FINAL
ENVIRONMENTAL IMPACT REPORT
FOR THE
PLAZA BONITA APARTMENTS
(City of Chula Vista Case No. EIR-87-4, SCH No. 86101510)

Prepared For:

The City of Chula Vista
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RBR No. 1252
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1.0 INTRODUCTION

1.1 Purpose

All governmental discretionary actions defined as projects by the California Environmental Quality Act (CEQA) require environmental assessment. Those actions which could result in significant physical impacts to the environment require the preparation of an environmental impact report.

Application for the Plaza Bonita 96 unit apartment complex was filed with the City of Chula Vista in September, 1986 (Case Number IS-87-18). Discretionary actions associated with the project include a General Plan Revision, Rezone, Precise Plan, Grading Permit, and Design Review. A tentative subdivision map may be required at a later stage. Based on an initial study completed for the proposed application and substantial public controversy regarding potential environmental effects of the project, the City determined that an environmental impact report must be prepared.

This Environmental Impact Report (EIR 87-4) has been prepared in accordance with the Statutes and Guidelines for Implementation of the California Environmental Quality Act (California Public Resources Code Section 21000 et seq. and California Administrative Code 15000 et seq.) and the Environmental Review Procedures of the City of Chula Vista. Initial Study IS-87-18 dated September 23, 1986 (Appendix A) identified specific issues upon which the EIR is focused. The scope of the EIR was further defined by public input solicited by the City (e.g., a notice of preparation was distributed to residents in the project vicinity). Comments received from the public established that substantial controversy exists which must be addressed in the environmental impact report (per CEQA Guidelines Section 15064(h)(1)). These public comments are included in Appendix A.

Issues identified in the initial study as significant or potentially significant include soils, groundwater, drainage, flood hazards, noise, land use, aesthetics, schools, and traffic. Public controversy focused on increased traffic, the density of the proposed development, visual impacts, and overcrowding in area schools. Effects dismissed in the initial study as clearly

insignificant and unlikely to occur have not been discussed in the EIR per section CEQA Guidelines Section 15143.

This EIR analyzes all issues identified as having potentially significant environmental impacts resulting from approval of the proposed project and provides analysis which emphasizes the study of impacts determined to be significant (CEQA Guidelines Section 15143). Prior effort has been extended by the project applicant and his consultants in analysis of the proposed project site. Resulting technical background information has been compiled in the Appendices to this EIR, and has been evaluated for adequacy by the City of Chula Vista and an independant consultant.

The purpose of this Environmental Impact Report is to provide an accurate and concise informational document which delineates and explains the environmental impacts resulting from approval of the proposed project. Mitigation measures and alternatives designed to reduce or eliminate environmental impacts to below a level of significance are delineated (CEQA Guidelines Section 15126[c], [d]). Comments were solicited from agencies affected by the proposed project (e.g., Chula Vista City School District and Sweetwater Union High School District); however, the City of Chula Vista is the only agency with permit authority involved in approval of the project. Agency and public comments regarding the Draft EIR have been included in the Final EIR with appropriate responses, and necessary modifications have been made in the text.

Other sites within the project vicinity have recently been the subject of environmental review. Particularly relevant is an environmental impact report prepared and adopted in 1983 for the 19-acre Eucalyptus Grove (formerly Morgan & Gardner) apartment complex adjacent to the project site, across "E" Street to the north (EIR-84-2). Additionally, a previous environmental impact report was prepared and adopted in 1977 for the same property (EIR-76-11). Two other environmental impact reports have been prepared recently in the vicinity of the project. These public documents are hereby incorporated by reference in accordance with Section 15150 of the CEQA Guidelines in order to provide general background information, indicators for cumulative impact analysis, technical information, and the basis for dismissal of certain environmental

issues (e.g., archaeological and biological resources). The documents cited are available for review at the City of Chula Vista Planning Department.

1) Environmental Impact Report for Morgan and Gardner 376 Unit Apartment Complex, EIR-84-2, prepared by RBR & Associates, Inc. for the City of Chula Vista, 1983.

2) Morgan-Gardner Subdivision Final Environmental Impact Report, EIR 76-11, prepared by Inter-City Engineers for the City of Chula Vista, 1977.

3) Bonita Property General Plan Amendment Environmental Impact Report, GPA #83-03, Log #82-GP-3, prepared by Mooney-Lettieri and Associates for the County of San Diego, 1983.

4) Eastlake Final Environmental Impact Report, EIR 81-03, SCH 80121007, prepared by WESTEC Services, Inc. for the City of Chula Vista, 1982.

1.2 Executive Summary

TRANSPORTATION/ACCESS

Impacts

The proposed project would generate 768 trips per day, with 55% of that traffic proceeding west and 45% proceeding east on Bonita Road. While the project area is presently subjected to congested traffic conditions, the project traffic would not result in a significantly lowered Level of Service at any of the project area intersections analyzed in the traffic study, so that no direct significant traffic impacts would result. The incremental contribution to areawide traffic is small (1.7% and 0.1% west and east of I-805, respectively). However, the traffic generated from the proposed project would exacerbate a cumulatively significant traffic problem.

Mitigation

Because the proposed project would not result in significant direct or cumulative traffic circulation impacts, no mitigation measures are required. However, because of existing traffic congestion, the applicant has a responsibility not to degredate the existing level of service. Because of the existing congestion, there is an unacceptable quality of life condition, and therefore, the applicant has agreed to finance additional improvements to those planned by the City of Chula Vista and CalTrans. These would involve

southbound-to-westbound and eastbound-to-southbound separate right turn lanes at the intersections of Bonita Road and the I-805 west ramps.

NOISE

Impact

Traffic on "E" Street and on Interstate 805 presently subjects the proposed project site to potentially significant noise levels (67 dB-A CNEL). Future traffic on "E" Street is predicted to decrease from 23,100 trips per day to 13,100, but increases are projected for I-805. Therefore, the noise levels at the proposed project site are expected to remain constant.

Mitigation

Typically, potentially significant exterior noise levels are mitigated by construction of a noise barrier between the source and the receiver. However, this measure is not practical for the proposed project due to the site's location and elevation at "E" Street. The potentially significant noise impacts would be reduced to below a level of significance by using specific noise-reduction building materials in constructing the proposed structures, by shielding balconies of units facing "E" Street with sliding glass panels, and by installing mechanical ventilation equipment in all units.

LAND USE

Impact

The proposed project is inconsistent with both the City's General Plan land use designation and zoning regulations, and would require a General Plan Revision and Rezone. The project would create a higher density development than presently allowed, and the potential character of the site would change from medium density single-family to high density multiple-family residential. This would result in an incompatibility with adjacent single-family residential development.

Mitigation

Design features incorporated into the proposed project could be made conditions of approval on the Precise Plan and would be subject to the review and approval of the Design Review Committee. These features would ensure that the project would be compatible with the higher density development to the north, and would

partially reduce conflicts with lower density uses to the south. However, complete mitigation of adverse land use impacts in relation to the lower density uses would only be achieved by implementation of an alternative design.

LANDFORM/AESTHETICS

Impact

Although most of the site would be graded, no substantial landform modification is proposed, and the site would retain its general slope. While five to six existing trees would be removed, the majority of the 110 eucalyptus trees on-site would remain. The proposed structures would be more massive than the existing residences on Bonita Road, and views from Hilltop Drive and "E" Street would also be affected.

Mitigation

Potential aesthetic impacts could be mitigated to below a level of significance by implementation of design features incorporated into the project. Visual corridors through the project would be maintained by the perpendicular alignment to Bonita Road of the bulkier structures, and by placing the less massive structures immediately adjacent to Bonita Road. Pad elevations would reduce visual impacts from Hilltop Drive, and views from "E" Street would be softened by the building setback, landscaping, and lack of exposed rooftop equipment. All design features would be made conditions of approval of the Precise Plan and would be subject to the review and approval of the Design Review Committee.

COMMUNITY INFRASTRUCTURE (Schools)

Impact

Area schools, already overcrowded, would be further impacted by additional students generated by the proposed project. Presently, Hilltop Junior High School could accomodate the additional students, but elementary and high school students would require bus transportation to alternative school facilities.

Mitigation

The applicant would be required to submit developer's fees to the affected school districts prior to issuance of a building permit. The application of these fees would be determined by the districts. No further mitigation measures would be required.

SOILS/GEOLOGY

Impact

Soils on the project site have moderate to severe expansive potential, which could cause damage to foundations and structures. The site's proximity to the Coronado Banks Fault and La Nacion Fault places it at seismic risk, but this risk would not be any greater than that in most areas of the county. While a surface inspection showed no evidience of a high groundwater table, the site is potentially at risk from liquefaction associated with groundshaking.

Mitigation

Implementation of standard engineering requirements as designated by the City's Engineering Department and adherence to the Uniform Building Code would mitigate potential soils and geology impacts to below a level of signficance. A geotechnical study would be required prior to issuance of a grading permit to further evaluate soil expansiveness and the depth of the water table on-site.

HYDROLOGY/GROUNDWATER

Impact

Implementation of the proposed project would require an increase in impervious surfaces (e.g., pavement) and could result in increased runoff. The eastern portion of the project site lies in the 100 year flood plain, subjecting that portion to inundation. Presently, the site makes no significant contribution to the existing groundwater.

Mitigation

Potentially significant drainage impacts will be assessed upon completion of a detailed evaluation of the proposed project site by a qualified hydrologist. This report will conform with the requirements listed in the City of Chula Vista Subdivision Manual. Should significant drainage impacts be identified, they would be mitigated to below a level of significance by construction of additional drainage equipment and facilities approved by the City Engineer. Potential flooding hazards would be eliminated by raising the elevations of the building pads on the eastern portion of the site above the 100-year flood line (to 49.0 and 50.5 feet for the two affected structures). No significant impacts are expected to occur with the project's implementation on the quantity or quality of the vicinity's groundwater.

2.0 PROJECT DESCRIPTION

2.1 Location

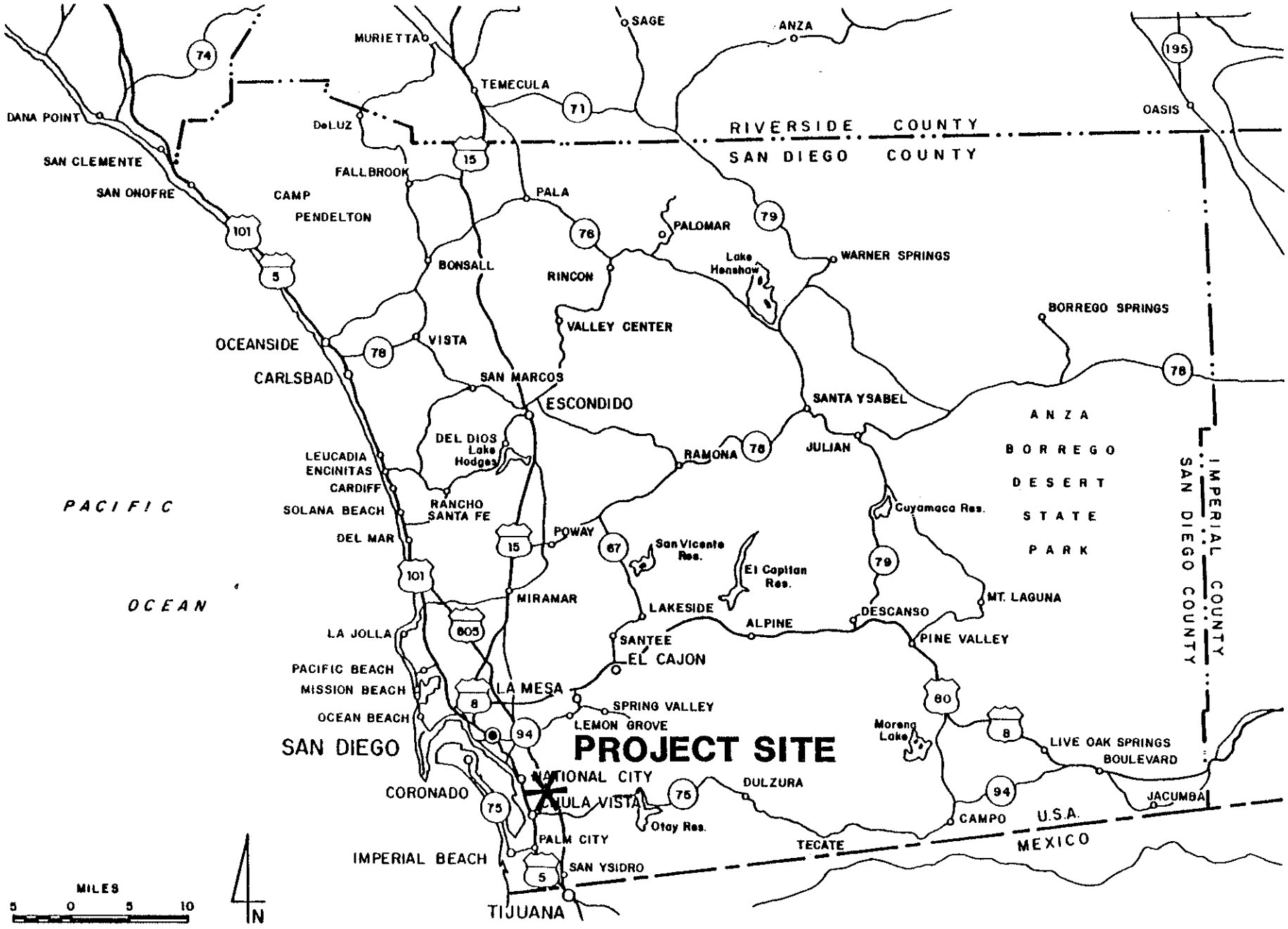
The proposed project site is in the south, coastal area of San Diego County in the City of Chula Vista (Figure 1). The site is a 4.6-acre triangular shaped parcel, bounded on the north by "E" Street, on the south and east by Bonita Road, and on the west by Hilltop Drive (Figure 2). It may be located by Assessor's Parcel Numbers 570-020-09, 570-130-24, and 569-070-53. Parcels 1 and 2 are described on Map 166, on file with the San Diego County Recorder's office.

2.2 Project Characteristics

The proposed Plaza Bonita apartment complex would provide 96 apartment units on the 4.6-acre project site, with concomitant parking and recreational facilities. Parking would be provided on-site for 161 vehicles, with 24 parking spaces tucked under three of the buildings. Access would be gained from two driveways off of Bonita Road; no access would be provided directly to "E" Street. Figure 3 illustrates the proposed site plan.

The apartment complex would consist of seven structures: three two-story on grade, three three-story (two-story residential with parking basements), and one combination one- and two- story recreation building. The two-story structures would be a maximum of 28 feet tall, and the three story structures would reach a height of 37 feet. Each of the six apartment buildings would house 16 units for a total of 72 one-bedroom units and 24 two-bedroom units. Proposed recreation facilities include a swimming pool, a therapy pool, and a meeting room. Mailboxes, laundry facilities, equipment storage, and manager's office would also be provided in the recreation building.

Elevations of the proposed structures are illustrated in Figures 4 and 5. Visual features of the project include a contemporary Mediterranean building style with eggshell color stucco walls and dark resawn wood trim. Mission Red Spanish tile sloping roofs would be utilized. A 6-foot masonry wall, finished with stucco to match the exterior building color, would be combined with decorative black fencing to surround the project site along a portion of "E" Street, along Bonita Road, and along a portion of Hilltop Drive. Chain link fence is proposed to be utilized along the northwestern boundary. Black steel



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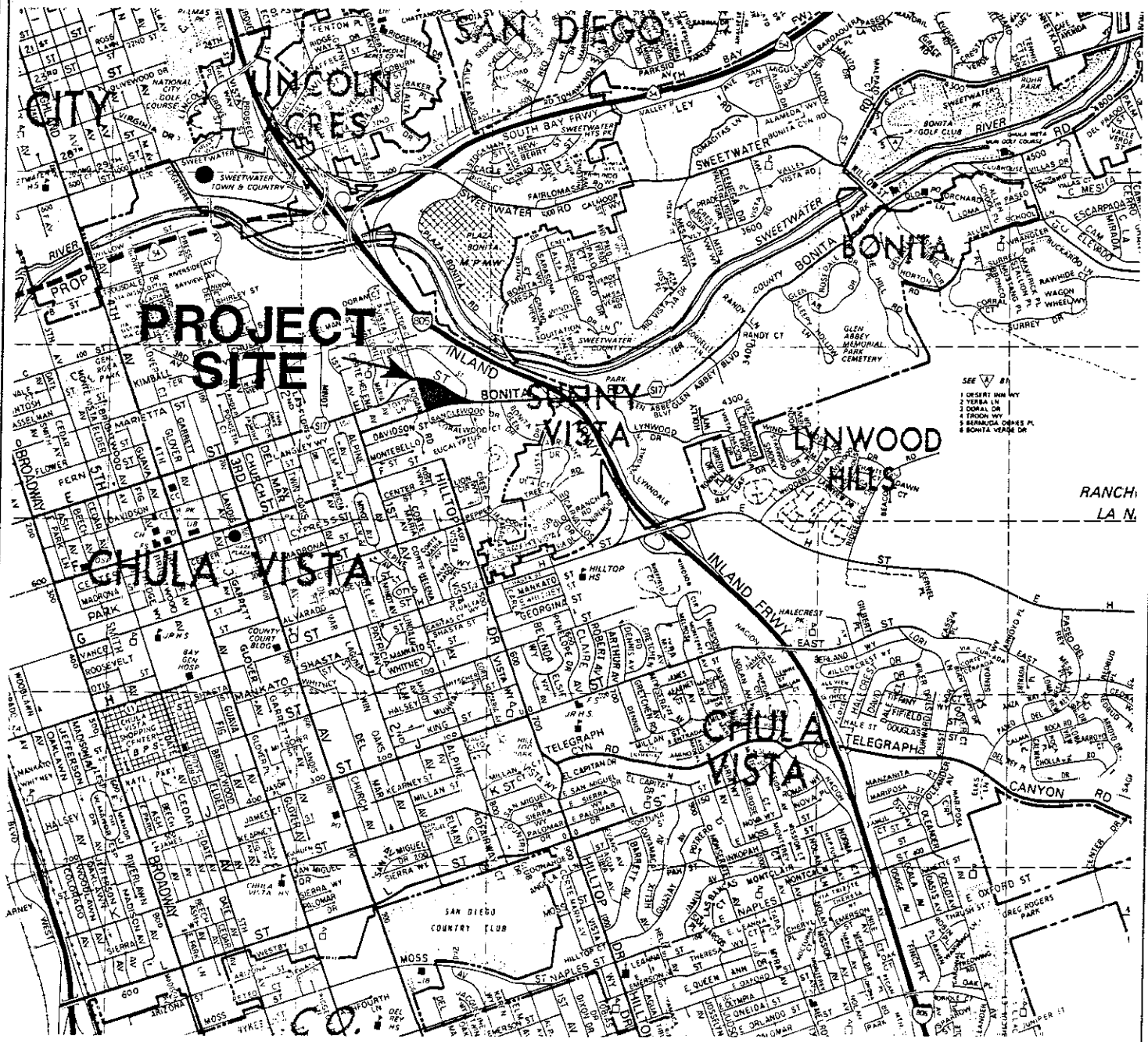
RBR & Associates, Inc.	REGIONAL LOCATION IN SAN DIEGO COUNTY	FIGURE 1



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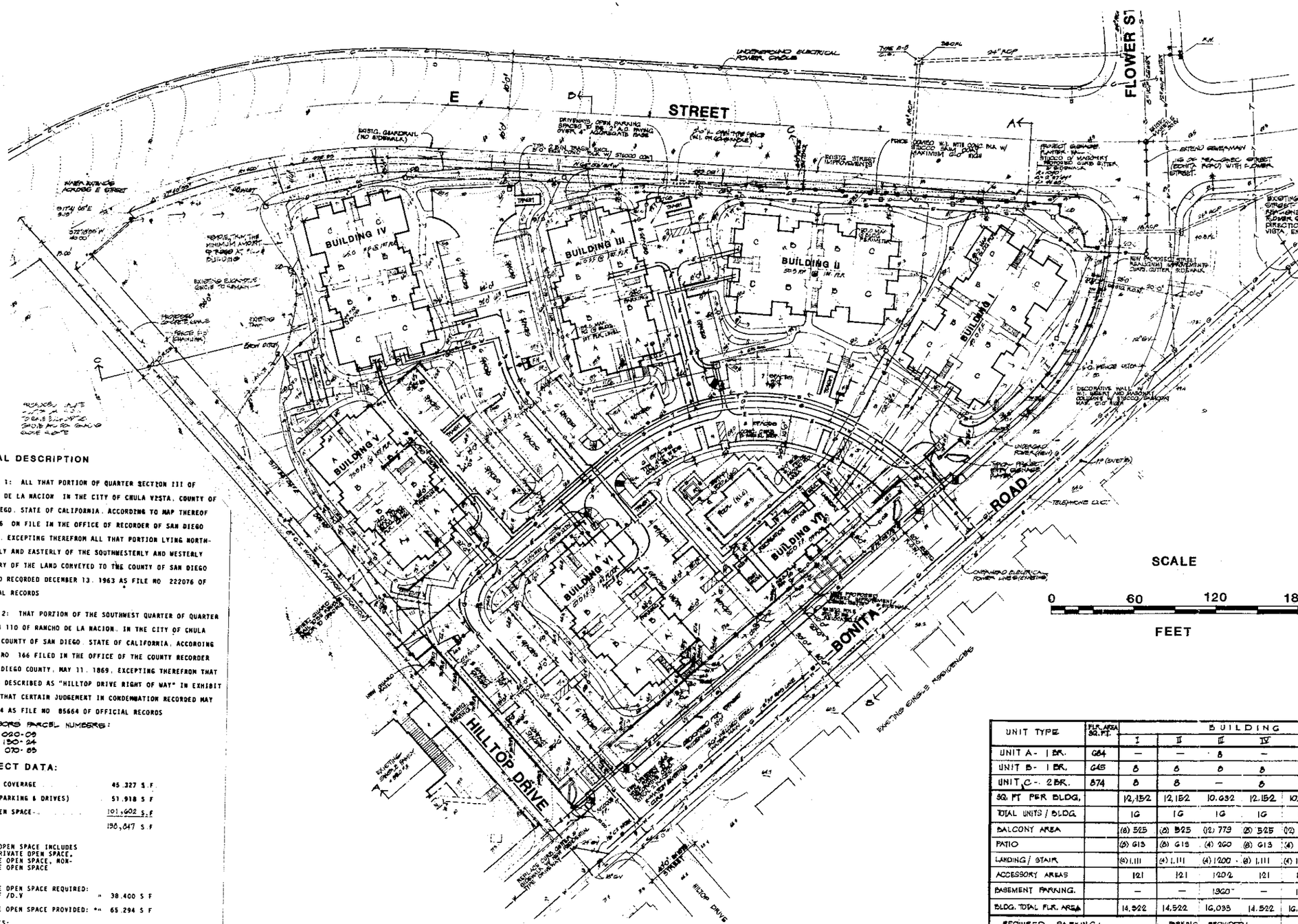
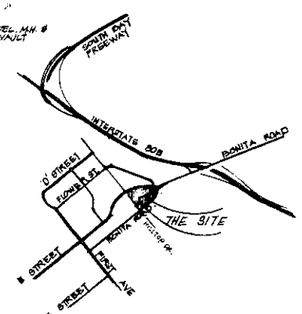
RBR & Associates, Inc.	VICINITY MAP	FIGURE 2





VICINITY MAP
NO SCALE

LEGAL DESCRIPTION

PARCEL 1: ALL THAT PORTION OF QUARTER SECTION 111 OF RANCHO DE LA NACION IN THE CITY OF CHULA VISTA, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO 166 ON FILE IN THE OFFICE OF RECORDER OF SAN DIEGO COUNTY, EXCEPTING THEREFROM ALL THAT PORTION LYING NORTH-EASTERLY AND EASTERLY OF THE SOUTHWESTERLY AND WESTERLY BOUNDARY OF THE LAND CONVEYED TO THE COUNTY OF SAN DIEGO BY DEED RECORDED DECEMBER 13, 1963 AS FILE NO 222076 OF OFFICIAL RECORDS

PARCEL 2: THAT PORTION OF THE SOUTHWEST QUARTER OF QUARTER SECTION 110 OF RANCHO DE LA NACION, IN THE CITY OF CHULA VISTA, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP NO 166 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MAY 11, 1869, EXCEPTING THEREFROM THAT PORTION DESCRIBED AS "HILLTOP DRIVE RIGHT OF WAY" IN EXHIBIT "A" OF THAT CERTAIN JUDGEMENT IN CONDEMNATION RECORDED MAY 12 1964 AS FILE NO 85664 OF OFFICIAL RECORDS

ASSESSORS PARCEL NUMBERS:
570-020-09
570-150-24
569-070-85

PROJECT DATA:

BUILDING COVERAGE	45,327 S.F.
PAVING (PARKING & DRIVES)	57,918 S.F.
*TOTAL OPEN SPACE	101,602 S.F.
LOT AREA	196,847 S.F.

