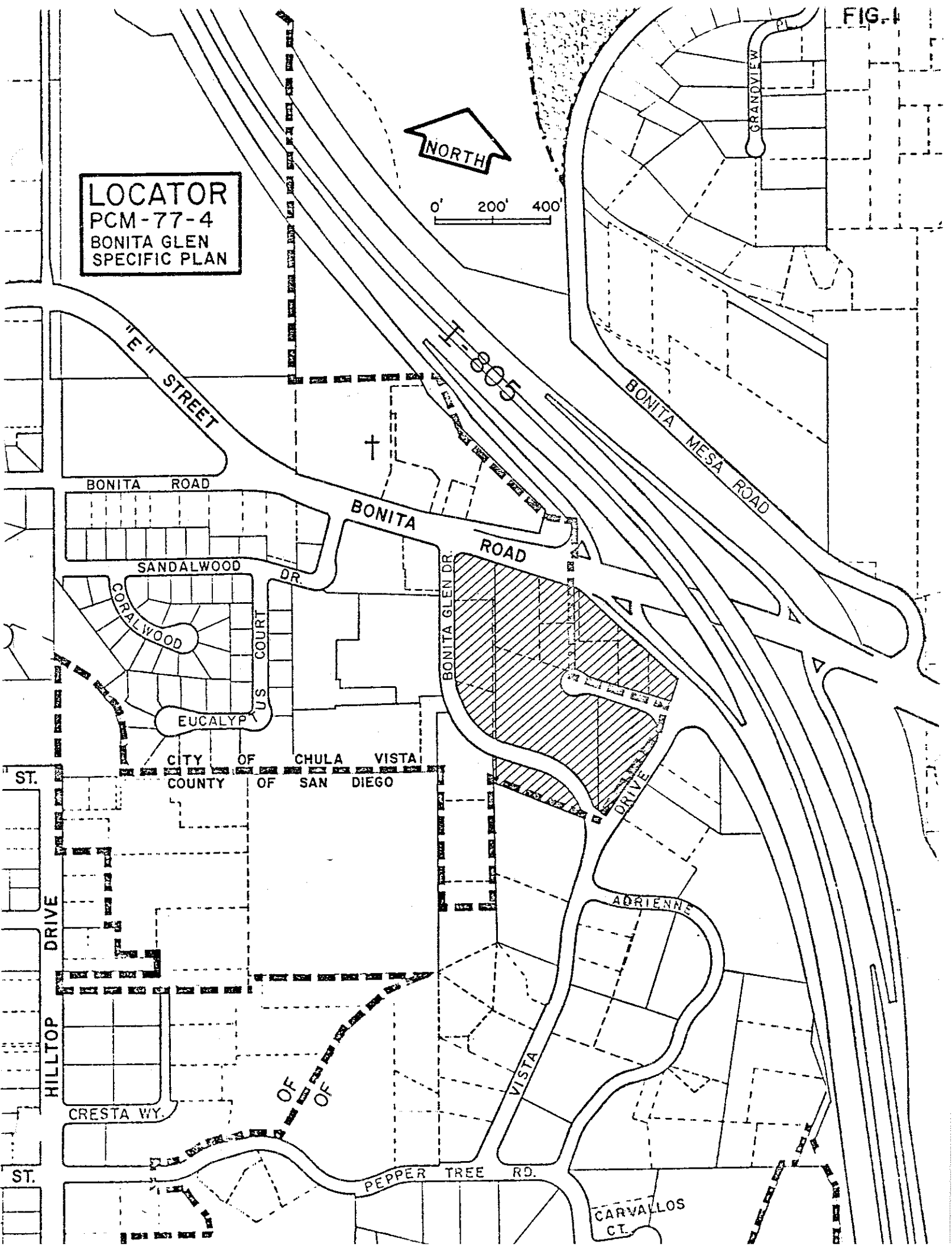




FIG. 2

REV. II

BONITA ROAD

I-805

VISTA DRIVE

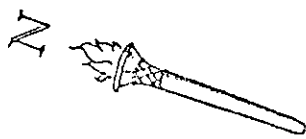
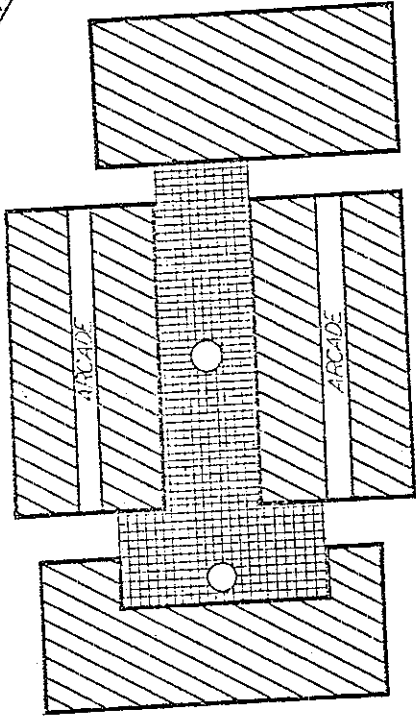
DR.