TOTAL OPEN SPACE INCLUDES SOME PRIVATE OPEN SPACE, USEABLE OPEN SPACE, NON-USEABLE OPEN SPACE

USEABLE OPEN SPACE REQUIRED: 400 S.F./D.V. = 38,400 S.F.

USEABLE OPEN SPACE PROVIDED: ** 65,294 S.F.

*INCLUDES:
PRIVATE OPEN SPACE REQUIRED: 6,000 S.F.
2 BR. UPPER FLOOR 60 S.F./D.V.
GROUND FLOOR 80 S.F./D.V.
1 BR ALL LEVELS 60 S.F./D.V.

PROVIDED PRIVATE OPEN SPACE = 6,000 S.F.
USEABLE OPEN SPACE, COMMON = 56,818 S.F.
RECREATION BUILDING = 2,476 S.F.
65,294 S.F.

SITE UTILITIES : SCHEMATICS

—S—	SEWER
—W—	WATER
—G—	GAS
—T—	TELEPHONE
—E—	ELECTRICAL
T	TRANSFORMER (VERIFY LOCATION)
	FIRE HYDRANT
—D—	DRAINAGE
CB	CATCH BASIN, DRAIN

NOTE: ALL UTILITIES TO BE UNDERGROUND UNLESS OTHERWISE NOTED. SIZES TO BE DETERMINED @ TIME OF PERMIT APPLICATION

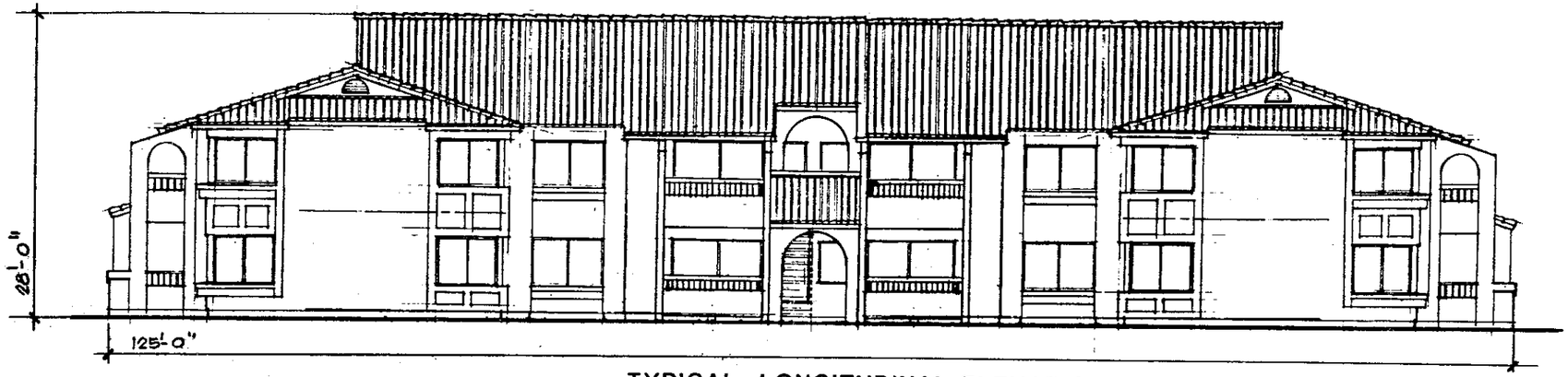
UNIT TYPE	FLR. AREA SQ. FT.	BUILDING I	II	III	IV	V	VI	VII	TOTAL UNIT IN PROJECT	
UNIT A- 1 BR.	684	—	—	8	—	8	8		24 (25%)	
UNIT B- 1 BR.	645	8	8	8	8	8	8		48 (50%)	
UNIT C- 2 BR.	874	8	8	—	8	—	—		24 (25%)	
SQ. FT PER BLDG.		12,152	12,152	10,632	12,152	10,632	10,632			68,552 SF
TOTAL UNITS / BLDG.		16	16	16	16	16	16		96	
BALCONY AREA		(8) 525	(8) 525	(12) 779	(8) 525	(12) 779	(12) 779	144		5,912
PATIO		(8) 613	(8) 613	(4) 260	(8) 613	(4) 260	(4) 260			2,613
LANDING / STAIR		(8) 1,111	(4) 1,111	(4) 1200	(8) 1,111	(4) 1,200	(4) 1,200			8,933
ACCESSORY AREAS		121	121	1202	121	1,202	1,202	2,914		6,883
BASEMENT PARKING.		—	—	1,960	—	1,960	1,960			5,880
BLDG. TOTAL FLR. AREA		14,922	14,522	16,033	14,522	16,033	16,033	3,058		94,753

REQUIRED PARKING:
1 BR (72 x 1.5) = 108
2 BR (24 x 2) = 48
156

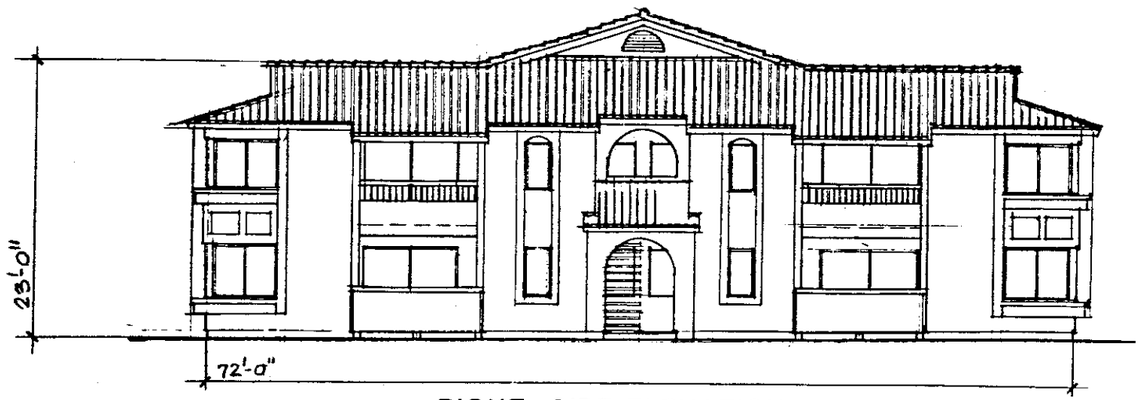
PARKING PROVIDED:
REGULAR SIZE 9 x 18 = 114 70.9%
COMPACT SIZE 7.5 x 15 = 16 9.9%
COVERED PARKING = 24 14.9%
HANDICAPPED 9 x 18 = 7 4.3%
161 SPACES

1252 2-87 SOURCE: ALVARADO DESIGN AND ASSOCIATES

RBR & Associates, Inc. | PRECISE PLAN | FIGURE 3



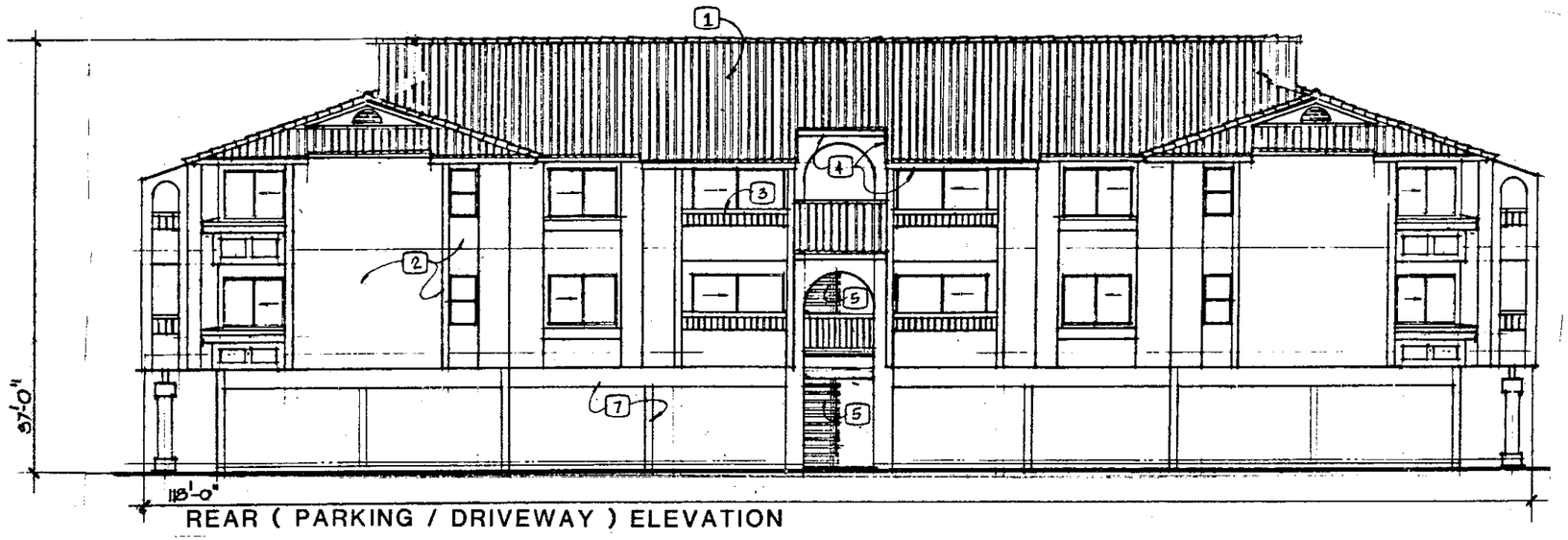
TYPICAL LONGITUDINAL ELEVATION



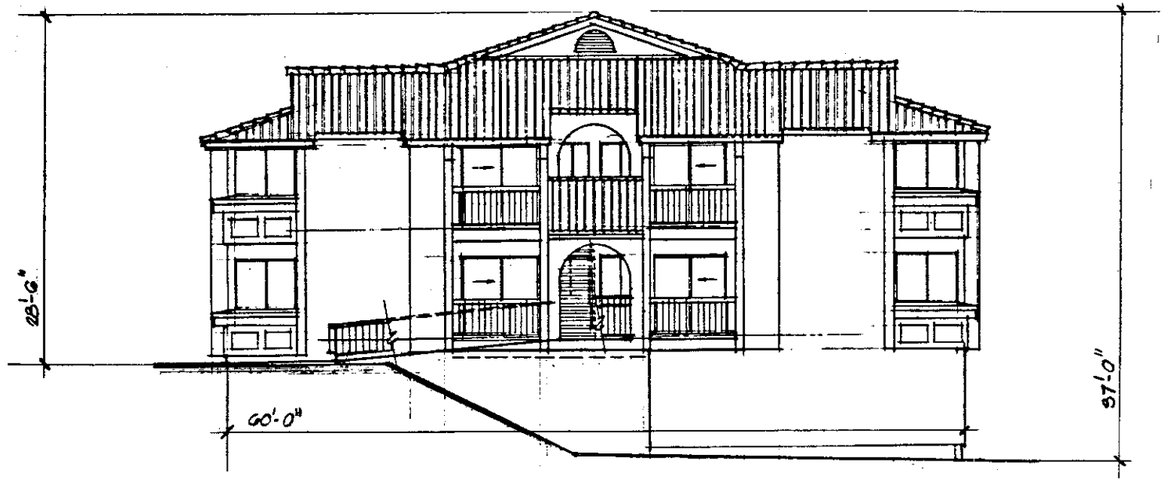
RIGHT SIDE ELEVATION

1252 2-87 SOURCE: ALVARADO DESIGN AND ASSOCIATES

RBR & Associates, Inc.	ELEVATIONS OF BUILDINGS I, II, AND IV (TWO STORY ON GRADE)	FIGURE 4



REAR (PARKING / DRIVEWAY) ELEVATION



TYPICAL END ELEVATION

EXTERIOR MATERIALS & FINISH :

1	SLOPING ROOF	#106 MISSION RED FLASHED ROOF TILE OVER 30 LBS UNDERLAYMENT FELT.
2	WALLS, BALCONY- & PATIO RAIL & WING WALLS	EXTERIOR STUCCO WITH INTEGRAL COLOR. ENGLISH TEXTURE-X-73 EGGSHELL COLOR
3	BALCONY WOOD RAILING	4x6 DOUGLAS FIR #1 ARCHITECTURAL GRADE WITH EASED EDGES. SOLID DARK BROWN STAIN
4	WOOD FASCIA & GUTTER (AS OCCURS)	2x10 RESAWN WOOD FASCIA - SOLID DARK BROWN STAIN EQ. TO CABOT #0535.
5	STAIR TREADS & STRINGER	PRECAST CONCRETE TREAD WITH EXPOSED AGGREGATE ON ENAMEL PAINT FINISH BLACK, CHANNEL STRINGER
6	ALUMINUM SLIDING DOORS & WINDOWS	ANODIZED ALUMINUM FRAME. SIZE & GLAZING PER SCHEDULE
7	EXPOSED WOOD BEAMS & POST	WOOD BEAM & POST PER STRUCTURAL - SOLID DARK BROWN EQ. TO CABOT #0535 STAIN COLOR.
8	METAL LOUVER W/ METAL SCREEN	SIMPSON ATTIC LOUVER VENT ENAMEL PAINT FINISH COLOR TO MATCH STUCCO.

1252 2-87 SOURCE: ALVARADO DESIGN AND ASSOCIATES

RBR & Associates, Inc.	ELEVATIONS OF BUILDINGS III, V, AND VI (TWO STORY WITH PARKING BASEMENTS)	FIGURE 5

gates would be placed at the entrances on Bonita Road, and decorative planters would be used at various points surrounding the complex. Figure 6 illustrates the landscaping proposed throughout the site. Ground cover species include Hahn's Ivy (Hedera helix hanni) and White Ice Plant (Delosperma alba). Cape Honeysuckle (Tecomaria capensis), Heavenly Bamboo (Nandina domestica), and Bougainvillea (Bougainvillea sp.) are among the proposed shrub species. Trees would include Red Iron Bark (Eucalyptus sideroxylon rosea) and London Plane Tree (Platanus acerifolia). An existing eucalyptus grove on the northwest portion of the site would remain largely intact.

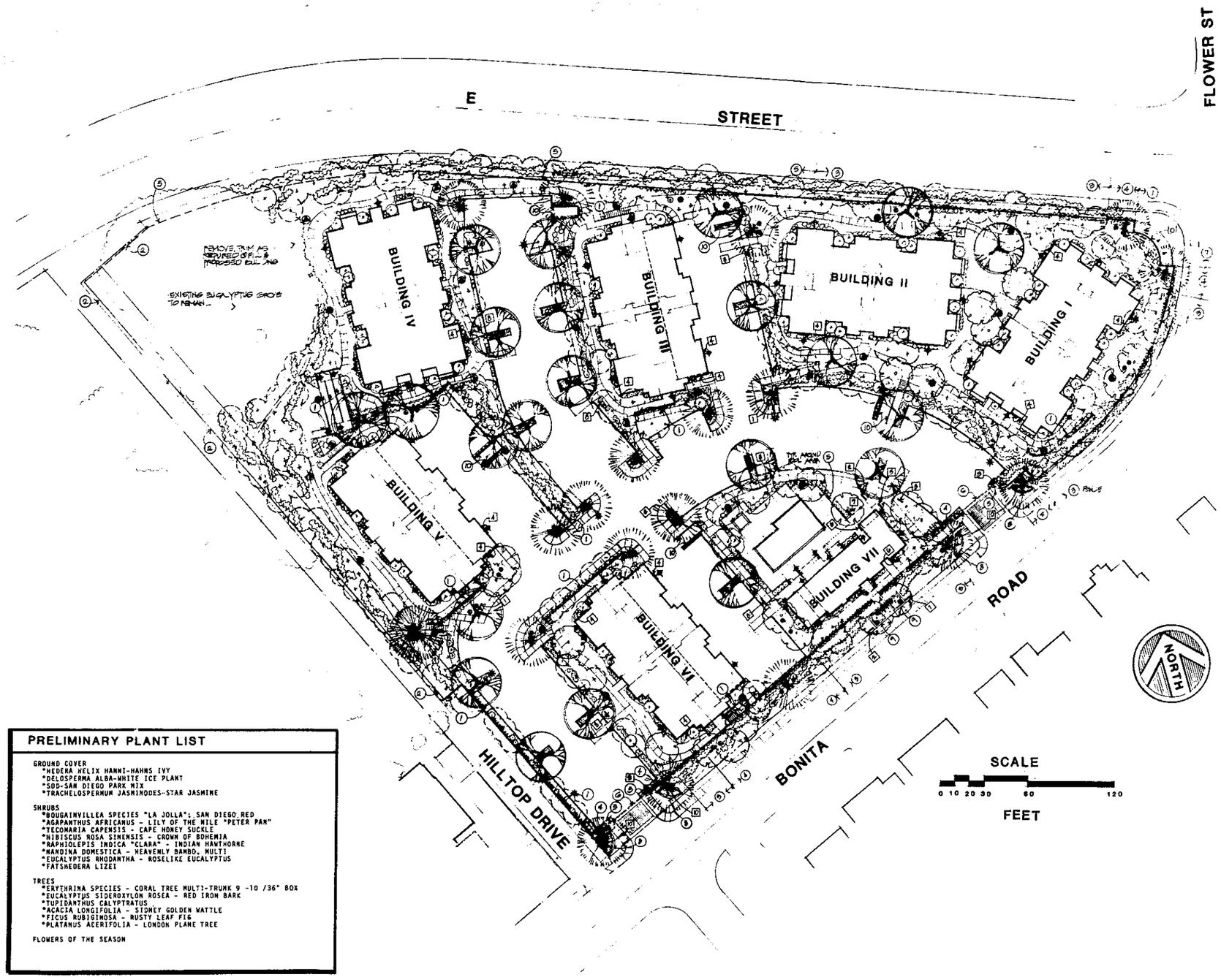
Approximately 4.5 acres of the project site would be graded, with 3,500 cubic yards excavated and 22,000 cubic yards filled. Approximate maximum depth of cut would be 10 feet; average depth of cut would be 4 feet. Approximate maximum depth of fill would be 13 feet; average depth of fill would be 4 feet.

Discretionary actions necessary to implement the proposed project include: 1) a General Plan Amendment from medium to high density residential; 2) a Rezone from R-1 (Single-family residential) to R-3 (Apartment Residential); 3) a Precise Plan; 4) a Grading Permit; and 5) a Design Review. A tentative subdivision map, to subdivide air space, may be required at a later stage if it is intended to sell the units as condominiums.

2.3 Environmental Setting

The 4.6 acre project site slopes from northwest to southeast, with elevations ranging from 100 feet above mean sea level (MSL) on the western portion of the site to approximately 42 feet above MSL on the northeastern portion of the site. The property is depressed approximately 20 feet below "E" Street on the northwestern portion. Much of the site has previously been graded and altered by road construction and soil dumping. Average natural slope is approximately 8%; maximum natural slope is approximately 50% on the northwestern portion of the site.

Soils on the project site are primarily of the Huerhuero and Salinas clay loam series. These soils have moderate to severe expansive potential. The site is



SIGNAGE LEGEND

SYMBOL	DESCRIPTION
1	PROJECT DIRECTORY - REDWOOD FRAME AND SUPPORTS, WITH PLASTIC (CLEAR) GRAPHIC BASE - BACK PAINTED, SET IN WOOD FRAME - GROUND MOUNTED.
2	CLUBHOUSE, OFFICE, RECREATION AREA WITH ADDRESS - REDWOOD FRAME AND SUPPORTS, WITH CLEAR PLASTIC GRAPHIC BASE, BACK PAINTED GRAPHICS, SET INTO WOOD FRAME, GROUND MOUNTED.
3	HEADROOM CLEARANCE - PLASTIC GRAPHIC BASE WITHOUT FRAME, WITH SURFACE APPLIED GRAPHICS, SURFACE MOUNTED ATTACHMENT.
4	BUILDING ADDRESS - REDWOOD FRAME WITH CLEAR PLASTIC LENS INSERT. GRAPHICS SURFACE APPLIED TO PLASTIC LENS (BACK SIDE) - SIGN TO BE SURFACE MOUNTED.
5	MAILBOXES - REDWOOD FRAME WITH CLEAR PLASTIC LENS INSERT WITH GRAPHICS ON PLASTIC LENS. GROUND MOUNTED.
6	LAUNDRY - REDWOOD FRAME WITH CLEAR PLASTIC LENS INSERT WITH GRAPHICS ON PLASTIC LENS - WALL MOUNTED.
7	RENTAL OFFICE - SIMILAR TO SIGN 6 . SIZE AND INSTALLATION
8	HANDICAP PARKING SIGN - REFLECTIONIZED PORCELAIN STEEL GROUND MOUNTED, POLE SIGN - PER STATE REGULATIONS.
9	HANDICAP PARKING SIGN - AT EACH ENTRY DRIVEWAY - WITH REFLECTIONIZED PORCELAIN STEEL AND GROUND MOUNTED POLE. PER STATE REGULATIONS.
10	PROJECT MONUMENT SIGNAGE - PROJECT NAME, PVC FAB 12" HIGH LETTERS GALIVANIZED STEEL PAINTED, SURFACE MOUNTED TO MASONRY WALL.

ADDITIONAL SIGNS:

POOL SIGNAGE - PER REQUIREMENTS OF PUBLIC HEALTH DEPARTMENT AND COORDINATED WITH BUILDING DEPARTMENT.

APARTMENT NUMBERS - METAL 2-1/2" HIGH - MOUNT ON DOOR - CONTRASTING COLOR TO DOOR

FENCE-WALL LEGEND

TYPE

1. MASONRY WALL - RETAINING WITH STUCCO SKIM COAT OVER. WITH W I GUARDRAIL AT TOP - COLOR TO MATCH BUILDINGS.
2. 6 -0" CHAIN LINK - GALVANIZED.
3. COMBINATION MASONRY WITH STUCCO FINISH COAT WITH W.I. INSERT SECTIONS AND PILASTERS - 6'-0" MAX H - COLOR TO MATCH BUILDINGS.
4. SOLID MASONRY WALL WITH STUCCO FINISH COAT. 6 -0" H MAX - COLOR TO MATCH BUILDINGS.
5. W.I. FENCE 6'-0" H MAX - SEE PLAN WITH 3 -0" W GATE AS OCCURS - PAINTED BLACK
6. STEEL RAILING GATE - PAINTED BLACK
7. ENTRY SIGNAGE WALL WITH STUCCO SKIM COAT FINISH. COLOR TO MATCH BUILDINGS WITH BRICK ACCENT CAP - SEE DETAILS.
8. ENTRY SIGNAGE WALL/PLANTER - WITH STUCCO SKIM COAT FINISH - COLOR TO MATCH BUILDINGS.
9. MASONRY PLANTER WALL WITH BRICK CAP - STUCCO SKIM COAT COLOR TO MATCH BUILDINGS
10. MASONRY WALL - WITH STUCCO FINISH COAT OVER - EXTERIOR PORTION - 5'-0" H - COLOR TO MATCH BUILDINGS.

SITE LIGHTING LEGEND

SYMBOL	LOCATION	TYPE OR DESCRIPTION
	WALL BRACKET	"HADCO" B-1624-A-8 MOGUL W/M0089-A-X35W HIGH PRESSURE SODIUM LAMP, BLACK TRIM, OPAL ACRYLIC PANELS, WET CONDITION.
	POST LIGHT	"HADCO" VS-1650-A-L W/50W HIGH PRESSURE SODIUM LAMP, BLACK TRIM, OPAL ACRYLIC PANELS W/P-1510-10-A POST, WET CONDITION
	PATH	"HADCO" RB-35-A-W-S-NVE BOLLARD TYPE. WET CONDITION.
	LANDSCAPE ACCENT LIGHT	"HADCO" PF-1020 ADJUSTABLE FLOOD TYPE ACCENT TYPE ACCENT FIXTURE, BLACK FINISH, W/150W PAR 38 LAMP. WET CONDITION
	SIGNAGE LIGHT	"HADCO" FL-1034-A-K. 40W FLUORESCENT W/F-40 MEDIUM BIPIN.
	WALL/RECESSED	"PRESCOUTE" 93047 RECESSED WALL MOUNT W/79W MERCURY VAPOR LAMP (E-17 DELUXE WHITE).
	STREET LIGHT	PRIVATE STREET LIGHT - SDG&E APPROVED TYPE
PC	CONTROL	PHOTO CELL CONTROL
P	PILASTER	DECORATIVE PILASTER LIGHT FIXTURE - CUSTOM BUILT-IN.

PRELIMINARY PLANT LIST

GROUND COVER
- *HEDERA HELIX HANNI-HAHNS IVY
- *DELOSPERMA ALBA-WHITE ICE PLANT
- *SOD-SAN DIEGO PARK MIX
- *TRACHELOSPERNUM JASMINODES-STAR JASMINE

SHRUBS
- *BOUGAINVILLEA SPECIES "LA JOLLA"; SAN DIEGO RED
- *AGAPANTHUS AFRICANUS - LILY OF THE NILE "PETER PAN"
- *TECONARIA CAPENSIS - CAPE HONEY SUCKLE
- *HIBISCUS ROSA SINENSIS - CROWN OF BOHEMIA
- *RAPHIOLEPIS INDICA "CLARA" - INDIAN HAWTHORNE
- *NANDINA DOMESTICA - HEAVENLY BAMBO, MULTI
- *EUCALYPTUS RHODANTHA - ROSELIKE EUCALYPTUS
- *FATSHEDERA LIZEI

TREES
- *ERYTHRINA SPECIES - CORAL TREE MULTI-TRUNK 9 -10 /36" BOX
- *EUCALYPTUS SIDEROXYLON ROSEA - RED IRON BARK
- *TUPIDANTHUS CALYPTRATUS
- *ACACIA LONGIFOLIA - SIDNEY GOLDEN WATTLE
- *FICUS RUBIGINOSA - RUSTY LEAF FIG
- *PLATANUS ACERIFOLIA - LONDON PLANE TREE

FLOWERS OF THE SEASON

1252 2-87 SOURCE: ALVARADO DESIGN AND ASSOCIATES

RBR & Associates, Inc. | CONCEPTUAL LANDSCAPE PLAN | FIGURE 6

underlain by the Bay Point Formation and unnamed undifferentiated near shore marine sandstone, characterized by poorly consolidated, fine- to medium-grained fossiliferous sandstone.

Natural vegetation on-site consists of a grove of approximately 110 eucalyptus trees (Eucalyptus sp.) on the northwestern corner of the property, one large pepper tree (Schinus molle) in the center of the property, and some plant cover of species common to disturbed areas.

The site is currently vacant, with uses limited to passive open space functions. Existing land uses in the vicinity of the project include a multi-family apartment development across "E" Street to the north; single-family residential to the south across Bonita Road; single-family residential and commercial across Bonita Road to the east; and single-family residential to the west along Hilltop Drive. General Plan designations surrounding the project site are high density residential to the north; medium and low density residential to the south; low and high density residential and retail commercial to the east; and medium density residential to the west.

The project site is not located adjacent to any scenic routes. However, it is adjacent to a "gateway" to Chula Vista, as designated by the Scenic Highway Element of the General Plan.

As the property is located on an ancient terrace of the Sweetwater River, it lies within the 100-year flood plain. The 100-year flood elevation is taken at 45.2 feet above MSL.

3.0 ENVIRONMENTAL ANALYSIS

3.1 Transportation/Access

The following discussion is based on two traffic documents prepared for the proposed project: 1) a traffic impact study completed by Federhart and Associates in August 1986 and revised in March 1987, and 2) reviews of that study performed by Urban Systems Associates, Inc. (USA) in February, March, and April, 1987. Additionally, many of the public responses to the Notice of Preparation (NOP) expressed concerns about local existing and future traffic conditions. This analysis also attempts to respond to these issues.

3.1.1. Project Setting

The Plaza Bonita Apartments project site lies west of Interstate 805, and is bounded on the north by "E" Street, on the south and east by Bonita Road, and on the west by Hilltop Drive. The proposed project would be solely accessed via Bonita Road.

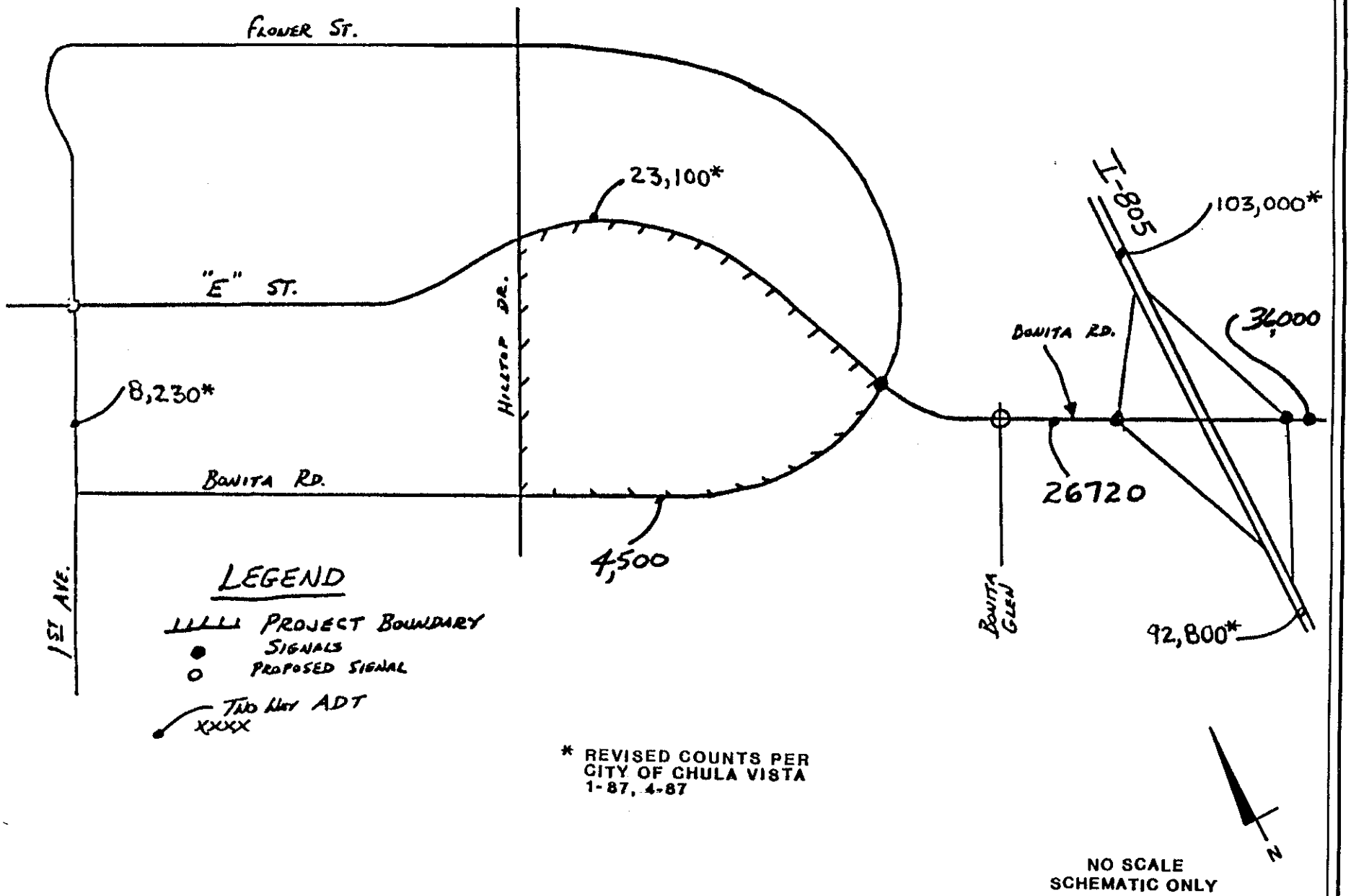
Figure 7 illustrates the existing average daily traffic (ADT) in the project's vicinity. The majority of this traffic is confined to "E" Street (23,100 ADT), 1,900 ADT below the design capacity of 25,000 (Thomas, 1987). Figure 7 also shows the locations of signalized intersections in the project's vicinity at:

- "E" Street and 1st Avenue;
- "E" Street, Bonita Road, and Flower Street; and
- Bonita Road and the east and west I-805 ramps.

Presently, no signal exists at Bonita Glen and "E" Street, but one is proposed.

There is substantial concern among residents in the vicinity of the proposed project with the existing traffic congestion in this area, as indicated by the large number of public responses to the NOP (see Appendix A). Review of the existing condition by City Staff has concluded that there is substantial congestion at the I-805 interchange.

There are, however, several planned circulation improvements pending that have been designed to alleviate some of the existing congestion:



SOURCE : FEDERHART AND ASSOCIATES (3-87)

1252 4-87

RBR & Associates, Inc.	EXISTING ADT	FIGURE 7

- A traffic signal at the intersection of Bonita Road and Bonita Glen will be operational as soon as pedestrian signals are received and installed.

- The interconnect system (to connect and coordinate traffic signals at Bonita Road and Flower Street, the southbound I-805 ramp, the northbound I-805 ramp, and Plaza Bonita Road) is scheduled to start July 7, 1987, and should be fully operational by the end of July.

- Dual left turn lanes from westbound Bonita Road to the southbound I-805 ramps are planned. The City of Chula Vista is currently negotiating with Caltrans to take the lead on this project, to ensure its completion prior to the Christmas Shopping season. Plans and specifications are being reviewed so that the project can be offered for bids. The interconnect system will be readjusted following these improvements.

Potential Impacts

In order to evaluate the potential impacts of the proposed project on traffic circulation, Federhart & Associates, Inc. prepared a traffic study which compares existing, future, and future plus project traffic circulation.

Existing Traffic

Traffic congestion reaches its peak during a.m. and p.m. "rush" hours. During the 1983 traffic study for the Eucalyptus Grove Apartments project, it was determined that the p.m. peak traffic in the vicinity of the proposed project is greater than the a.m. peak hour traffic (Federhart, 1987), so the analysis completed by the traffic consultant focused on the p.m., or "worst-case" scenario.

Existing traffic flow was measured by taking traffic counts during the p.m. peak hour (4:30 to 5:30) at the intersections of:

1) "E" Street, Bonita Road, and Flower,
2) "E" Street, Bonita Glen,
3) Bonita Road/West I-805 ramps, and
4) Bonita Road/East I-805 ramps.

Figure 8 presents diagrams of the existing counts and directional movements of vehicles at these intersections. The counts and movements are used in calculations measuring the existing capacity usage (ICU) of the intersections, which then represent varying Levels of Service (LOS). LOS is defined in Appendix B; briefly, it relates to travel speed, time, and ease, and is "graded" on a scale from "A" (better) to "F" (worse).

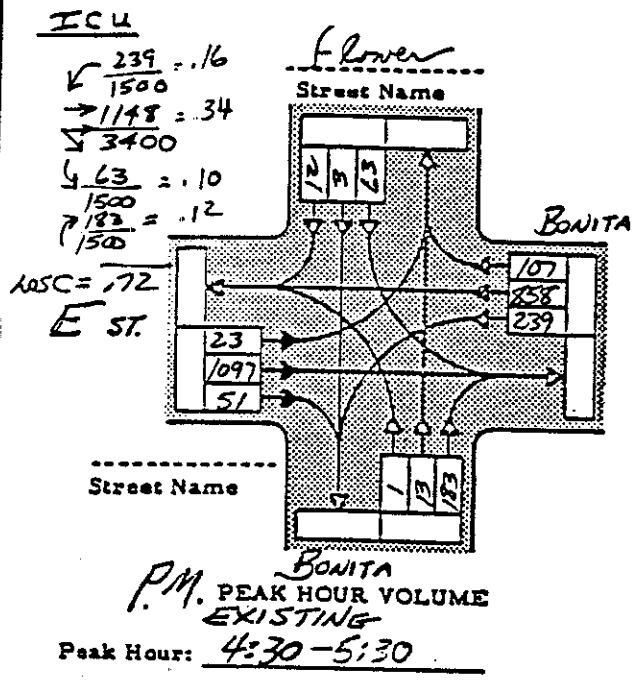
The traffic study concludes that a LOS B exists at "E" Street and Bonita Glen, which represents a "stable operation" but one where "many drivers begin to feel restricted." The intersections of "E" Street, Bonita Road, and Flower and of the Bonita Road/East I-805 ramps operate at LOS C, which is characterized by more frequent loading than at LOS B, occasional waiting through more than one red light, backups behind turning vehicles, and drivers feeling "somewhat restricted". The Bonita Road/West I-805 ramps intersection presently operates at LOS F, which indicates "jammed conditions."

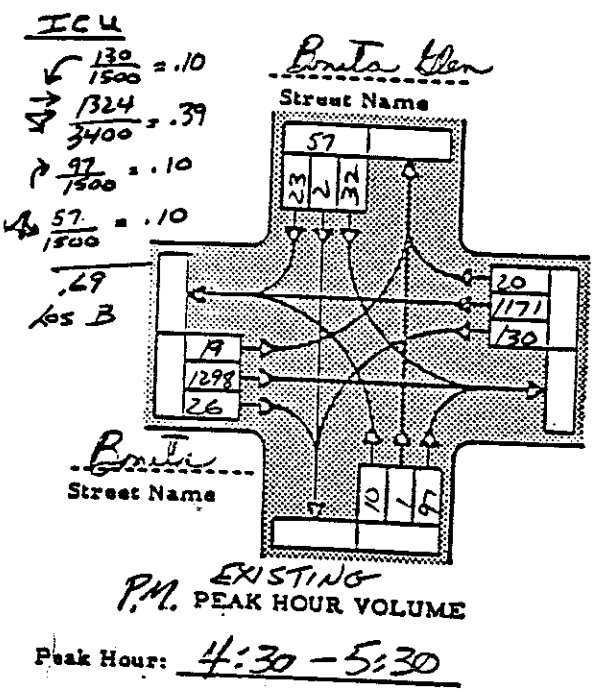
Future (Cumulative) Traffic

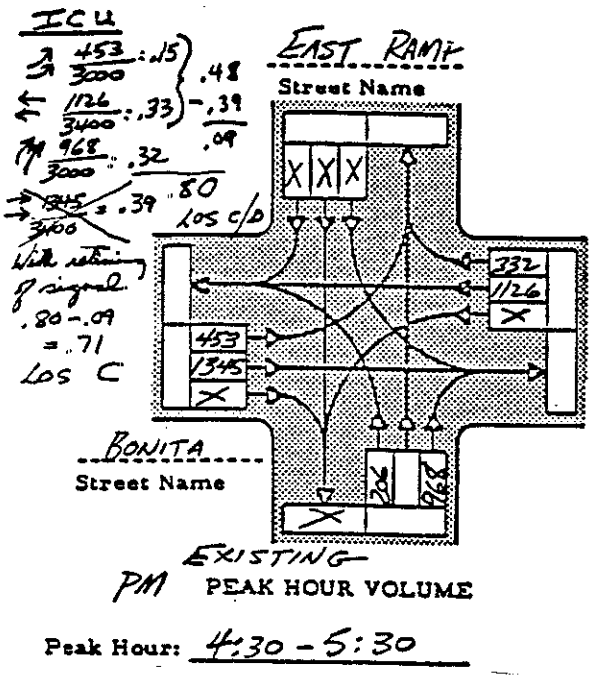
Future traffic in the vicinity of the proposed project was evaluated to determine whether or not the circulation system will be able to accomodate the project traffic during the coming years. The project site is located on one of the east-west Major Roads ("E" Street - Bonita Road - San Miguel Road) designated in the City of Chula Vista's General Plan Digest to "provide for local high volume needs and serve as distributors for the freeway system." (City of Chula Vista, 1983).