BONITA GLEN

PARKING

PARKING







PARKING



0 50' 100'

AREA: 8.74 AC.

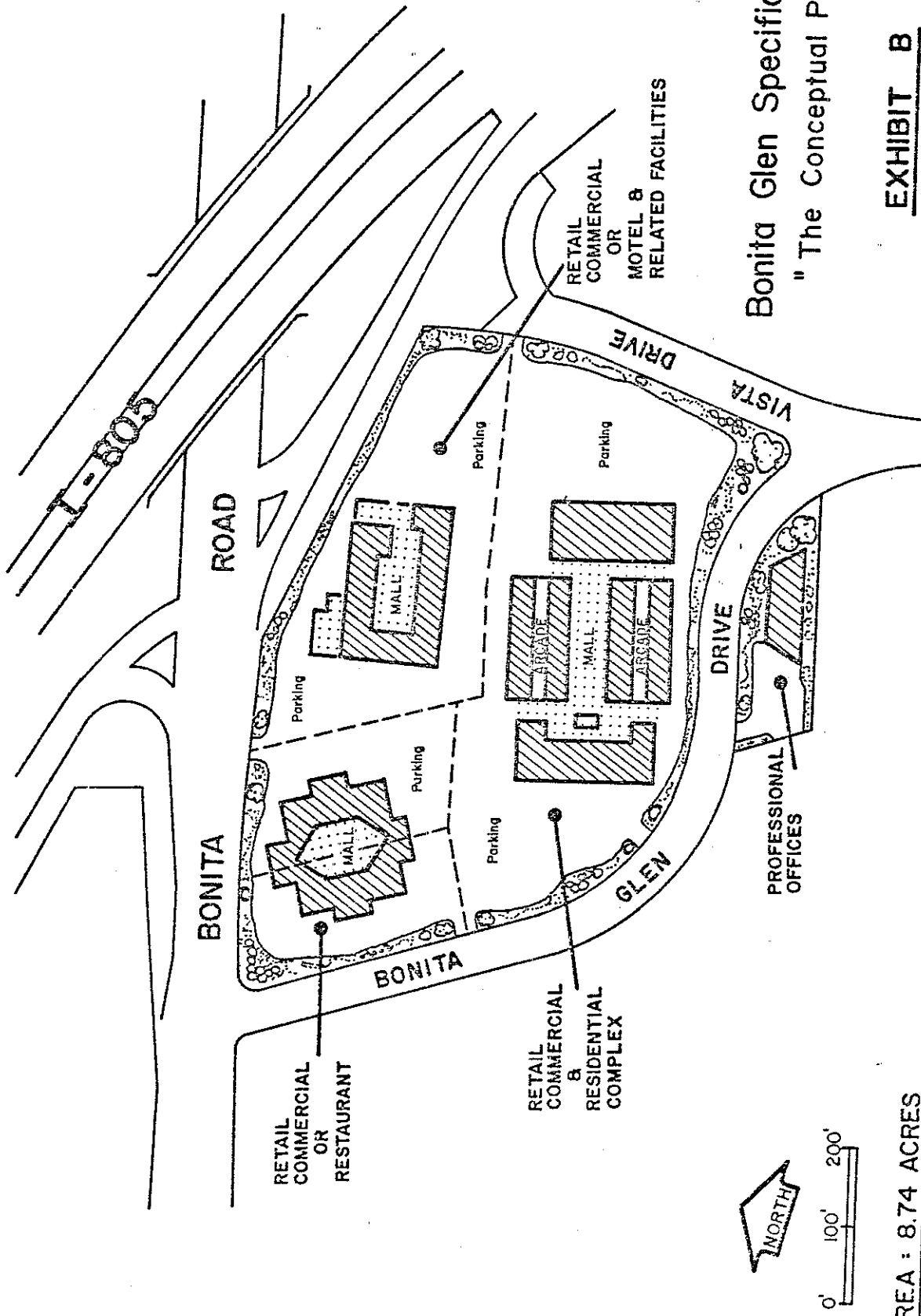
LEGEND

-  SPECIALTY SHOPS & SERVICES,
-  2ND STORY APARTMENTS &
-  STUDIOS, OR 2ND STORY RESIDENTIAL
-  HOTEL & STUDIOS.
-  GREENBELT
-  MALL

BONITA GLEN  
SPECIFIC PLAN

"THE CONCEPTUAL PLAN"

EXHIBIT "B"



Bonita Glen Specific Plan  
 "The Conceptual Plan"