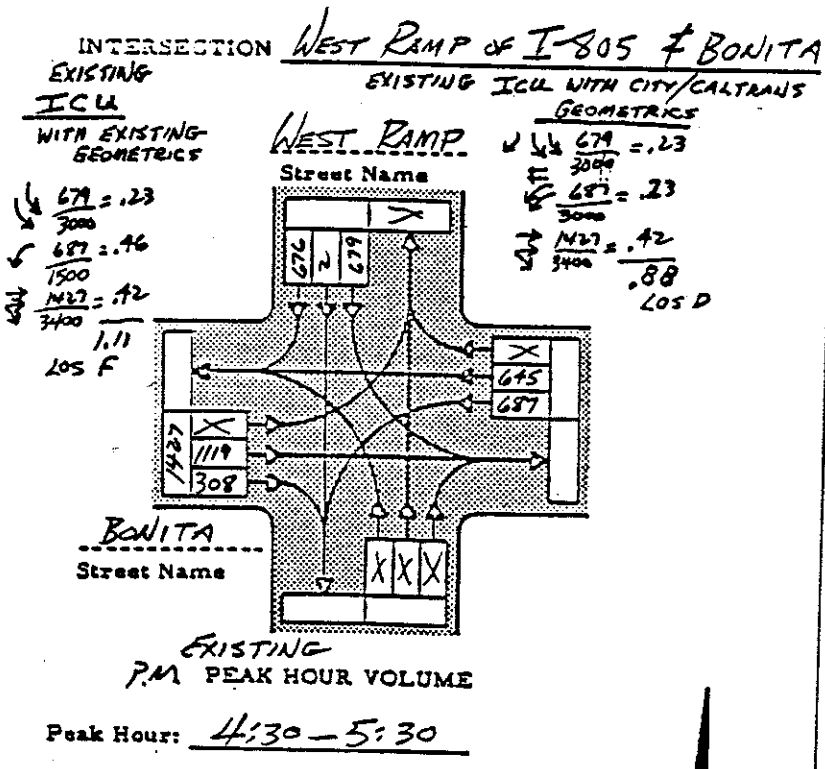
Future ADT was projected by Source Point (SANDAG) for the City's General Plan build-out study, using the year 2005 alternative, and is illustrated in Figure 9. Future traffic flow in the vicinity of the project site will be influenced by three factors:

- West of I-805, future volumes are lower than existing volumes, because the study assumes completion of Route 54 and that some of the "E" Street traffic will shift to Route 54. The ADT on "E" Street is expected to decrease from 23,100 to between 12,700 and 17,600, well below the design capacity of 25,000 for a four lane street with left turn pockets. However, east of I-805, the future ADT jumps from









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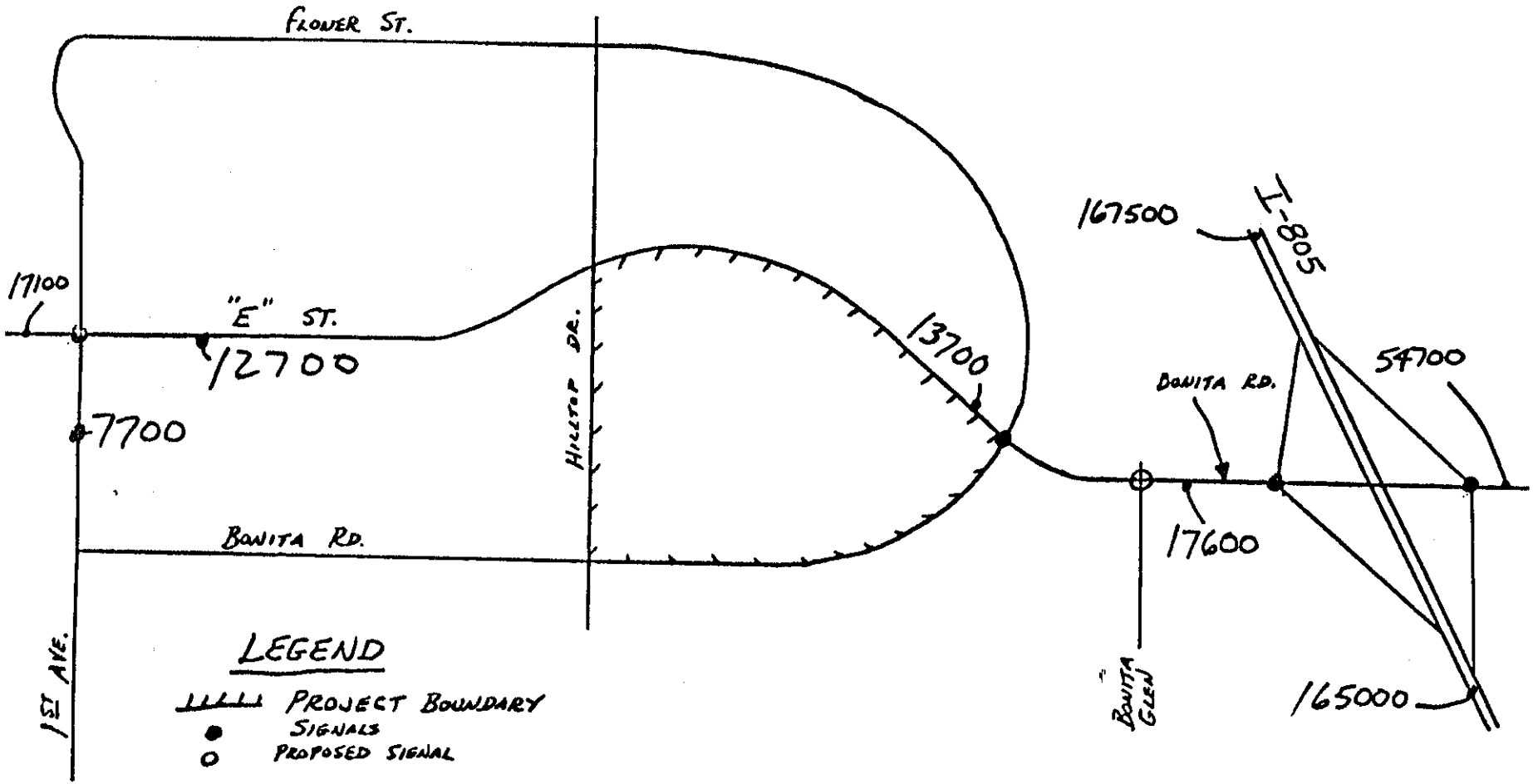
SOURCE : FEDERHART AND ASSOCIATES (3-87)

NO SCALE
SCHEMATIC ONLY

1252 4-87

RBR & Associates, Inc.	EXISTING LOS AT PROJECT AREA INTERSECTIONS	FIGURE 8



NO SCALE
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SOURCE : FEDERHART AND ASSOCIATES (3-87)

1252 4-87

RBR & Associates, Inc.	FUTURE ADT (SOURCE POINT, SANDAG, YEAR 2005)	FIGURE 9

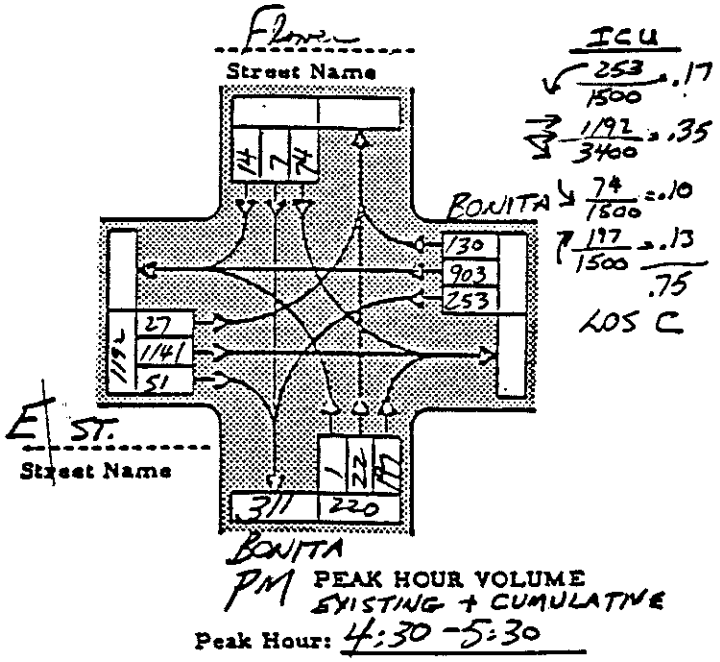
36,000 to 54,700; this figure exceeds the normal design capacity of 50,000 ADT for a six lane limited-access arterial. Short and long-range solutions to this problem are being investigated in a study of the Sweetwater/Bonita corridor commissioned by the Cities of Chula Vista, National City, and the County of San Diego.

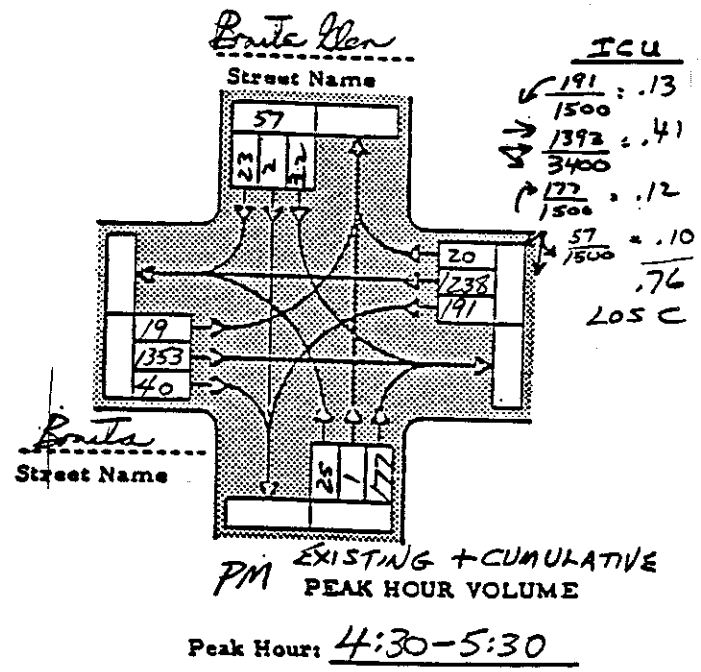
- The planned improvements at the Bonita Road/West I-805 ramps intersection, as previously discussed will affect future circulation patterns. These improvements will modify the existing ramps, streets, and signals to facilitate dual left turns from westbound Bonita Road onto southbound I-805. These improvements will be in place before the traffic from the proposed project enters the circulation pattern. The LOS at the Bonita Road/West I-805 ramp intersection would improve slightly from F to D, or from "jammed" to the "level in the lower limit of acceptable operation to most drivers."

- The traffic that will be generated from other planned or approved projects (e.g., the Ferrera Property and the unoccupied 25% of the Eucalyptus Grove Apartments) will further alter existing circulation patterns in the vicinity of the Plaza Bonita site. For its study, Federhart and Associates, Inc. analyzed the traffic reports completed for these projects, and the traffic report from the Bradley property. The cumulative total ADT of these projects was added to existing traffic at the four intersections. As illustrated in Figure 10, two of the four intersections will see a decrease in the LOS: "E" Street and Bonita Glen drops to LOS C, and the Bonita Road/East I-805 ramps drop from a borderline C/D to D. With the planned improvements to the Bonita Road/West I-805 ramps, the future LOS at the that intersection would improve slightly from F to E, or from "jammed" to "the most vehicles the intersection can accomodate."

Future Plus Project Traffic

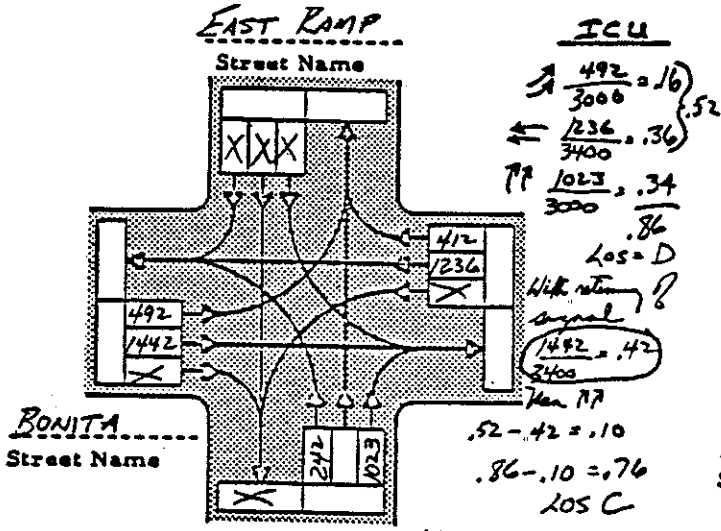
The proposed project would generate 768 trips per day (refer to Table 1, Appendix B), with 55% of that total proceeding west and 45% proceeding east on Bonita Road. These directional percentages, based on the same Source Point (SANDAG) General Plan build-out study mentioned previously, are illustrated in Figure 11.

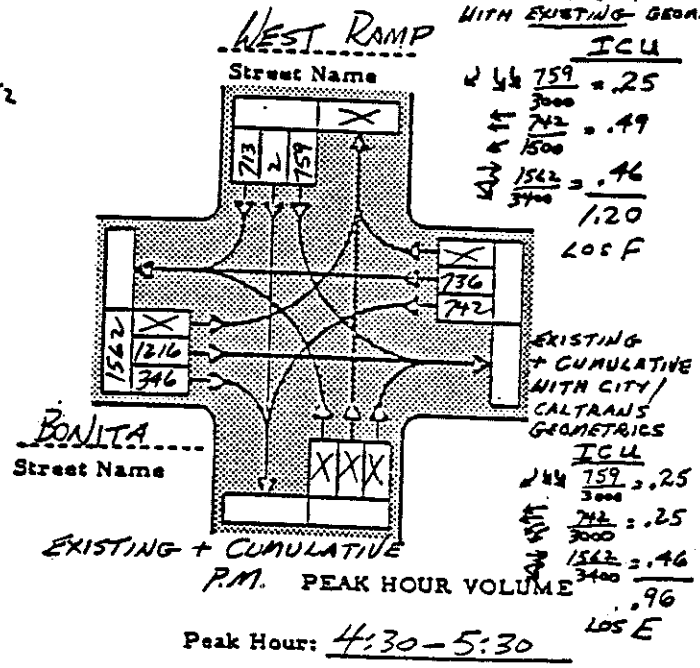




PROJECT 8614

EXISTING PLUS CUMULATIVE TRAFFIC WITH EXISTING GEOMET.



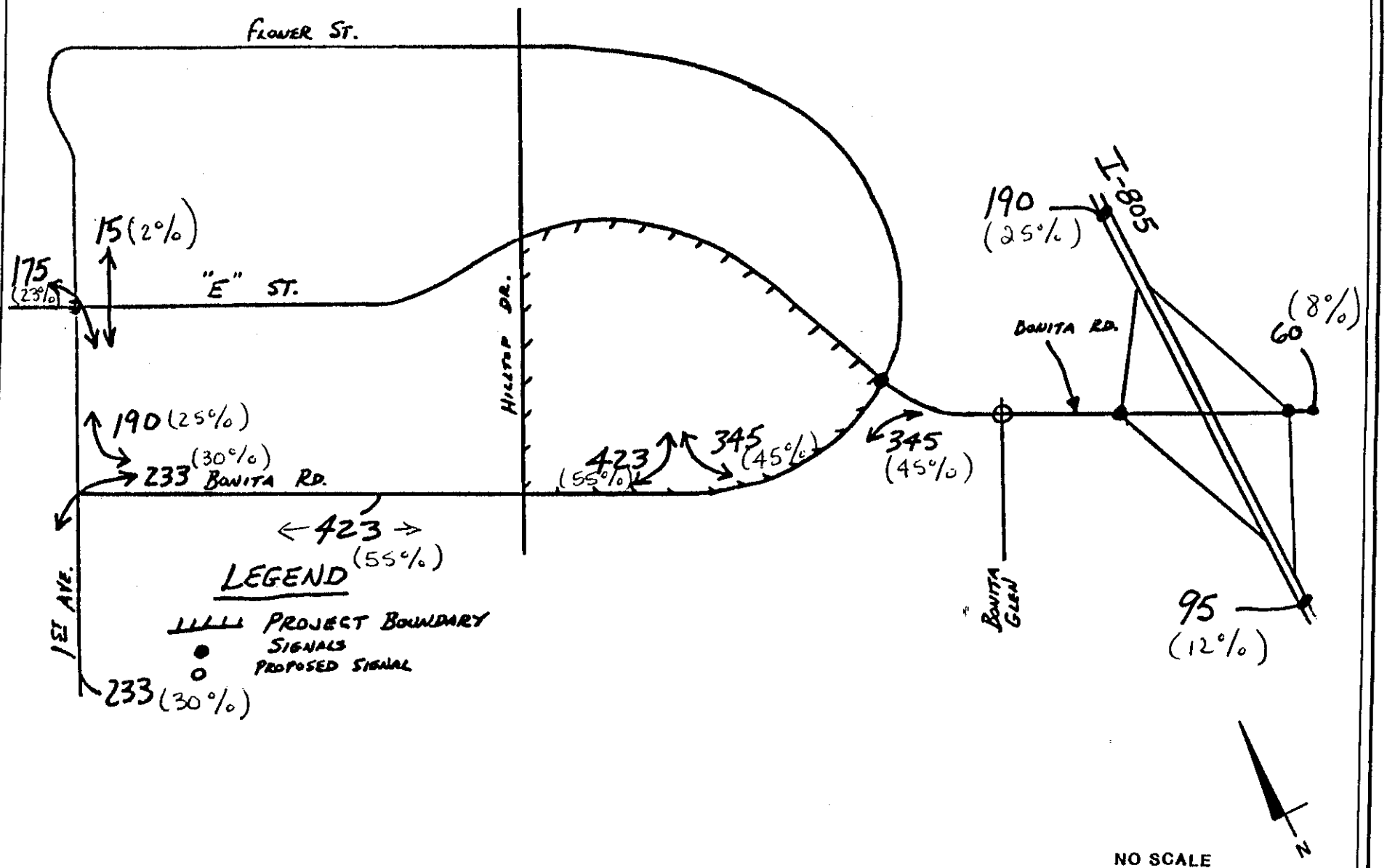


SOURCE : FEDERHART AND ASSOCIATES (3-87)

NO SCALE
SCHEMATIC ONLY

1252 4-87

RBR & Associates, Inc.	EXISTING AND CUMULATIVE LOS AT PROJECT AREA INTERSECTIONS	FIGURE 10



SOURCE : FEDERHART AND ASSOCIATES (3-87)

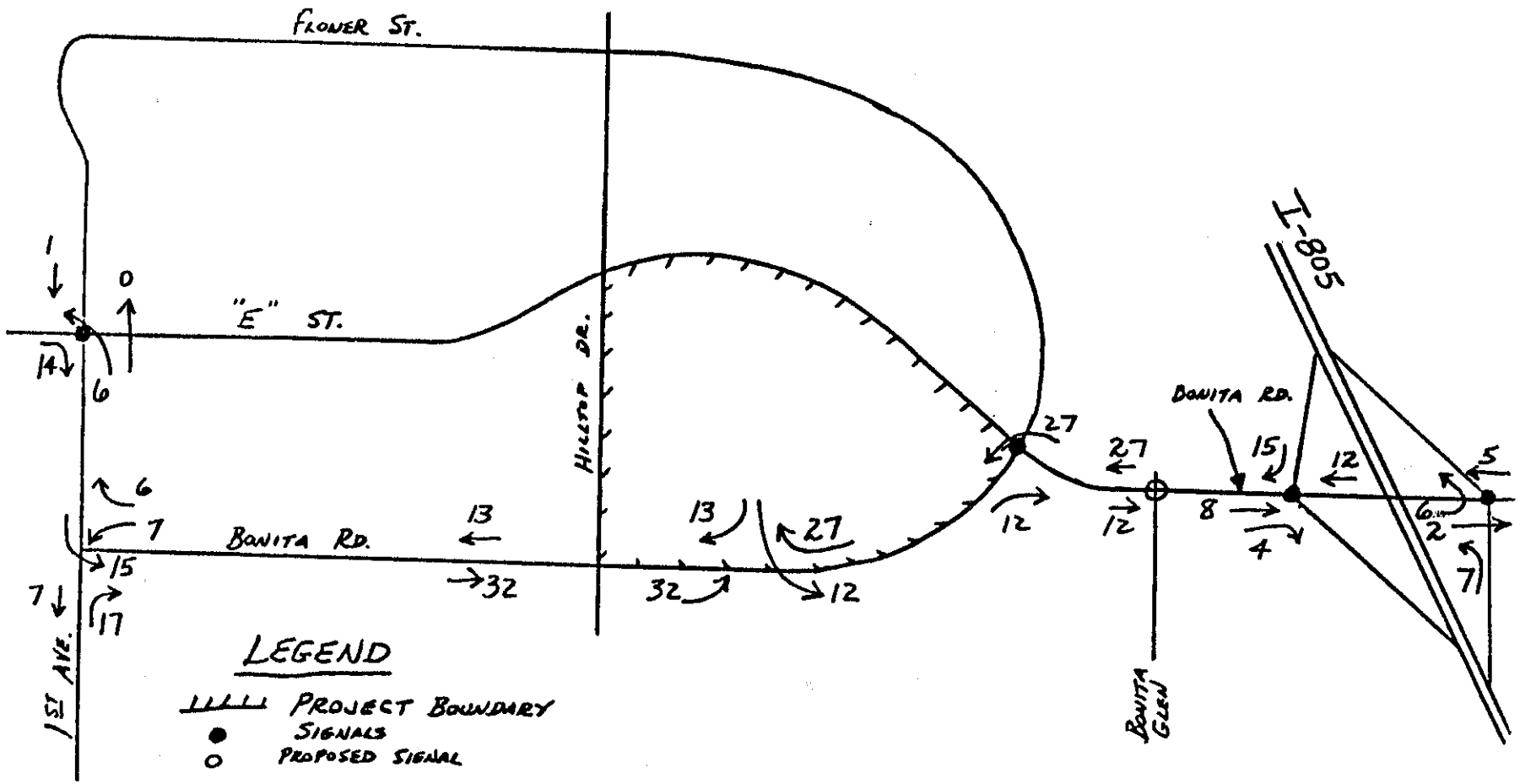
RBR & Associates, Inc.	PROJECT ADT DISTRIBUTION (SOURCE POINT, SANDAG, YEAR 2005)	1252 4-87 FIGURE 11

As previously discussed, the critical time to evaluate traffic flow is during the p.m. peak hour. Figure 12 illustrates the expected p.m. peak hour traffic that would be generated by the proposed project. These counts were added to the existing plus future p.m. peak hour counts to determine the effect of the project's traffic on the four intersections, and ICU calculations were rerun. The results of these calculations are shown in Figure 13. When the LOS of the four intersections with project traffic added is compared to the LOS of the intersections with future traffic only (see Table 1), it can be concluded that the project traffic would not result in any change in the LOS at any of the four intersections. Therefore, implementation of the proposed project would not create a significant impact on local traffic circulation at these intersections.

Potential impacts of the proposed project on area circulation were also evaluated in the traffic study. Based on the percentage of distribution in all directions, it was concluded that the project would add 300 ADT to the west and 54 ADT to the east of I-805, or 1.7% and .01%, respectively, of the total ADT. These changes were determined to be smaller than daily traffic fluctuations and would not result in any alterations of LOS or street classifications. Therefore, the potential impact of the proposed project on area traffic circulation is not significant, although it would incrementally contribute to the cumulative area congestion.

3.1.3 Mitigation

Because the proposed project does not result in significant traffic circulation impacts, no mitigation measures are required. However, given the existing congestion in the project area, particularly at the Bonita/West I-805 ramp intersection, the applicant has agreed to finance additional improvements to those planned by the City/CalTrans. These improvements would involve southbound-to-westbound and eastbound-to-southbound separate right-turn lanes at the intersections. ICU calculations made with these improvements result in improved LOS D at this intersection as opposed to the LOS E that would result without the project and the City/CalTrans improvements only. This mitigation would be made a condition of approval of the applicant's project.



NO SCALE
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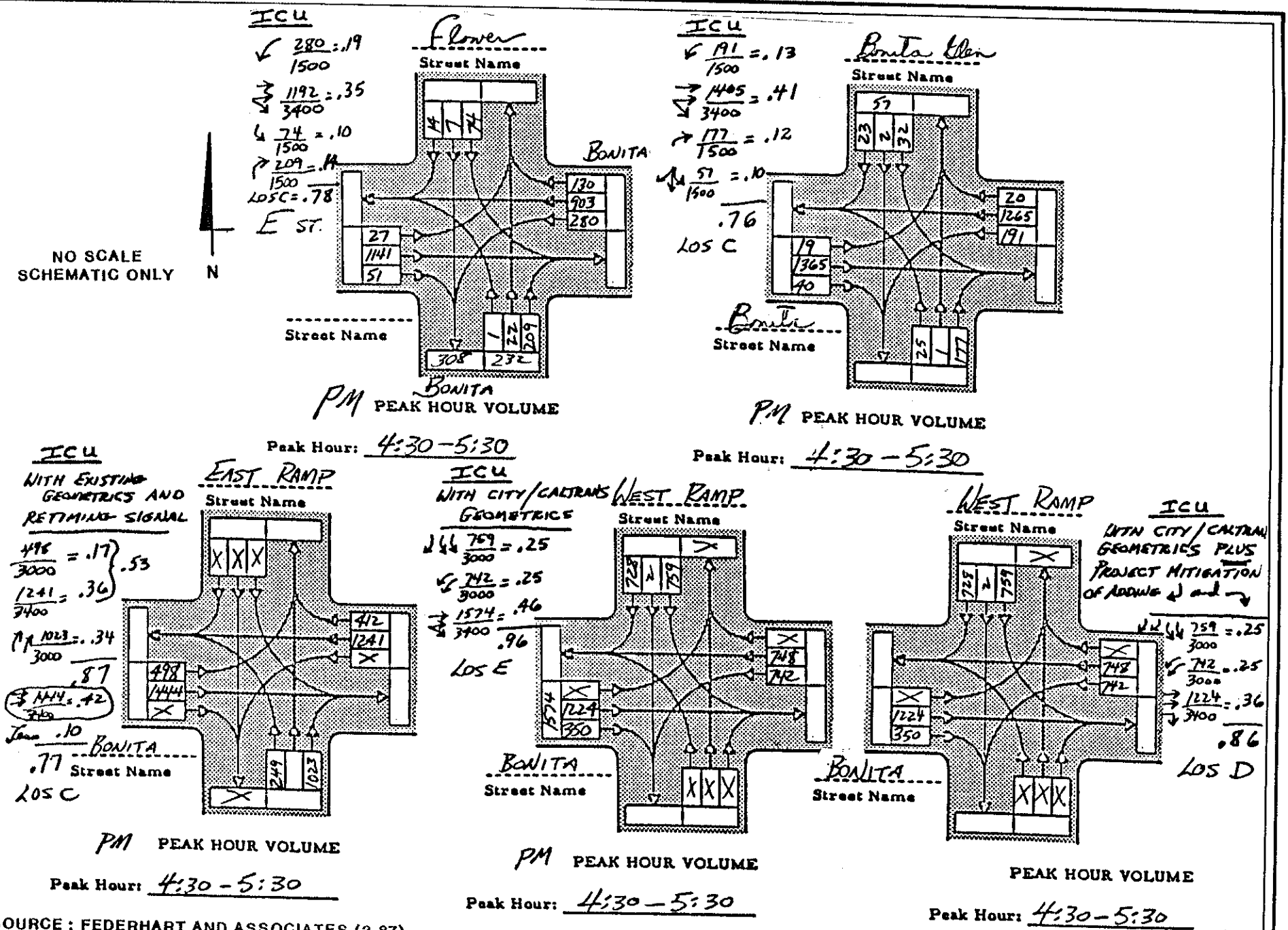
SOURCE : FEDERHART AND ASSOCIATES (3-87)

RBR & Associates, Inc.	PROJECT ONLY P.M. PEAK TRAFFIC	1252 4-87 FIGURE 12



SOURCE : FEDERHART AND ASSOCIATES (3-87)

RBR & Associates, Inc.	EXISTING PLUS CUMULATIVE PLUS PROJECT LOS AT PROJECT AREA INTERSECTIONS	1252 4-87 FIGURE 13

Table 1

Comparative Summary of

LOS With and Without Project

	Existing Traffic	Existing + Cumulative Traffic	Existing + Cumulative + Project Traffic	Existing + Project Traffic
"E", Flower, Bonita	C	C	C	C
"E", Bonita Glen	B	C	C	C
Bonita Road/East I-805 Ramps	C/D (C)	D (C)	(C)	(C)
Bonita Road/West I-805 Ramps	F (D)	F (E)	(E) D*	D*

Note: Parentheses indicate LOS with planned City/CalTrans improvements.

*Indicates LOS with planned City/CalTrans improvements plus project mitigation.

3.1.4 Analysis of Significance

Implementation of the proposed project with mitigation measures would not result in direct localized or areawide transportation/access impacts. There would, however, be an incremental reduction in the level of street service and a reduction in the overall quality of life.

3.2 Noise

3.2.1 Project Setting

Noise, defined as unwanted or excessive sound, is generally recognized as a form of environmental degradation. Urban and rural noise is a composite of undesirable sound created by transportation, industrial and miscellaneous sources. The most far reaching noise source in society today stems from transportation operations, with highway vehicular noise clearly the most pervasive transportation noise source.

The effects of noise on humans and their activities are varied. Several characteristics of human response to noise can be summarized in three general categories:

1. Subjective effects of annoyance, nuisance and dissatisfaction.
2. Interference with activities such as speech, sleep and learning.
3. Physiological effects such as startle and hearing loss.

The sound levels associated with traffic noise, in most cases, produce effects only in the first two categories. There is, however, no completely satisfactory measure of subjective effects of noise or the corresponding reactions of annoyance or dissatisfaction. Since individuals respond differently to the same sound, a noise that is annoying to one person may not be annoying to another.

Existing noise levels on the project site result primarily from traffic on "E" Street located adjacent and to the north of the project site. Vehicular traffic on Interstate 805 located over 800 feet east of the project site also contributes to the noise levels on the site.

The Chula Vista Noise Ordinance is based on noise levels measured at the location of the receptor. The area surrounding the project site to the south and west is zoned R-1, and therefore, noise levels from surrounding sources (excluding traffic) would not be allowed to exceed 55 Leq from 7:00 a.m. to 10:00 p.m., or 45 Leq from 10:00 p.m. to 7:00 a.m. Leq is defined as the hourly equivalent noise level, and is expressed in dBA's. The A-scale of noise measurement is used because it most closely approximates the perception of sound by humans.

The City of Chula Vista in the Noise Element of the General Plan (Chula Vista 1986a) recommends that residential development be constructed within an exterior noise environment of 65 dB-A Ldn (day-night equivalent level) or less. If it appears that the exterior noise level at a new development will exceed the standards, then measures should be examined to reduce noise levels at the project site. Ldn is the energy averaged equivalent noise level over a 24-hour period with 10 dB-A CNEL penalty applied to the night-time (10:00 p.m. to 7:00 a.m.) noise levels.

In addition, Section 1092, Title 25 of the California Administrative Code requires new multiple family dwellings constructed within a noise exposure of 60 dB-A CNEL (Community Noise Equivalent level) or greater to be designed such that interior noise levels do not exceed 45 dB-A CNEL. If exterior noise levels cannot be reduced to acceptable levels, specific design and construction techniques must be utilized to assure that the 45 dB-A CNEL interior standard is met. CNEL is the same as Ldn with an additional 5 dB-A penalty added to the evening-time (7:00 p.m. to 10:00 p.m.) noise levels. Ldn and CNEL are often used interchangeably.

3.2.2. Potential Impacts

Residential units within the proposed project are located within seven structures: three two-story on grade, three three-story (two-story residential with parking basement), and one split level one- and two-story recreation building. The structures are numbered 1 thru 7 on the site plan. Three different types of floor plans are proposed (unit types A, B, and C). These units would be located at about 70 feet from the centerline of "E" Street and 870 feet from the centerline of I-805.

The majority of the noise section of this EIR is based upon an acoustical analysis report prepared by San Diego Acoustics for the proposed project (Appendix C). The maximum existing unattenuated noise level impacting the proposed project site, according to the acoustical analysis report, is 67 dB-A CNEL by this analysis.

According to the transportation analysis prepared for the proposed project (Appendix B), the average daily traffic (ADT) on "E" Street is predicted to decrease from an existing 23,100 to 13,100 in the future (refer to Section 3.1, Transportation/Access). Therefore, even though the traffic volume on I-805 would increase, the exterior noise levels impacting the proposed project site would remain constant at 67 dB-A CNEL.

Noise levels associated with recreational activities within the proposed project (e.g., the pool) would be partially screened by the residential structures and totally masked by the transportation noise.

3.2.3 Mitigation

Potentially significant exterior noise levels are normally reduced via construction of a noise barrier between the noise source and the receiver. In the case of the proposed project, however, a noise barrier would not effectively reduce the noise impacts to below a level of significance. This is mainly due to the location and elevation of the "E" Street pavement with respect to the proposed project site. Therefore, specific construction details are recommended to reduce the interior levels to below 45 dB-A CNEL or less (Appendix C). Table 1 presents the result of interior noise calculations for windows closed and 10% of movable window/glass door area open. To achieve interior noise levels of 45 dB-A Ldn or less, mechanical ventilation must be provided for the "C" type end units, in buildings 1 and 4, "A" type end units in Building 3, and "C" and "B" type units in Building 2 (i.e., units adjacent to "E" Street). The units facing "E" Street would have sliding glass panels on the balconies to screen noise from "E" Street. (These panels are currently in place at the Eucalyptus Grove Apartments, for units facing I-805.) Additionally, the proposed project must have the following construction details:

- Roof - Tile over ply, R-19 insulation, 1/2 inch gypsum board.
- Exterior Walls - Exterior stucco, 2x4 studs, R-11 insulation, 1/2 inch gypsum interior.
- Glazing - Minimum per Code.
- Exterior Doors - 1 3/4 inch solid core.

Mitigation measures listed above are results of the acoustical analysis report prepared for the proposed project (Appendix C).

3.2.4 Analysis of Significance

The proposed Plaza Bonita project would be subject to significant but mitigable noise impacts. The maximum existing unattenuated exterior noise levels impacting the proposed project site were calculated to be 67 dB-A CNEL which is 7 dB-A higher than the State of California standards of 60 dB-A CNEL. Therefore, a number of mitigation measures are recommended to reduce the potentially significant impacts to below a level of significance. The applicant has agreed to incorporate the mitigation measures recommended in section 3.2.3 of this report, which would reduce the interior noise levels to 45 dB-A or less. These mitigation measures along with a more detailed analysis of the noise environment are presented in Appendix C.

Table 2 [1]

RESULTS OF INTERIOR NOISE CALCULATIONS

Unit Type	Room	Exterior Noise Level (CNEL)	Interior Noise Level (CNEL) W[2]	Interior Noise Level (CNEL) W[3]
A	LIV	62	29	-
A	K/D	64	49	36
A	BR	67	52	41
B	LIV	62	29	-
B	D/K	64	50	36
B	BR/S	67	50	38
C	LIV	67	53	42
C	DIN	64	51	37
C	BR1	67	51	40
C	BR2	62	44	-

[1] This Table is a summary of Table 1 in Appendix C.

[2] Represents minimum glazing with 10% of movable window/glass door area open

[3] Represents minimum glazing with windows closed; mechanical ventilation or air conditioning is required in rooms with closed windows.

3.3 Land Use

3.3.1 Project Setting

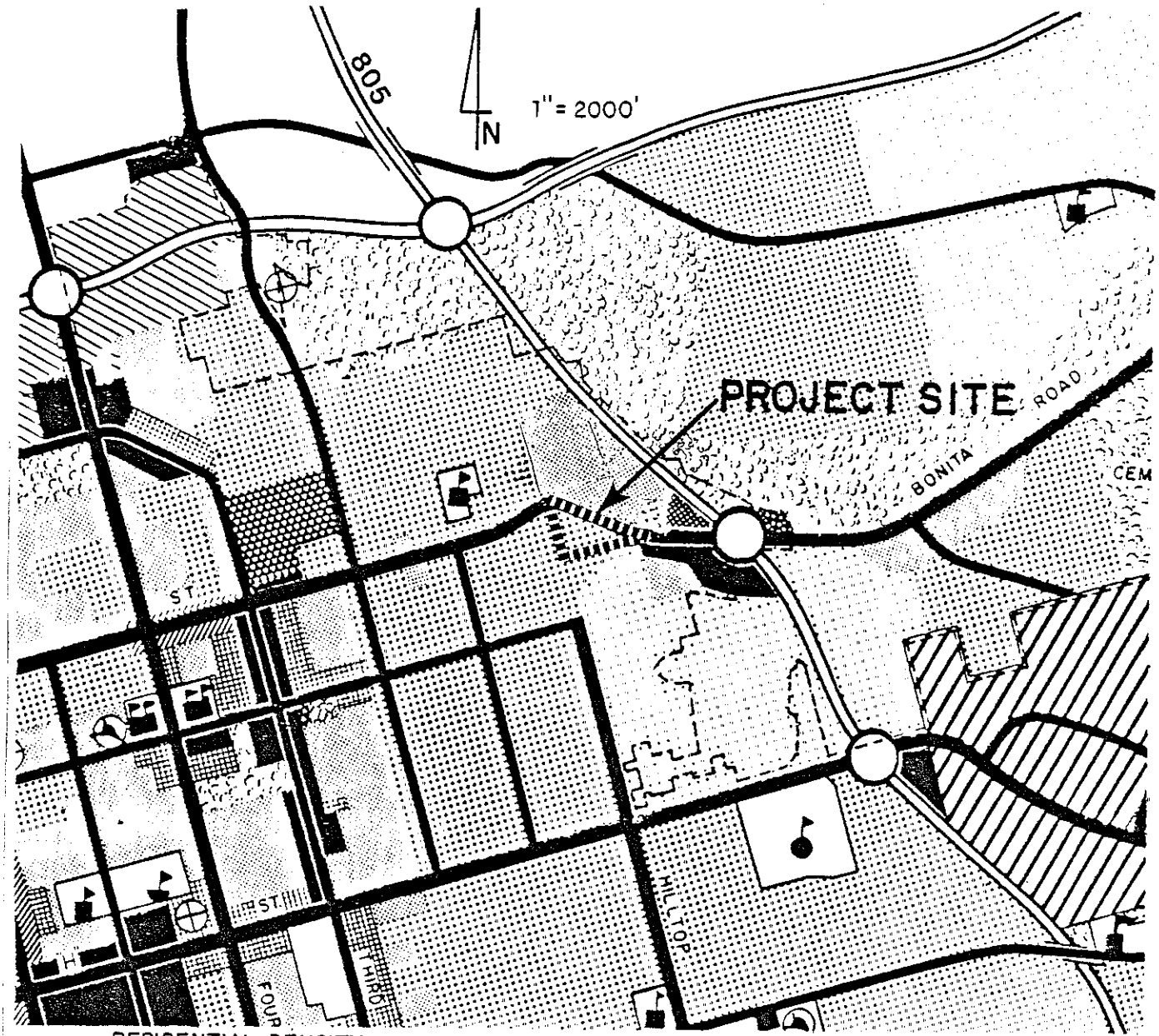
The two major land use issues of concern relate to consistency with the City's land use designations, and compatibility of the proposed apartment project with adjacent single-family residential uses.

The General Plan (Chula Vista 1986a) designates the project site as medium density residential (4 to 12 dwelling units per gross acre). That designation would allow from 18 to a maximum of approximately 55 dwelling units on the 4.6-acre project site. Figure 14 illustrates the General Plan designations in the project vicinity. Surrounding land use designations are primarily residential (i.e., medium and high density to the north, medium density to the west, and low density to the south). Retail and visitor commercial land uses occur further east along "E" Street, between Bonita Road and the I-805 interchange.

Current zoning on the property and in the vicinity generally conforms to the General Plan designations. The project site and most of the surrounding area is zoned R-1, a single-family residence zone. The R-1 zone is intended to provide communities with primarily single-family detached homes (Chula Vista 1986b). One single-family dwelling is permitted on each lot. Minimum lot size is generally 7,000 square feet. Certain accessory and conditional uses are also permitted. To the north across "E" Street, the Eucalyptus Grove property is zoned R-3P16 and R-3P19, apartment residential zones.

The Housing Element of the General Plan contains some goals, objectives, and policies pertinent to proposed residential development. These include:

- the overall increase of the housing stock of the area;
- broadening the local residents' choice of housing, housing types, and living environments;
- the reduction of the San Diego region's unmet need for affordable housing;
- the encouragement of modern housing concepts (including garden



1252 2-87 SOURCE: CITY OF CHULA VISTA, 1986

RBR & Associates, Inc.	GENERAL PLAN DESIGNATIONS	FIGURE 14

apartments) in new residential developments; and

- enhancement of residential environments by the provision of internal and adjacent open space.

The General Plan also contains other elements which affect the proposed project. Specifically, the Scenic Highways Element designates this portion of "E" Street as a "gateway" to the City. Since the gateway guidelines principally relate to site aesthetics, this issue is addressed in Chapter 3.4: Landform/Aesthetics, and is not discussed further in this chapter. Similarily, the guidelines and potential impacts to the Noise Element of the General Plan are discussed in Chapter 3.2: Noise, rather than in this land use discussion.

Existing land uses surrounding the project site generally conform to the General Plan land use designations and are primarily residential. Approximately ten single-family residences lie directly south across Bonita Road. Directly to the west is another single-family residence near the intersection of Bonita Road and Hilltop Drive. Two single-family residences are situated on top of the hill further to the northwest.

Multi-family residential exists directly to the north across "E" Street. This apartment complex is a high density residential development. Phase I of Eucalyptus Grove is occupied and contains roughly 176 dwelling units; Phase II is under construction and will contain roughly 200 dwelling units. Build-out is projected by the year 1987. When completed, the complex will consist of 19 apartment buildings housing 8 to 24 dwelling units each, for a total of 376 dwelling units on the 9-acre site. Overall density will be approximately 21 dwelling units per acre (RBR & Associates, Inc. 1983).

A few single-family residences also lie to the south across Bonita Road. Further east is an area of high-density residential. Visitor and retail commercial uses are located along Bonita Road to the east. These uses include gas stations, motels (including the four-story Ramada Inn and La Quinta Hotel), and various small stores. Interstate 805 is roughly one-third of a mile to the east.

3.3.2 Potential Impacts

The proposed project would provide 96 apartment units in six buildings, a recreation/office building, on-site parking, and various off-site street and utility improvements. The apartment buildings would be two- and three-stories high, with three of the buildings utilizing basement parking tucked under one side of the building.

The proposed project is inconsistent with both the City's General Plan land use designation and zoning regulations, and would require a General Plan Amendment and Rezone. The potential character of the site would change from medium density single-family detached units to high density multi-family attached units. The General Plan Revision from medium to high density residential would allow up to 26 du/ac. The property would also be rezoned from R-1 (single-family residential) to R-3P21 (apartment residential). The R-3P21 zone allows a range of multiple dwellings, from garden apartments to multi-story apartment houses. The Precise Plan proposes approximately 21 du/ac. The project would be similar to nearby high density developments to the north and east.

The proposed project would create a higher density development than currently allowed by the City's land use designations. This increase in allowable density does not create environmental effects in and of itself; rather potential conflicts arise from compatibility with surrounding existing uses.

3.3.3 Mitigation

The proposed project incorporates design measures to attempt to avoid potential land use conflicts with adjacent uses. As these project features concentrate on reducing visual impacts, they are detailed in Section 3.4, Landform/Aesthetics. Briefly, they involve placement of the less bulky structures along Bonita Road, aligning those structures to maintain visual corridors through the site, screening parking facilities, and softening views of the structures with landscaping. It is recommended that sufficient landscaping be incorporated into the project along Bonita Road to provide a visual buffer for land uses to the south. Implementation of adequate mitigation measures would be ensured through conditions of approval on the Precise Plan.

The City of Chula Vista's Design Manual establishes principles and guidelines for multi-family residential development allowed in the R-3 zone. The proposed project would be subject to review by the Design Review Committee. At that time, changes may be required to the proposed design to incorporate the project with characteristics of the surrounding neighborhood. Reductions in project density are within the perview of the Design Review Committee.

3.3.4 Analysis of Significance

The design features incorporated into the proposed project would partially mitigate potentially significant land use impacts. The development would be visually compatible with and of a similar density to the higher-density development across "E" Street to the north. However, the density, building height, and scale of the apartment complex would still conflict with the lower density single family development adjacent to the south along Bonita Road. Thus, the proposed project would result in significant land use impacts with respect to the lower density single family development which could be fully mitigated only by an alternative project design (refer to Section 4.0, Alternatives to the Proposed Action).

3.4 Landform/Aesthetics

3.4.1 Project Setting

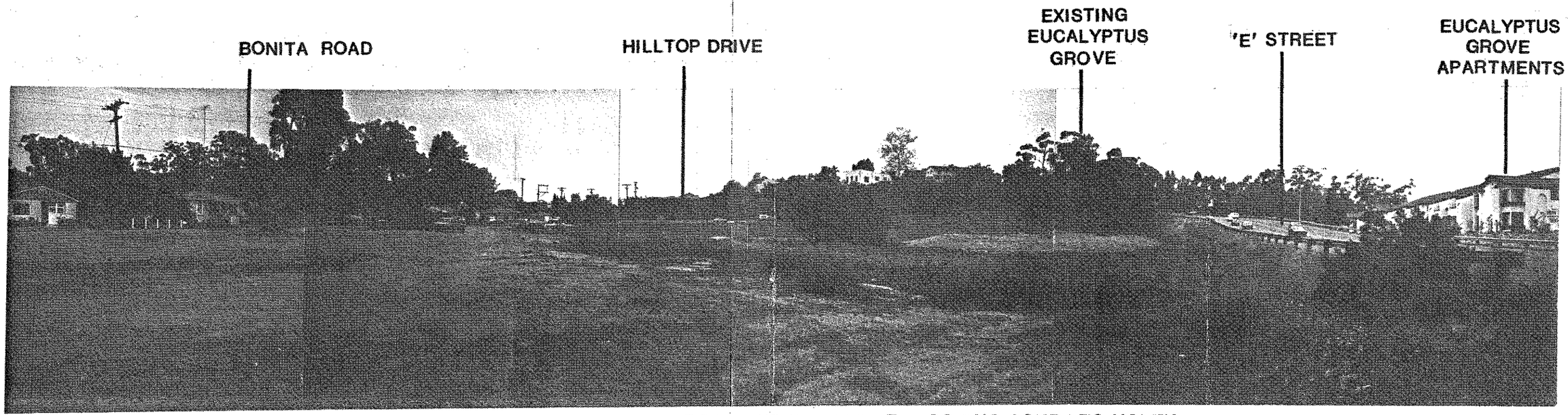
The 4.6-acre project site is a vacant parcel surrounded all on sides by roadways (i.e., "E" Street on the north, Bonita Road on the south and east, and Hilltop Drive on the west). To some extent, the site is physically and visually separated from surrounding land uses by these roadways, creating the appearance of an isolated pocket of visual open space.

Plates 1 and 2 are photographs taken to and from the project site. As seen in these photographs, most of the site has been previously disturbed, resulting in grasses and weeds being the predominant vegetation. Barren patches of dirt are also scattered across the site. A grove of mature eucalyptus trees in the northwest corner of the site provides the prominent visual feature. The stand contains approximately 110 trees and covers roughly .04 acres. A large pepper tree in the center of the property is also a visual focus point.