**EXHIBIT B**  
 (ALTERNATIVE 2)

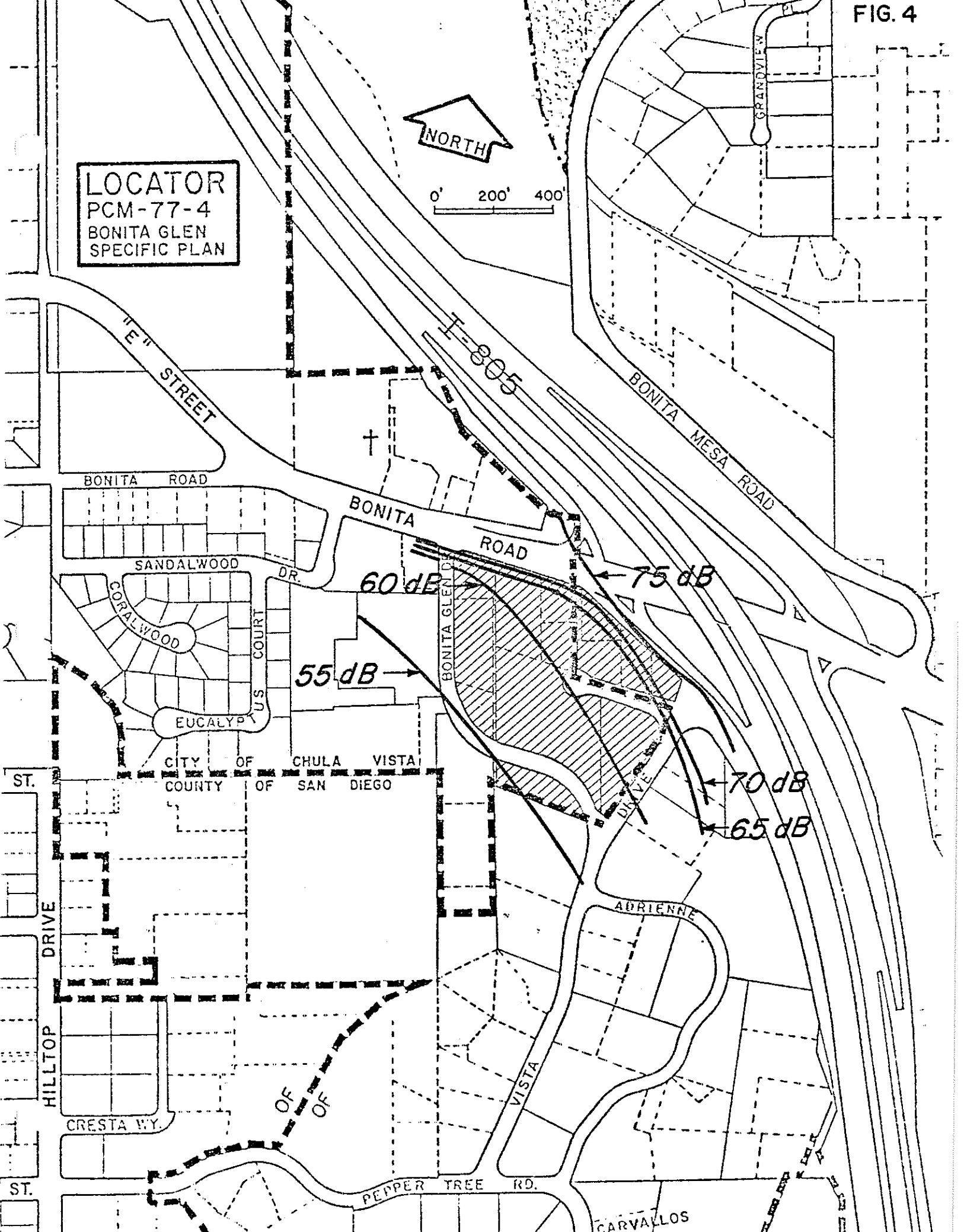
AREA : 8.74 ACRES

FIG. 4

LOCATOR  
PCM-77-4  
BONITA GLEN  
SPECIFIC PLAN



0' 200' 400'



# GENERAL PLAN SEISMIC SAFETY ELEMENT

### 3 SAN DIEGO BAY FAULT

Wiegand, J. W., EVIDENCE OF A SAN DIEGO BAY-TIJANA FAULT, Engineering Geologist, Vol. VII

4 TELEGRAPH CANYON FAULT—Lockheed Report No. 20867, GEOLOGICAL SURVEY OF SAN DIEGO BAY, 1967

### 5 SWEETWATER FAULT

William S. Krooskes & Associates—REPORT OF SOILS INVESTIGATION McMILLAN'S BONITA PARK, No. 2

LA NACION FAULT SYSTEM Woodward-Gizinski & Associates GEOLOGICAL INVESTIGATION EL RANCHO DEL REY DEVELOPMENT and field work.

WOODWARD-GIZINSKI & ASSOCIATES  
PRELIMINARY FAULT STUDY  
HILTOP DRIVE CONDOMINIUM SITE 1

SAN DIEGO BAY

4000'



SWEETWATER COMMUNITY  
PLANNING PROGRAM  
GEOLOGY MAP  
STEVE LOWER IPO (11-75)