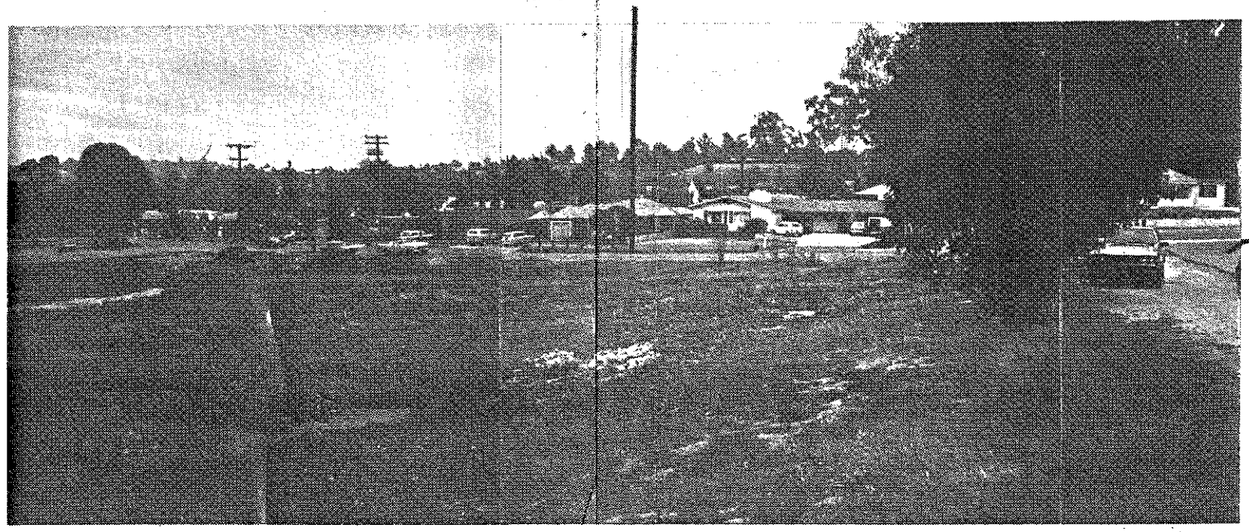
Most of the project site is relatively flat with little topographic variation, although it does generally slope from west to east with an elevational difference of 58 feet. The highest area is in the northwest corner, where the eucalyptus grove is located. The fill slope supporting "E" Street creates a visual edge along the northern boundary of the site; the slope is approximately 20 feet tall at the northwest corner of the property, and drops to a height of approximately 5 feet at the northeastern corner.

Adjacent land uses are primarily residential. To the south across Bonita Road are approximately ten single-family homes (see Plate 1: Bonita Road). The homes appear to have been built in the 1960s and are mostly one-story high, and slightly set back from Bonita Road. Most of the homes are well maintained; landscaping consists primarily of grass lawns with some shrubs and tall trees. The lack of curbs, sidewalks, or fences along Bonita Road lends it a semi-rural atmosphere. More single-family residences lie in the hills further south.

To the west, one two-story single-family residence is located near the intersection of Hilltop Drive and Bonita Road. The remaining area along Hilltop Drive consists of the backyards of homes located on the top of the hill to the west (see Plate 1: 11" x 17"). These backyards provide a well-landscaped background to the project site.



A. PROJECT SITE IN FOREGROUND, FROM INTERSECTION OF BONITA ROAD AND 'E' STREET, LOOKING SOUTH TO NORTH



B. FROM THE WESTERN EDGE OF THE PROJECT SITE ALONG HILLTOP DRIVE, LOOKING SOUTH AND EAST TOWARD EXISTING SINGLE-FAMILY RESIDENCES ON BONITA ROAD

RBR & Associates, Inc.	PHOTOGRAPHS A AND B	PLATE 1

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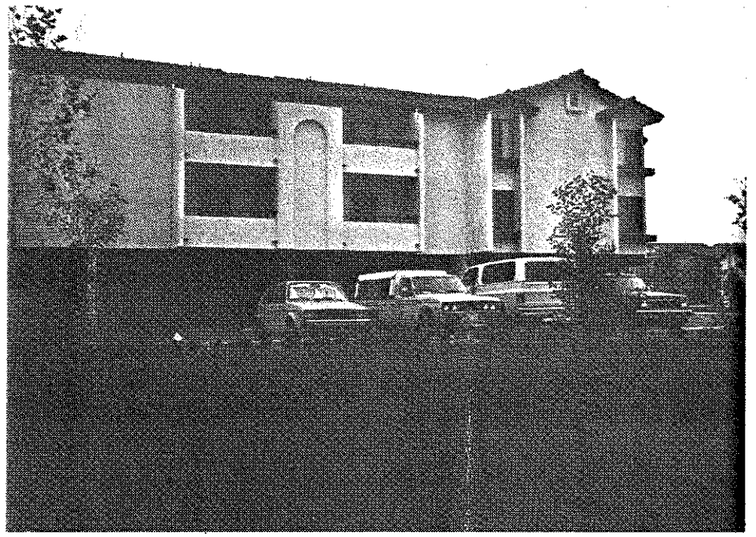
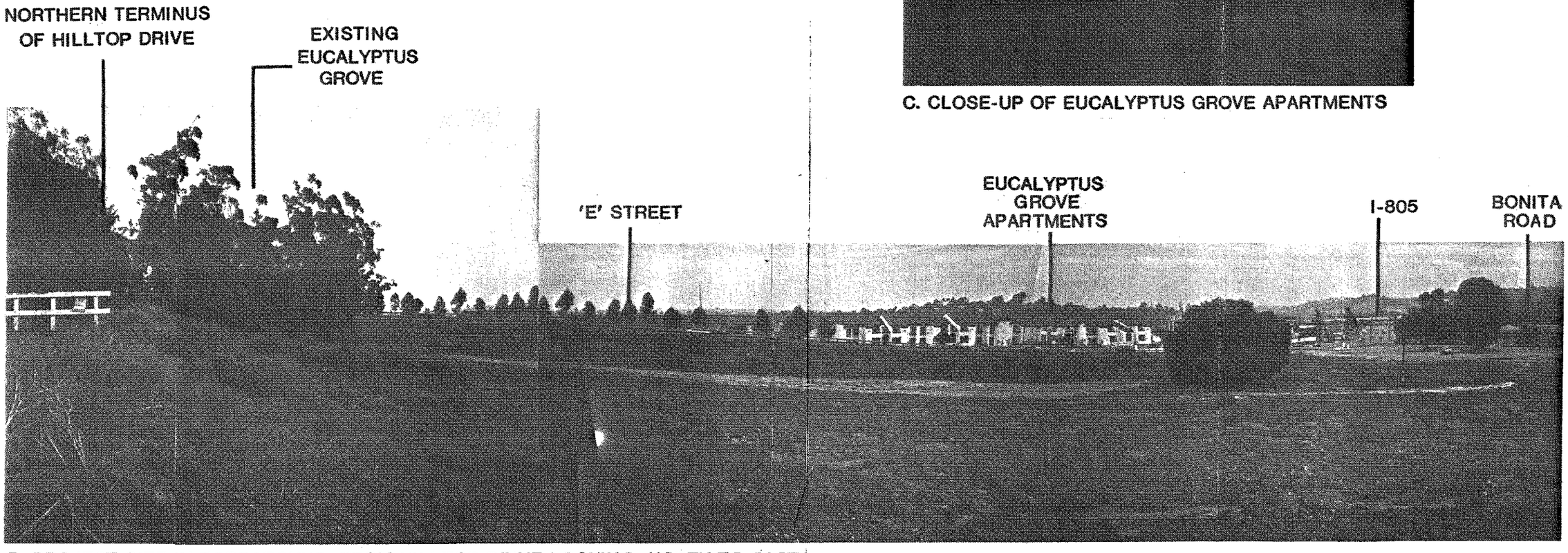


C. CLOSE-UP OF EUCALYPTUS GROVE APARTMENTS



D. PROJECT SITE IN FOREGROUND, FROM HILLTOP DRIVE LOOKING NORTH TO EAST

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RBR & Associates, Inc.	PHOTOGRAPHS C AND D	PLATE 2

To the north across "E" Street is an apartment complex very similar in design to the proposed project. The Eucalyptus Grove complex was developed by the applicant and utilizes an almost identical building design as proposed for the project site. Plate 2 illustrates a close-up of one of the existing apartment buildings. Phase I (located directly adjacent to "E" Street) is occupied, and Phase II, while still under construction, is partially occupied. The buildings utilize a contemporary Mediterranean style motif with white stucco walls and dark wood trim. Three of the buildings are three-story (two stories residential with basement level parking tucked under one side of the building). Landscaping is primarily grass lawns, with scattered trees and shrubs. A large eucalyptus grove is located on the northwest portion of the property. Compared to adjacent single-family residences to the west, the complex appears bulkier and more massive, especially the larger buildings housing 24 units.

To the east along Bonita Road are a few more single-family residences. Further east along "E" Street are various strip commercial businesses (e.g., gas station, motels, small stores). Interstate 805 is visible in the distance.

The Scenic Highway Element of the City of Chula Vista General Plan designates the area along "E" Street adjacent to the site as a "gateway" to the city. The gateway concept encourages enhancement of the scenic quality of traffic corridors leading into the city. As such, special attention to design, height, siting of structures, landscaping, signage, and utilities is required.

In addition, the City has an adopted Design Manual to guide multi-family residential developments such as the proposed project. These guidelines establish design principles and standards in an effort to enhance the spatial relationship of developments. The principles and standards of the Design Manual are broken down into general, environmental, and circulation/parking criteria. A brief summary of the intent of these principles is provided below (Chula Vista 1977):

- General - emphasis is placed on compatible height, bulk, mass and proportion of structures to the site. Innovative and imaginative design and architecture are encouraged, through the use of variation in building details to create visual interest. Exterior materials, finishes, and colors should be harmonious, aesthetic, and durable.

Setbacks should be in scale with the buildings and site. Landscaping is encouraged to enhance the aesthetics of the project, and provide accent points of interest. Parking, storage yards and other unsightly areas should be screened from view by landscaping, walls, fences, buildings. Rooftop equipment should also be screened from view. Interesting and varying building facades are encouraged. Signage should be aesthetic and legible.

- Environmental - the protection of residential privacy is emphasized, as is integration with adjoining and adjacent developments. Landscaping should be of high environmental and aesthetic quality, with a minimum of 15% of the building site devoted to landscaping and outdoor recreation. Developments should meet the comprehensive needs of the residents (by providing adequate social, indoor and outdoor recreational, storage, parking and laundry facilities). Private as well as common open space is encouraged (i.e., patios, balconies, courtyards, gardens). Minimums are established for the amount of open space.

- Circulation and Parking - on-site circulation should be designed to promote adequate public services (police, fire, postal, etc.). Parking areas should be landscaped with trees. Criteria are set for the layout of off-street parking areas and on-site circulation systems. Locating off-street parking between the buildings and streets is discouraged.

During the Planning Commission agenda on February 11, 1987, staff was directed to study options for three-story apartment buildings in the city. The Commission expressed an objection to three-story apartments located adjacent to major roadways. This position is extremely preliminary at the present time, and can not be addressed until further analysis is completed by staff and the Commission acts on a specific policy or guideline revision.

3.4.2 Potential Impacts

Implementation of the proposed project would change the character of the project site from a vacant visual pocket of disturbed open space to a high density

residential development.

Construction would require the removal of five or six eucalyptus trees from the existing grove of 110 trees. Almost all of the site (i.e., 4.5 out of 4.6 acres) would be graded, and fill imported to create level areas for the proposed buildings. Street improvements (including widening and installation of curbs, gutters, and sidewalks) would be made to Bonita Road. The project also proposes placement of a masonry wall with decorative fencing along most of the site perimeter, except for the area along Hilltop Drive which would use a chain link fence. Gates would be placed at the two new driveways on Bonita Road. Proposed landscaping includes ground cover, shrubs, and trees throughout the site, primarily along the perimeter and between the buildings and parking areas (refer to the conceptual landscape plan in Figure 6).

No substantial landform modification is proposed, even though almost all of the site would be graded. The fill slope for "E" Street would remain. A daylight cut would be used near the existing eucalyptus grove to minimize the amount of earthwork and tree removal. The site would retain its general slope, with the western portion remaining at a higher elevation and the project design using the basement level parking to incorporate the difference in elevation.

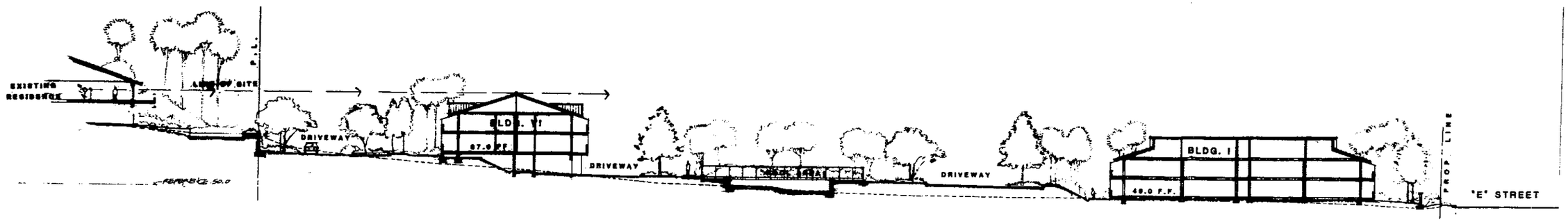
Aesthetically, the proposed development would be potentially sensitive from two positions: residents along Bonita Road viewing the project from their homes; and motorists on "E" Street passing by the site. The proposed structures would be taller, more massive, and bulkier than the existing residences on Bonita Road. However, the project design does incorporate certain design features to attempt to reduce the visual mass along this roadway. For example, the less bulky structures (such as the recreation building) are placed along Bonita Road, and the apartment buildings are turned perpendicular to the roadway to lessen visual building expanse. In this way, visual corridor windows through the site are retained. Landscaping would be used throughout the site (particularly along Bonita Road) to buffer adjacent uses. Fencing would also be used along the site perimeter to separate the higher density project. The pool and outdoor recreation area are screened from adjacent uses by the recreation building. Parking areas are also screened from view by buildings, fencing, and landscaping. The design also uses wood trim, tile roofs, recessed balconies,

and other detailing to provide variety and texture to the building exteriors. Flat, expansive walls are avoided, further reducing the visual mass of the buildings. In addition, the project would preserve almost all of the on-site existing eucalyptus grove. The primary aesthetic resource would therefore remain, and the trees would provide a buffer for residential uses to the west.

Figure 15 (cross sections) illustrates three cross sections through the project site after construction of the proposed development. As seen in this figure, to some extent the project design utilizes landscaping and building setbacks to buffer adjacent land uses. Due to the difference in pad elevation, views from the residence on Hilltop Drive would only be partially blocked by the proposed apartment buildings. Residents along Bonita Road would view landscaping, fencing, and intermittent building expanses. The taller apartment buildings would be set back behind the shorter recreation building. However, the proposed buildings would be one- to two-stories taller than the existing residences on Bonita Road. Short- and long-range views from existing residences to the north would be blocked by the proposed project. The visual buffer currently provided by the project site would be eliminated.

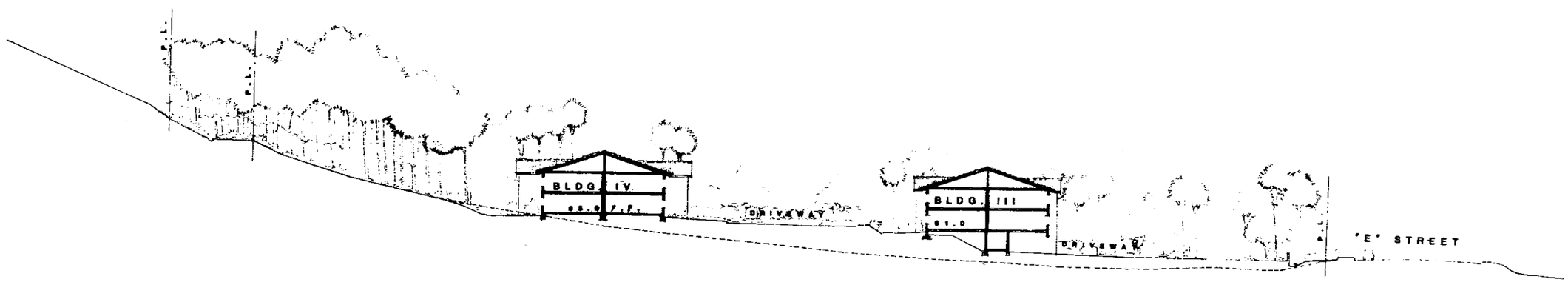
Views from "E" Street would also be affected by the proposed development. Motorists traveling west on "E" Street would view the project from its northeastern boundary. The apartments would be most visible to motorists stopped at the intersection of Bonita Road and Flower Street. The proposed project would, in effect, mirror the existing appearance of the Eucalyptus Grove apartments along the north side of "E" Street. As viewed from "E" Street, Building I would be approximately 28 feet tall (view A-A, Figure 15); this building would be placed on approximately seven feet of fill to raise it above the 100 year flood level. The overall height of Building III as viewed from "E" Street would be 37 feet; this structure is set back approximately 30 feet from the property line (view C-C, Figure 15). The proposed building setback, landscaping, and lack of exposed rooftop equipment would soften views of the proposed project from the roadway.

The project appears to contain design features which are compatible with the gateway concept for "E" Street in the Scenic Highway Element.



SECTION A-A

SECTION B-B



SECTION C-C

1252 2-87 SOURCE: ALVARADO DESIGN AND ASSOCIATES

RBR & Associates, Inc.

CROSS-SECTIONS

FIGURE 15

The retention of the majority of the eucalyptus grove conforms with guidelines to maintain natural features. Placement of bulkier structures so that they "step down" the slope of the property creates varied setbacks. However, the creation of open areas adjacent to scenic routes is not achieved. The project would be visually compatible with and complementary to the existing Eucalyptus Grove apartments. Development regulations and architectural features include:

- appropriate architectural design;
- minimum 25 foot setback adjacent to "E" Street;
- landscaping throughout the project; and
- limited sign area restricted to attractive monument style with compatible materials.

In addition, the project appears compatible with the design review guidelines of the City. Specifically, the project design:

- uses variety in building details and facades to create visual interest;
- uses appropriate exterior finishes and colors;
- screens off-site views of parking areas by buildings, walls, fences, and landscaping;
- screens views of rooftop equipment;
- utilizes appropriate signage;
- provides areas for recreation, storage, laundry, and a common meeting room;
- provides private open space with balconies; and
- provides an appropriate circulation and parking layout.

Three of the apartment buildings are three stories high, with parking basements tucked under one side of the building.

3.4.3 Mitigation

Implementation of design features incorporated into the project, per Precise Plan conditions of approval, could adequately mitigate potential aesthetic

impacts to below a level of significance. The project design would be reviewed for compliance with city design standards by the Design Review Committee, and any additional measures would be required prior to project approval. The project avoids the majority of the on-site eucalyptus grove, thereby retaining the principal aesthetic resource on the site. Further mitigation could occur with complete retention of the grove, so that the five or six trees proposed for removal were retained. Additionally, the final landscape plan should incorporate shrub and tree plantings of sufficient size and density along Bonita Road to buffer the proposed buildings from the roadway and views from adjacent residences.

3.4.4 Analysis of Significance

Potentially significant impacts (associated with the gateway concept of the Scenic Highway Element and placement of a high density apartment complex adjacent to single-family residences) could be reduced by features incorporated into the project design. Mitigation would be ensured through review by the City's landscape architect for adequacy and conformance with the landscape manual, and review by the Design Review Committee.

3.5 Community Infrastructure

The City of Chula Vista has determined through its Initial Study for the proposed project (see Appendix A) that no potential impacts were identified with respect to fire and police protection, parks or recreational facilities, or the maintenance of public facilities (including roads). The Sweetwater Authority would be responsible for providing water for the proposed project as a 36-inch steel main is located along Bonita Road. Currently, a connecting 12-inch main crosses the property and provides water to Eucalyptus Grove Apartments; an 8-inch main is located in the easement west of the project site (Silva 1987). In the Initial Study, it was also determined that sewer facilities would be provided by extending the existing sewer along Bonita Road from "E" Street to tie in laterally to the site (refer to Appendix A). A potential impact of the proposed project was identified regarding schools. Therefore, this section of the EIR will focus on the schools issue.

Schools

3.5.1 Project Setting

The proposed project site is within the Chula Vista City School District, serving grades K-6, and the Sweetwater Union High School District, serving grades 7-12.

The Chula Vista City School District is presently operating over capacity with an enrollment of approximately 14,984 students. Enrollment increases have been most dramatic in the last few years in the area east of Interstate 805, and the District plans to build three new schools in this area over the next five years. The District provides bus transportation for students who must attend schools other than the nearest one, for integration purposes or to balance enrollments to ease overcrowding (Linn 1987).

Rosebank Elementary School, located at 80 Flower Street, is the nearest elementary school to the proposed project site. Rosebank has experienced dramatic enrollment increases over the last several years and is presently operating over capacity (Snyder 1987). Current capacity is 476 students; two temporary classroom facilities have been added to accomodate the current enrollment of 533 students. While the temporary facilities will accomodate an additional 20 students, space within certain grades may not be available.

Presently, the 4th grade is full, but in another 1.5 years, it is anticipated that the 5th grade will be at capacity. Additionally, no more space is available on the school grounds for additional temporary classrooms (Snyder 1987).

Within the Sweetwater Union High School District, some schools are operating under capacity, but many are at or over capacity. As a whole, therefore, the District, is considered overcrowded and is operating over capacity by state standards (Campbell 1987). The current capacity of the District is 22,968; the present enrollment is 25,424. This District also provides bus transportation for students who must be transferred.

Hilltop Junior and Senior High Schools would serve the students generated by the proposed project. Presently, the enrollment at Hilltop Junior High is 1,313; the capacity is 1,386. Four temporary classrooms are currently in use at the junior high school, each with a capacity of 30 students. Current enrollment at Hilltop Senior High is 1,429; the capacity is 1,388. Approximately 120 students are housed in temporary classrooms at the senior high school.

The Chula Vista City School District has now bonded and is developing plans for three new elementary schools. The Sweetwater Union High School District is presently involved in the same process for a new senior high school. These new facilities will affect overall district capacity, allowing adjustment of boundaries and possibly altering attendance on a neighborhood level (Reid 1987).

3.5.2 Potential Impacts

The Chula Vista City School District uses a generation figure of 0.3 students per multi-family dwelling unit to estimate the probable number of new students that would come from new developments (Linn 1987). Using this generation rate, 29 new students would result from the proposed project. This number exceeds the current availability at Rosebank, so the extra students would be bussed to other schools in the vicinity of the proposed project.

The Sweetwater Union High School District uses a generation figure of 0.29 students per multi-family dwelling unit (Campbell 1987). Application of this rate yields 28 new students each for Hilltop Junior and Senior High Schools.

While the junior high could presently accomodate the additional 28 students, the senior high students would require bus transportation to area schools with available space.

3.5.3 Mitigation

Prior to issuance of a building permit, the applicant would be required to submit developer's fees to both school districts to mitigate the impacts of the proposed project. In January, 1987, legislation was passed that limits the amount of developer's fees to the $1.50 per square foot of residential use. The application of these fees would be determined by the districts.

3.5.4 Analysis of Significance

While implementation of the proposed project could result in significant impacts to area schools due to current overcrowding, the payment of developer's fees would reduce the impacts to below a level of significance. No further mitigation measures would be required.

3.6 Soils/Geology

The following discussion is based on a review of: the USDA Soil Survey of San Diego County (USDA 1973); Geology of National City, Imperial Beach and Otay Mesa Quadrangles (Kennedy and Tan 1977); the City of Chula Vista Seismic Safety Element (City of Chula Vista 1986a); and the Eucalyptus Grove EIR prepared for the City of Chula Vista (RBR & Associates, Inc. 1983).

3.6.1 Project Setting

The Plaza Bonita project site is located within the Coastal Plains Physiographic Province of San Diego County. The site is underlain by the Bay Point Formation and unnamed undifferentiated near shore marine sandstone. This geologic unit is composed of marine, near shore marine, lagoonal and non-marine deposits which are poorly consolidated, fine- to medium-grained fossiliferous sandstone laid down on the marine cut Nestor Terrace during the late Pleistocene (Kennedy and Tan 1975). Topographically, the site is characterized by a gentle slope trending northwest to east. The La Nacion fault zone is proximate to the project site with a concealed north-south trending strand (the Sweetwater Fault) located 1000 feet to the east of the site. There are no known major active faults in the immediate vicinity of the project site.

Site soils are of the Huerhuero and Salinas clay loam series. On the majority of the northern portion of the site is Salinas clay loam with 2-9% slopes (SbC). The other predominant soil is the Huerhuero urban land complex with 2-9% slopes (HuC) in the southern part of the site. In the southeast corner is Salinas clay loam on 0-2% slopes (SbA), while the northwest corner is Huerhuero loam in 15-30% slopes (HrE2). The site has been disturbed by previous off-site road construction and the concomitant soil disposal on-site.

3.6.2 Potential Impacts

Of the 4.6-acre project site, 4.5 acres or almost 98% are proposed to be graded with preliminary grading calculations of 3,500 cubic yards excavated and 22,000 cubic yards filled.

The northwest corner of the site would be left relatively undisturbed with the present eucalyptus grove predominantly intact. This area of Huerhuero loam is

on relatively steep slopes and has a moderate to high erosion potential. The project design avoids aggravating this potential problem with construction activity by preserving it as open space. The remainder of the soils on-site have slight to moderate erosion potential, probably due to lesser gradient.

The on-site soils have moderate to severe expansive potential. The Salinas clay loam series has moderate shrink-swell limitations and the Huerhuero series on site is rated as having severe shrink-swell limitations. The shrink-swell potential of the on-site soils is critical in that the expansive clays present could react to variations in soil moisture content causing soil volume changes. This could cause damage to foundations and structures constructed on soils containing these clays. The degree of potential impact is influenced by the amount and type of clay present. The Huerhuero soils on-site are also rated as having a potential for severe drainage limitation. "Soils with severe limitations may be subject to frequent waterlogging, remaining wet for long periods of time. These soils have very high runoff or are ponded in low spots" (USDA 1973: Part III, 39-41).

The nearest known active fault is the Coronado Banks Fault which lies ±15 miles to the west of the project site. The site specific seismic risk associated with this fault would not be any greater than the risk to most areas of the county. The La Nacion fault system is considered potentially active according to the City of Chula Vista Seismic Safety Element. Generally, potentially active means that evidence exists for movement within the zone during the Pleistocene Age (two million to 11,000 years ago). Conversely, an active fault would show evidence of movement during the more recent Holocene Age (11,000 years ago to present).

The proximity of the site to the La Nacion fault zone produces the possibility of damages incurred by ground shaking if seismic activity were to occur in the zone. The intensity of ground shaking at any particular point depends on the earthquake magnitude, distance from epicenter, and site response characteristics. This fault zone has a maximum credible event expectation of 6.8 on the Richter Scale. However, seismic activity of a potentially active fault is considered extremely low. Additionally, the project would not involve

construction of any sensitive structures (e.g., schools, hospitals, or high rise buildings).

An additional on-site impact of seismic activity in this fault zone could be the potential for liquefaction. Liquefaction occurs when soil temporarily acts as a liquid during an earthquake, sometimes causing differential settling of improperly designed buildings. A shallow water table, loose sand and silt, and seismic activity are the three necessary ingredients for liquefaction to occur. The unconsolidated nature of portions of the on-site soils, the potential of severe drainage limitations of the Huerhuero soils, and the proximity of a potentially active fault zone indicate some potential for liquefaction. Surface inspection of the site showed no indication of a high groundwater table. Geological investigation of the adjacent Eucalyptus Grove apartment complex site established that a portion of the site had groundwater at twelve feet. In order to assess the potential for liquefaction of the project site the depth of the water table would need to be determined.

3.6.3 Mitigation Measures

Potential adverse impacts due to soil and seismic constraints could be reduced to below a level of significance by the implementation of standard engineering requirements as designated by the City of Chula Vista Department of Engineering and adherence to the Uniform Building Code, which takes into account the potential for earthquake activity in southern California. Geotechnical studies, including a subsurface exploration to further evaluate the potential expansiveness of on-site soils and depth to water table, shall be conducted at the grading permit stage to the satisfaction of the City Engineer and should include recommendations for design standards and mitigation measures, as necessary.

The project design avoids the potential erosion problem in the northwest corner of the site by the natural open space proposed for this area.

3.6.4 Analysis of Significance

The only significant soils/geology impacts appear to be the potential for severe

drainage limitations and potential expansiveness of the Huerhuero soils on-site. These are mitigable if the recommendations of a qualified soils and foundation engineer are followed during the construction of the proposed project. Potential impacts due to the proximity to the La Nacion Fault zone would be mitigated to the extent feasible by adherence to Uniform Building Code standards.

3.7 Hydrology and Ground Water

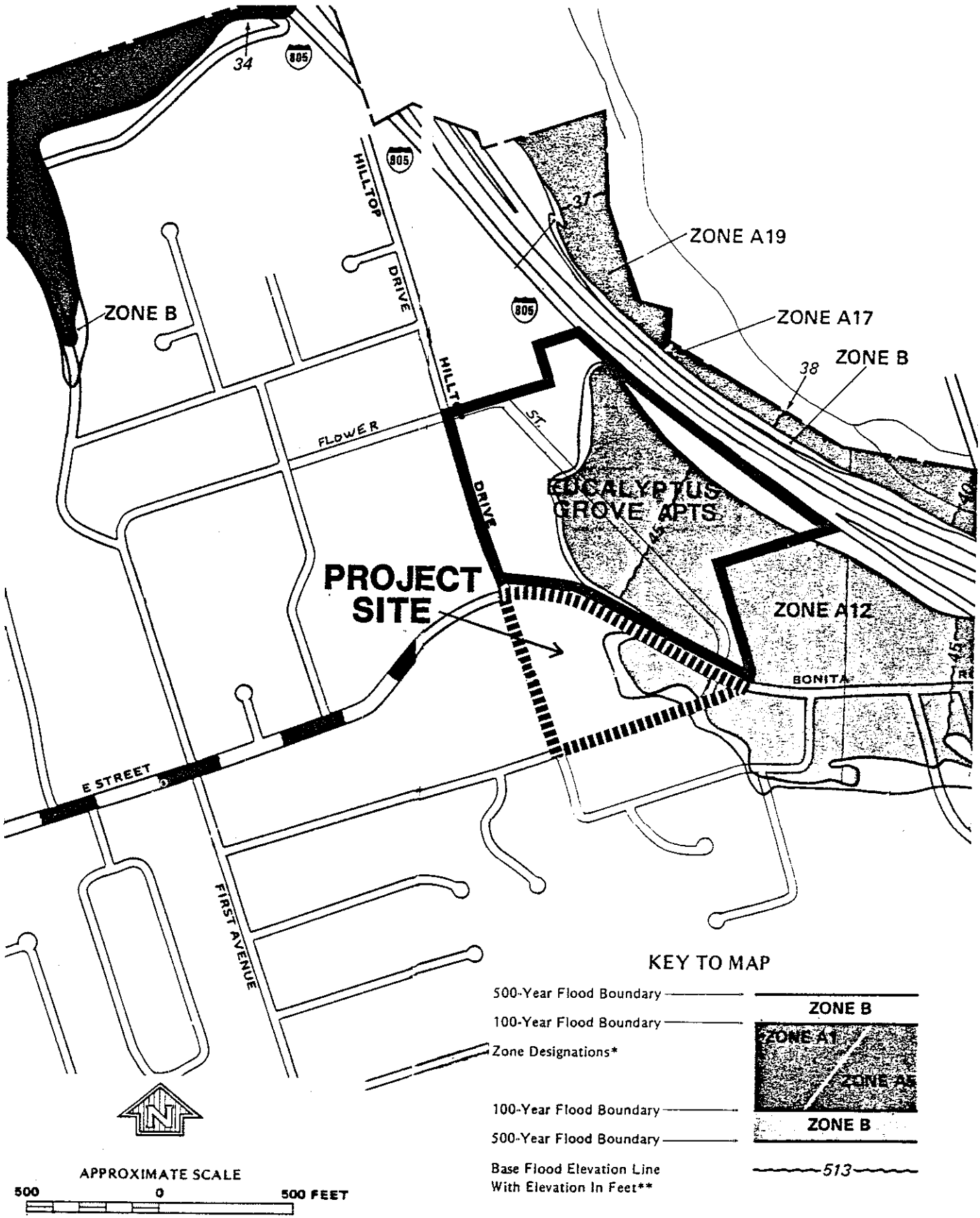
3.7.1 Project Setting

The project site is situated within the watershed of the Sweetwater River. The Sweetwater River itself flows 1/4 mile northeast of the site, and east of the freeway. The river extends for approximately 50 miles upstream from the site to the northern end of the Laguna Mountains. The reach of the river, however, is broken by both the Loveland Reservoir (23 miles above the site) and the Sweetwater Reservoir (five miles above the site).

Drainage in the immediate vicinity has been altered significantly by the construction of Interstate 805 and other developments. The 100-year flood elevation is taken at 45.2 feet above MSL at the project location (FEMA 1986). The project generally slopes from the northwest to the east, with almost an acre of the eastern-most portion of the site within the 100-year projected flood elevation (refer to Figure 16). There is an existing problem of backwater coming through the culvert under Interstate 805 during periods of unusually high amounts of rainfall (Daoust 1987). During a 100-year flood, the intersection of Bonita Road and Flower Street and some existing offsite drainage inlets will be inundated (RBR & Associates 1983). This would block access to the site from Bonita Road.

Runoff characteristics of the site (including soil type, ground cover and average gradient) indicate a low to moderate factor for storm drainage from the site in its undeveloped state. Although some of the on-site soils have high runoff potential, the relatively level nature of the site would tend to balance this potential problem. Site drainage is in the form of sheet flow in the direction of intersection of Bonita Road and Flower Street.

Two drainage structures will channelize runoff from the site. There is an existing 24 inch subsurface reinforced concrete pipe (RCP) which flows north across "E" Street and then east adjacent to "E" Street and into the Sweetwater River. An 18 inch RCP is being installed from the eastern corner of the site to channel runoff southeast across Bonita Road, then east through another 24 inch RCP, and ultimately into the Sweetwater River (Eunice 1987). The channel where these outlet into the river has levees that are faced with rip rap (Daoust



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SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY PANEL 065021 0001 C

RBR & Associates, Inc.	FLOODPLAIN MAP	FIGURE 16

1987). Further downstream Caltrans and the Army Corps of Engineers have plans to channelize the Sweetwater River to the 500 year flood level. This would be in conjunction with the construction of State Route 54 and is scheduled to be completed in fall of 1988 (Williams 1987). It has not been determined whether this channelization will alleviate anticipated flooding in the project vicinity.

Groundwater in the immediate region is limited to alluvial basins such as those formed by the Sweetwater River Valley (Mayo 1977). Geological investigations on the Eucalyptus Grove property and on other adjacent properties have found no free ground water within approximately 12 feet of the surface (RBR & Associates, Inc. 1983). One boring reached the water table at 12 feet. Recharge of this aquifer is equivalent to approximately 10 percent of the precipitation at any given location (Mayo 1977). The average rainfall for the vicinity is approximately 10 inches per year (San Diego, County of, n.d.); therefore approximately one inch of recharge is theoretically possible. Potential evapotransportation (use of water by plants) at coastal sites, however, is in excess of the annual rainfall. Under natural conditions, therefore, the Plaza Bonita apartment complex site would make little or no contribution to the ground water in the Sweetwater Basin aquifer.

The previously mentioned upstream impoundments serve to lower the ground water levels in the lower parts of the basin (near the subject property) and lower the water quality of the remaining aquifer by raising the Total Dissolved Solids (TDS). Ground water in the Sweetwater Basin, like ground water throughout the San Diego Coastal region, is characterized by high levels of TDS.

3.7.2 Potential Impacts

The proposed project would be developed at a density of approximately 21 units per acre. Due to the consequent increase in impervious surfaces (including buildings, driveways, walkways and parking areas) construction of the site could result in increased runoff. Since portions of the on-site soils are somewhat impervious, it is not certain if the quantity of runoff from the site will be substantially increased by development.

Since the eastern portion of the project site lies within the 100 year flood

level, the proposed building pads in this area would be raised to an elevation of 49.0 feet (Building I) and 50.5 feet (Building II) (refer to Figure 3). This elevation would be over one foot above the 45.2 foot level of the 100-year floodplain, as required by the Federal Emergency Management Agency (FEMA). Therefore, the proposed buildings would not be impacted by the 100-year flood levels. The potential for flooding and drain backup in the adjacent intersection during a 100-year flood could be aggravated if site construction does result in a substantial increase in runoff. The potential increase in runoff from the site could increase the necessity for drainage facilities in the vicinity.

In that no significant contribution to the existing ground water is made by the site at this time, it appears that the implementation of the proposed project would have no significant effect on quantity or quality ground water in the vicinity.

3.7.3 Mitigation Measures

The elevation of the building pads proposed for the portion of the site within the 100-year flood plain would mitigate potential impacts of flooding to below a level of significance.

Due to the potential for impacts associated with drainage from the developed site, a detailed evaluation of the site will be conducted by a qualified hydrologist in conjunction with preparation of grading and drainage plans. This study will adhere to requirements set forth in the City of Chula Vista Subdivision Manual, and include evaluation of the adequacy of the proposed catchment basins, drains, underground facilities and brow ditches throughout the site (refer to Figure 3). The offsite drainage facilities into which these tie should be further evaluated during this study (Eunice 1987). Any impacts from the development of the subject site would be mitigated to the satisfaction of the City Engineer.

Absent a significant effect, no mitigation is required for hydrology in relation to groundwater quantity and quality.

3.7.4 Analysis of Significance

Proposed on-site drainage facilities and finished floor elevations for the proposed apartment buildings would be evaluated by a hydrologist to the specifications of the City Engineer. As previously discussed, any potential impacts associated with the drainage would be mitigated to below a level of significance by incorporation of design features to ensure adequate drainage and flood protection.

Because the amount of additional runoff from the site due to development will be quantified during the hydrology study, offsite impacts could not be determined at this time. The effect of the project on the existing issue of anticipated flooding of the intersection of Flower Street and Bonita Road will be determined during the hydrology study. It is unknown at this time whether the proposed downstream channelization of the Sweetwater River will alleviate this situation.

The Plaza Bonita project site is located in the lower portion of the Sweetwater Basin. Groundwater conditions in this area are fair to poor at this time and recharge has been significantly and adversely affected by the construction of major dams on the river. Recharge of the ground water aquifer at the project site is limited. It is surmised that the project site makes no significant contribution to the existing ground water resources. Therefore, no significant effect is anticipated with project implementation.

4.0 ALTERNATIVES TO THE PROPOSED ACTION

The California Environmental Quality Act Guidelines (Section 15126d) require the discussion of "reasonable alternatives to the project... which could feasibly obtain the basic objectives of the project ..." This section of the EIR will focus on any feasible alternatives which could reduce significant impacts and identify an environmentally superior alternative if there is one.

4.1 No Project

This alternative would consist of no development on the project site and would represent a decision to maintain the project site in its current undeveloped state. The site would remain temporarily vacant and would continue to function as visual open space. However, since the property is designated for residential development, the site would likely be developed with residential uses sometime in the near future.

4.2 Development Under Existing Land Use Designations

This alternative (i.e., no General Plan Revision, rezone or precise plan) would allow development of the site per current General Plan and zoning designations. As noted in Chapter 3.3, Land Use, medium density residential uses could be developed on-site without a zone change or General Plan amendment. Approximately 18 to 55 single-family dwelling units at a maximum density of 12 units per gross acre are allowed. The current zoning limits lot sizes to a minimum of 7,000 square-feet. Therefore, the 4.6-acre project site could produce a maximum of roughly 28 single-family dwelling units.

A significant reduction in dwelling units would result with this alternative as compared to the proposed project (i.e., a maximum of roughly 28 units compared to the proposed 96 units). Rather than the proposed high density apartment complex, this alternative would allow development of medium density detached single-family units. These housing types would generate less population, less demand for public services, and less traffic (approximately 280 ADT as opposed to 768 ADT) than the proposed project. In summary, this alternative provides the potential for a reduction in some site specific impacts.

4.3 Reduced Density Project

This alternative would involve development of the project site with a lower density development than currently proposed. The current General Plan designation would allow up to roughly 55 dwelling units on the 4.6-acre site. Development at this density (rather than the proposed 96 units) would permit a less intensive site design. The project could utilize one- to two-story apartments, or a split level duplex design, to the reduce height and mass of the apartment buildings. A lower density complex would avoid or reduce visual impacts to the nearly single-family residences, generate less traffic, and would create less demand for public services. Development under the R-3 zone would still require compliance with the city design manual and review by the Design Review Committee, ensuring development of an attractive complex on the project site.

4.4 Housing For Low And Moderate Income Families

This alternative would result in development of the project site to conform with the goals of the Housing Element of the General Plan to provide adequate housing for persons and families of low or moderate income, and reduce the San Diego Region's unmet need for affordable housing. The City's Housing and Community Development Department and the State of California have established guidelines allowing a 25% density bonus for low and moderate income housing developments, so that this project would be developed at a greater density than Alternative 4.3 (up to roughly 66 dwelling units under the current General Plan designation). As stated in the Housing Element, the density bonuses are allowed where they "provide improved patterns of open space, better dwellings, and 'balanced communities'." (Chula Vista, City of 1982). Like Alternative 4.3, this project would reduce visual impacts, generate less traffic, and place fewer demands on public services. Conformance with the City design manual and review and approval of the Design Review Committee would be required.

5.0 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

As concluded in Section 3.3. Land Use, implementation of the project as proposed would result in significant land use impacts with respect to the lower density, single family development south of the project site along Bonita Road. Full mitigation of these impacts would require the adoption of an alternative project. The reasons that the project is being proposed, despite its implications, are listed below (per CEQA Section 15126 (b)).

- While surrounding land use designations are medium density residential to the south and west, high density residential use exists to the north, and commercial uses are visible from the project site to the east. The proposed project is visually compatible with and of a comparable density to the higher density development to the north (Eucalyptus Grove Apartments), and could be viewed as a logical extension of that land use.

- Existing traffic congestion and concomitant traffic related noise have affected the project site's potential for single family development. The marketability of single family residences on the site is questionable, particularly given that during public testimony on the draft EIR, existing residents expressed that they were having difficulty trying to sell their homes in the general area of the project site.

- Land values in the area render the development of the project site as a lower density apartment complex economically infeasible for prospective residents, as rent or sales prices would be higher than those of the higher density project proposed. Further, while the lower density alternatives would reduce the size, bulk, and scale of the proposed development, the land use conflicts between lower and higher density development would not be resolved.

6.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

In the short-term, development of the proposed project site would result in additional high density residential land use in the City of Chula Vista. The project would provide housing, increase local population, contribute to stimulating the economy, and provide jobs (directly during construction and indirectly by increased demand for goods and services from future residents). The project would also result in an incremental increase in the demand for public services. It should be noted that the City has determined that with the exception of schools, the proposed project would not adversely affect existing public services (refer to Appendix A, Initial Study); the project applicant has agreed to submit fees to reduce impacts on school facilities (refer to Section 3.5, Community Infrastructure).

If the subject property remained undeveloped, it would be capable of long-term productivity as visual open space. However, it should be noted that the majority of the property has been previously disturbed. The only existing visual amenities on-site are the grove of approximately 110 eucalyptus trees on the northwestern corner of the property and one pepper tree in the center of the property. While the pepper tree would be removed with implementation of the proposed project, the majority of the eucalyptus trees would be preserved.

7.0 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WILL RESULT FROM THE PROPOSED PROJECT

Irreversible environmental changes which would occur as a result of development of the site as proposed include:

- change of vacant land designated for medium density residential use to a high density apartment complex;
- introduction of increased traffic and population;
- minor topographic alterations;
- loss of one pepper tree and approximately five to six eucalyptus trees (although the project as proposed preserves the vast majority of the trees) and addition of on-site landscaping;
- energy expended for construction activity; and
- incremental contribution of air pollutants to the regional air basin.

8.0 GROWTH INDUCEMENT

Implementation of the proposed project would provide housing for approximately 240 persons in the City of Chula Vista (estimated at 2.5 persons per unit: SANDAG 1981). The needs of these future residents would contribute to some increase in commercial growth and demand on services and utilities in this area. Existing public facilities and services are considered adequate to serve the proposed project (see Appendix A, Initial Study); however, the project applicant would be required to submit school fees to mitigate impacts upon school facilities (refer to Section 3.5, Schools).

No new roads would be required to serve the proposed project. The project is adjacent to Bonita Road, Hilltop Drive, and "E" Street, a major arterial road. I-805 is located approximately one-third of a mile east of the project site. Street improvements (including widening and installation of curbs, gutters, and sidewalks) would be made to Bonita Road.

Most of the area around the proposed project site has been previously developed. Surrounding land uses are discussed in Section 3.3, Land Use. In summary, the site is bordered by a multi-family apartment complex to the north across "E" Street, single-family residential to the south across Bonita Road and west on Hilltop Drive, and single-family residential and commercial across Bonita Road to the east.

Because the project would not require an extension of services and occurs in an area essentially developed, the project is not considered growth inducing.

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10.0 PERSONS AND AGENCIES CONSULTED

Alverado Design & Associates	George Felix Lou Villaescusa
CALTRANS	Dick Williams
City of Chula Vista	Doug Reid Julie Schilling Chuck Glass Marwan Younis Roger Doust
Chula Vista City School District	John Linn
Rosebank Elementary School	Sam Snyder
Sweetwater Union High School District	Andrew Campbell Sandy Young
Stafford Gardner Development	Don Gardner
Sweetwater Authority	George Silva
Federhart & Associates	Jim Federhart
Urban Systems Associates, Inc.	Andy Schlaefli
U.S. Army Corps of Engineers	Cliff Ford

11.0 CERTIFICATION

This report was prepared by RBR & Associates, Inc. of San Diego, California. Members of the RBR & Associates, Inc. professional staff and consultants contributing to this report include:

Royce B. Riggan	Principal
Rose Griscom	Senior Analyst
Marcia Gross	Research Analyst
Troy Davis	Research Analyst
Sharo Sanavi	Technical Analyst
Lucy Avila-Montero	Word Processing
Richard Knauel	Technical Illustrator

We affirm that, to the best of our knowledge, the statements contained herein are correct and that all known information concerning the potentially significant environmental effects of the project has been included and fully evaluated in this EIR.

Royce B. Riggan, Jr.
President
RBR & Associates, Inc.

Marcia Gross
Project Manager
RBR & Associates, Inc.

12.0

Public Review:

Comments and Responses

May 23, 1987

Mr. Doug Reid
P.O. Box 1087
Chula Vista, CA 92012

Mr. Reid,

This letter is in regard to the proposed construction of a 96 unit apartment complex on the property bounded by 'E' Street and Bonita Road.

As a home owner on near-by Eucalyptus Court, I can assure you that we are already experiencing horrendous traffic conjestion, along with high noise and air pollution levels, which, in my opinion, is a direct result of the many high density units already existing within an area less than a square mile of the proposed apartments. i.e.

1

1. Eucalyptus Grove Apts.
2. Whispering Trees Apts.
3. Apts. East of 805 on Bonita Raod
4. Ramada Inn
5. La Quinta Motel
6. Add the continuous traffic from Plaza Bonita, Denny's Restaurant, and Love's Barbeque.

Has the suggested $100 ,000 traffic study for this intersection been completed? Have the results been published? I would ask you and all members of the C.V. Planning Commission, and the C.V. City Council, to drive your cars through this intersection at peak traffic hours for several days, and experience first hand our accute EXISTING problems. There have been frequent times that I have been unable to exit 'E' Street SAFELY due to backed-up traffic, so am forced to my only alternate route -- Hilltop Drive off of Bonita Road -- directly across from the proposed 96 unit apartment complex !! Soon, we residents of 'Bonita Cove' will be literally "locked in" or" locked out" !!

2

I am extremely concerned that this apartment complex would only compound an already frustrating situation, and strongly oppose construction of same!!

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BY_____
MAY 27
PLANNING DEPARTMENT
CHULA VISTA, CALIFORNIA

Respectfully,

I. Quick
286 Eucalyptus Ct.
C.V. 92010

The issues analyzed in the EIR were determined by City Staff upon completion of the Initial Study (15-87-18; refer to Appendix A). At that time, it was not determined that the proposed project could have potentially adverse effects on air quality (based on guidelines established by the County's Air Pollution Control District), so that this issue was not addressed in the EIR. The Final EIR analysis concludes that the proposed project would result in significant land use impacts, which would only be fully mitigated by adoption of an alternative project. Significant noise impacts to the project site would be fully mitigated. The traffic analysis concludes that while the existing level of service (LOS) is congested at many of the area intersections, the traffic generated by the proposed project would not lower the LOS at any of the intersections, but it would contribute to the cumulatively significant traffic problem.

1

It is assumed that the study referred to is the Sweetwater/Bonita Corridor Study, commissioned by the Cities of Chula Vista and National City and the County of San Diego; this study is presently in progress. Planned improvements which should alleviate existing congestion in the vicinity of the project include the following:

2

- The City of Chula Vista, the County of San Diego, and Caltrans will jointly participate in interconnecting and operationally improving the existing traffic signals from Flower Street to the Plaza Bonita Mall by the third week in July.
- The responsibility for the planned City of Chula Vista/Caltrans improvements for the westbound to southbound I-805 ramps will be assumed by the City of Chula Vista in June, 1987, to assure their completion by the end of the summer (Federhart 1987).

Sweetwater Union High School District

ADMINISTRATION CENTER
1130 FIFTH AVENUE
CHULA VISTA, CALIFORNIA 92011-2896
(619) 691-5500

DIVISION OF BUSINESS SERVICES

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PLANNING DEPARTMENT
CHULA VISTA, CALIFORNIA

Ms Schilling -
This is a corrected copy. The factor on page two was incorrect.

May 27, 1987

Ms. Julie Schilling
Assistant Planner
City of Chula Vista
Planning Department
276 Fourth Avenue
Chula Vista, CA 92010

Dear Ms. Schilling:

RE: BONITA PLAZA APARTMENTS EIR-87-4

The Sweetwater Union High School District has been experiencing increasingly overcrowded conditions for the past three years. Students generated from this project will attend Hilltop Junior High School and Hilltop High School. Below are capacity and enrollment statistics for these schools:

	Temporary Classroom Capacity	Permanent Classroom Capacity	Current Enrollment May 1987
Hilltop High	120	1388	1429
Hilltop Junior		1386	1313

3 As you can see from this information, the permanent capacity of these schools is already impacted. Although not considered an acceptable permanent solution, we have responded to overcrowded conditions by establishing temporary trailer and relocatable classroom facilities to house the excess students. The annual lease-purchase cost, without the installation of electricity, is $5400 per trailer classroom and $7194 per relocatable classroom. There are also strains on the non-expandable services at all of our schools; i.e., libraries, cafeterias, restrooms and playfields.

Bussing and boundary changes are other methods we have used to mitigate the overcrowded conditions. Recent legislation has put a cap on school fees of $1.50 per square foot for residential development and 25 cents per square foot for commercial/industrial developments.

3 The EIR acknowledges the existing overcrowding and district policy regarding bussing. The Precise Plan for the proposed project indicates a gross total of 68,352 square feet of residential space. By applying the $1.50 multiplier, the applicant would be required to submit approximately $102,528.00 in developer's fees to the school districts. If the districts find that applying these fees to construct temporary facilities is no longer practical, they must decide how best to apply them.

4 Due to the time needed to accumulate sufficient funds for new facilities, like many other districts statewide, Sweetwater Union High School District is behind in its facilities program. The District uses a yield factor of .29 to calculate the number of school age children generated per residential dwelling unit. Using this factor, Bonita Plaza Apartments will generate an additional 28 students. This project would represent a temporary significant cumulative impact on the secondary school facilities.

5 The District is proceeding in plans for a new high school projected for completion in the 1990-1991 school year and a proposed junior high school to follow. Because enrollment within the Sweetwater Union High School District presently exceeds the design capacity at many of the existing schools, additional students from this project would incrementally worsen the overcrowded conditions.

Sincerely,

Andrew B. Campbell
Administrator of Planning

ABC:sly

4 Comment noted. No response is required.

5 The adverse impacts of the project with respect to exacerbating school overcrowding has been acknowledged in the EIR. At the present time, the City's policy is that adverse impacts are fully mitigated by submission of developer's fees, as detailed in Response to Comment #3.

CHULA VISTA CITY SCHOOL DISTRICT

Each child is an individual of great worth

84 EAST "J" STREET • CHULA VISTA, CALIFORNIA 92010-6199 • 619 425-9600

May 27, 1987

Mr. Douglas R. Reid
Planning Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 92010

Dear Mr. Reid:

RE: 96 TWO AND THREE STORY APARTMENTS
PROPERTY BOUNDED BY "E" STREET AND BONITA ROAD

6 Please be advised that the Chula Vista City School District is engaged in an effort to integrate schools and a citizens advisory committee may make recommendations on school assignments. We can assure that classroom facilities will be available for students who would come from this proposed development, however, we cannot assure that these students will attend Rosebank School, as this school is heavily overcrowded, and this proposed development would impact the current situation.

If you have any questions, please do not hesitate to contact this office.

Sincerely,

John E. Linn
Assistant Superintendent for
Business Management

JEL:dt

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PLANNING DEPARTMENT
CHULA VISTA, CALIFORNIA

6 Comment noted. No response is required.

5-30-87

CROSSROADS
P.O. Box 470
Chula Vista Ca. 92012

Chula Vista Planning Commission
276 Fourth Ave.
Chula Vista, Ca 92010

Re: Plaza Bonita Apts. Case # EIR-87-4

Dear Chairman and Members of Commission:

7 CROSSROADS, an organization concerned with the quality of life in Chula Vista supports the continuance of the present zoning on this property. It is a prime gateway corner on a designated scenic road and should be used accordingly.

8 In reviewing the EIR on this project, we believe it is inadequate, contains omissions and misrepresentations and minimizes the impacts on the roads, schools and surrounding neighborhood.

9 The fact that the developer was able to develop at the high end of the density range and a density bonus was given this same developer on Eucalyptus Grove does not mean that this property should receive the same largesse. In truth, the density granted the Eucalyptus Grove development should be balanced by the present zoning on this parcel.

10 The twenty-five letters of objection from neighbors and a letter of concern from the California Department of Transportation regarding significant peak-hour traffic impacts to the Interstate Route 805 interchange at Bonita Road have assisted us in our conclusion that this request for rezoning be denied.

Thank You,

Carol Freno

Carol E. Freno
Project co-ordinator
CROSSROADS

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PLANNING DEPARTMENT
CHULA VISTA, CALIFORNIA

7 Compatibility of the project's design with the gateway concept for E Street in the Scenic Highway Element is discussed in Section 3.4 of the EIR. The need for special attention to design, height, siting of structures, landscaping, signage, and utilities have been addressed.

8 The EIR traffic analysis was based on a revised technical traffic report prepared by Federhart and Associates, and accepted as adequate by City Staff (refer to Appendix B). Impacts to area schools were evaluated after contacting and interviewing spokespersons for the affected districts, (refer to Response to Comments #3 and #5). The incompatibility of the proposed project with the surrounding neighborhood is discussed in Section 3.3; it was concluded that design measures incorporated into the project would partially mitigate land use conflicts, but that full mitigation would be achieved only by implementation of an alternative project.

9 The applicant developed the Eucalyptus Grove property with an apartment project of 376 units for a net yield of 21.3 dwelling units per net acre. To do this, the applicant applied for a General Plan Amendment and Rezone of the site, changing the site's land use designation from medium density residential to high density residential with an underlying zoning of R3P16 and R3P19. In addition to this, the developer was granted a 25 percent density bonus for low and moderate income family housing (per policy guidelines established by the City's Housing and Community Development Department and the State of California) to achieve the net yield of 21.3 du per net acre. The proposed density for Plaza Bonita Apartments is 21 du per acre.

10 The public responses to the NOP were reviewed by City Staff during the Initial Study period by the Consultant during preparation of the EIR. They are included in Appendix A.

The technical traffic study analyzed potential impacts on four area intersections, two of them at I-805. While CALTRANS responded to the Notice of Preparation, no response to the draft EIR was received.

June 4, 1987

TO: Doug Reid, E.I.R. Coordinator

FROM: Peter Watry

SUBJECT: E.I.R. for Plaza Bonita Apartments, Case No. EIR-87-4

11 On page 4 it is mentioned that traffic on E Street in the vicinity of the project is expected to decrease from its present 23,100 daily count to 13,100 in the future after the opening of State 54 on the new flood control channel. I very much question such an assumption.

The following is an attempt to analyze the effect of opening State 54 on E Street traffic in the vicinity of the project.

1. I will concentrate on east-bound traffic first.

2. Going east on State 54 will take you either (a) straight past I-805 to Paradise Hills, Spring Valley, etc., or (b) to northbound I-805 or (c) to southbound I-805. It will not take you into the heart of Bonita or the Bonita Plaza shopping center except by very circuitous routes.

3. People now using E Street to go to Bonita, the Bonita Plaza shopping center, or south on I-805 would have no reason to drive north to the State 54 route first. People going to Spring Valley, etc., now take Second Avenue to State 54.

4. The only people now using E Street that would gain by going north to State 54 first are people who are destined for north on I-805, and who begin, say, west of First Avenue.

5. On page 23 in the bottom-left quarter of the page, it shows the peak-hour traffic count at the I-805 East Ramp. And it shows 453 cars turning north on I-805. If that's the peak hour, what would the daily count be? I don't know, but let's say 10 times that, or 4,500. What proportion of those started west of First Avenue, and so would not take State 54? To say more than a couple of thousand sounds ludicrous.

6. Any decrease in traffic as in #5 above will surely be more than offset by new traffic generators, such as the new Eucalyptus Grove apartments and the new La Quinta Motel operating at full speed, plus other developments to come along Bonita Glen.

7. I would think the same analysis would apply to west-bound traffic on E Street as well.

11 The data in question that were used in the technical traffic report and summarized in the EIR are derived from the City of Chula Vista's Computer forecast traffic study at buildout of the General Plan. This study assumes completion of S.R. 54 which, in part, was designated to alleviate east and west traffic through Chula Vista and National City. It is anticipated that the new interchanges at S.R. 54 with 4th Avenue and Broadway will substantially divert traffic from downtown Chula Vista and surface streets (such as "E" Street), resulting in future lowered ADT's.

As discussed in the technical traffic report and summarized in the EIR, the future, cumulative traffic forecast assumed traffic that would be generated from three other projects. These included the unoccupied portion of Eucalyptus Grove, the Ferrera property, and the Bradley property.

alvarado design & associates

George T. Felix

7830 la mesa boulevard
la mesa, california 92041

phone 462-3000

May 5, 1987.

Ms. Julie Schilling
City of Chula Vista
Planning Department
Environmental Division
276 Fourth Avenue
Chula Vista, CA 92010

Dear Julie:

Regarding the siting of buildings and their relative height to the single family residences along the south side of Bonita Road. It has been proposed to scale down the buildings along Bonita Road to be compatible with the single family residences. Three buildings are placed adjacent to Bonita Road and they generally follow the slope of Bonita Road (elevation 66.0 to 43.0 going West to East to "E" Street). The frontage along Bonita Road - North side, is approximately 615 lineal feet. Proposed buildings on Bonita Road total approximately 273 lineal feet, the remaining frontage is left open as visual corridors through the site.

12

Additionally:

13

BUILDING VI — With proposed First Floor at elevation 67.0 is placed directly opposite residence with First Floor at elevation 65.5 (net difference is one story plus 1.5 ft. above residence across street).

BUILDING VII — Recreation - Office Building with proposed First Floor elevation 56.0 is directly across Bonita Road from residences with First Floors at elevation 61.0 & 59.5. A portion of Building VII has a mezzanine level which is at elevation 64.8. This portion of building is approximately one third of the building frontage - 28 ft. (The relative height for two thirds of the building is 3.5 - 5.0 ft. below residences First Floor and one third of the building frontage is 4.0 above the First Floor of residences. Half story below and half story above residences directly across street).

12

In his letter dated May 5, 1987, Mr. Felix neither questions the environmental analysis and conclusions of the EIR, nor does he raise any new environmental issues. The letter extensively details his perceptions of the appearance of the proposed project as viewed from adjacent existing residences. The EIR acknowledges the design features incorporated into the project to minimize the bulk of the structures to avoid aesthetic impacts. While some of the responses require clarification or corrections to the text as noted, no further comment is required (per CEQA Guidelines Section 15088).

13

The resident of Bonita Road, standing in front of his home, would view a 16-unit apartment building set back 25 feet from the property line with an overall height (as viewed from the 64.7-foot elevation called out on the site plan) of 30.3 feet. The adjacent resident would view the structure from an elevation lower by 4.2 feet. The height limit set by R-1 standards is 28 feet; a standard two story residence is approximately 24 feet tall.

BUILDING I — At the Easterly portion of site adjacent to the intersection of "E" Street and Bonita Road, is placed along Bonita Road Frontage. Proposed First Floor is at elevation 49.0. Residences directly across from Building I are at approximately elevations 56.0; 53.0; 51.5; 49.0: (The relative height is one story plus 2 ft. at one end and two story at East end for a net of 2 ft. to one story higher than residences across street).

BUILDING II)
BUILDING III) Have been set back off Bonita Road varying from
BUILDING IV) 200 ft. - 400 ft. from residences along Bonita
& BUILDING V) Road.

BUILDING V — Has been set into hillside and has hillside and eucalyptus grove as backdrop. This is the highest building proposed with First Floor at elevation 75.5. Where this is the highest building it has been placed so as to have minimal impact on the relationship with Bonita Road residences.

BUILDING IV — Is the most westerly building along "E" Street and is also the one which is furthest from residences along Bonita Road. It is proposed to be at elevation 65.0 for First Floor, which is approximately 15 ft. below "E" Street at its location. It is set down and is just below Eucalyptus Grove on northwesterly portion of site.

BUILDING II — Which is placed along "E" Street the proposed First Floor is at elevation 50.5 which is directly across residences along Bonita Road, with First Floors at elevation 57.5 and 56.0 the Second Floor of Building II is set at approximately 59.5 (the net height of Building II is approximately 3.5 ft. above residences directly across Bonita Road.

BUILDING III — Along "E" Street with proposed First Floor at elevation 61.0 and Second Floor at elevation 70.0 is placed directly behind Building VII and approximately 285 feet from residences on Bonita Road. Residences on Bonita Road directly across Bonita Road have First Floors at elevation 61.0, 59.5 and 57.5 (the relative height is from one story to one story plus 3.5 ft. higher than residences directly across Bonita Road).

Additional consideration to the interface along Bonita Road includes:-

1. Widening of Bonita Road with new curbs, gutter and sidewalk.

2. Screen - decorative wall - fence between proposed buildings and residences.

3. Landscape buffer between wall and residences and wall and proposed buildings to help visually separate and soften the interface of the proposed development and the existing residences along south side of Bonita Road.

The way that the description is written on page 39 seems to be misleading. With the exception of Building V which is not directly across the street from any residences along Bonita Road the range of differential height relative to residences directly across Bonita Road from proposed buildings range from half a story below, to one and half stories above residences along Bonita Road when all buildings are considered, and range from half a story below to one story above residences when only buildings situated on Bonita Road are considered.

RE: Draft - Environmental Impact Report
Screen check Phase E.I.R. 87-4 - Additional Comments:

14

Page 19, 51, 54	100 year flood elevation should be revised to 45.2 (verify with Roger Daoust - City of Chula Vista Engineering) as required for Eucalyptus Grove Apartments.
Page 28	Roughly 200 dwelling units. Buildout is 1987 when completed...
Page 36 1st paragraph	Phase II presently is being completed and is partially occupied.
Page 39 2nd paragraph	Regarding the description of the proposed buildings being one to two stories taller than the existing residences on Bonita Road. - See attached letter.
Page 42	Minimum 25 ft. setback adjacent to "E" Street.

Thank you

George T. Felix

George T. Felix

14 Comment noted. The data corrections have been made in the text of the EIR.

alvarado design & associates

George T. Felix | 7830 la mesa boulevard, la mesa, california 92041 | phone 462-3000

May 12, 1987.

RECEIVED
BY_____
MAY 13 1987
PLANNING DEPARTMENT
CHULA VISTA, CALIFORNIA

Ms. Julie Schilling
City of Chula Vista
Planning Department
276 Fourth Avenue
Chula Vista, CA 92010

Dear Julie:

We have received the Draft Environmental Impact Report for the Plaza Bonita Apartments (City of Chula Vista Case No. EIR-87-4 and offer the following comments:

15 1. page 7 Section 2.2 Project Characteristics, paragraph 2, ..., three three story (two story residential with parking basement), ...

Suggest adding (two story residential with parking basement under one side only),.....

2. page 27 Future Plus Project Traffic, paragraph 2,

16 This section is not real clear - especially as to the reference to Table 2; the EIR portion or the Appendix portion of traffic study?

It would also seem that a summary of Table 3 or including Table 3 of the Federhart Traffic Study, page 25 would help see the overall situation.

17 3. page 38 Section 3.3.1 Project Setting, paragraph 3.

Regarding current zoning being in conformance with the General Plan on this property - they are not in conformance. Existing zoning is R-1 (Low 1-3 D.U./AC) and the General Plan shows (Medium 4-12 D.U./AC), for the subject site.

18 4. page 40 paragraph 5,

The projected build-out date for Eucalyptus Grove Apartments is 1987.

5. page 41 paragraph 2,

19 The potential character of the site would change from medium density single family detached to high density multifamily is not real clear, the medium density classification (4-12

15 Title 19 of the City of Chula Vista's Zoning Ordinance defines a first story as

> "the lowest story or the ground story of any building, the floor of which is not more than twelve inches below the average contact ground level at the exterior walls of the building . . . ."

In the case of the tuck under garages set into the hill, the cross sections and floor plans show less than 50 percent of the garage level is below ground level at the exterior walls of the building. Therefore, this level must be treated as one story.

16 Comment noted. The reference has been corrected to Table 1 of the EIR.

17 The zoning and General Plan designations are in conformance. Zone designations which denote land uses of the same nature as the General Plan designation but are less intense, are in conformance. Zones of the same nature but more intense, or are of a different land use, are not in conformance.

18 Comment noted. Refer to Response to Comment #14.

19 The statement in the EIR is correct. Although the medium density land use designation in the General Plan does not necessarily mean single family detached, the R-1 zone in effect over the area limits development to single family detached dwellings.

D.U./AC) does not necessarily mean single family detached. It might be more appropriate to change this to: ..... would change from medium density residential to high density multifamily.....

6. page 51 paragraph 2,

20 Please see previous letter sent to you on May 5, 1987 regarding proposed building height in relation to existing single family residences along south side of Bonita Road.

7. page 51 paragraph 3,

21 As reviewed from "E" Street Building III appears to be between 23 and 29 feet above "E" Street, directly across from Building III.

8. page 54 paragraph 1,

22 The minimum setback adjacent to "E" Street is proposed to be minimum 25 foot.

9. page 54 paragraph 3,

Regarding height, bulk and mass of project.

23 The apartments are two story, and two story with parking basement under one side.

The parking under one side is incorporated to:

a. Help the buildings step down the site and follow the general slope of the site which slopes from west to east.

b. To create more landscaped open space by placing some of the paved surface used for parking under portions of some buildings. (Buildings III, IV and VI).

24 10. page 66 paragraph 1,

Reference made to 100 year elevation @ 42.5, this should be 45.2.

Sincerely,

George T. Felix

George T. Felix

20 Comment noted. Refer to Response to Comment #13.

Building III, as viewed from E Street directly across from the building (as shown in section B-B), would be 23-29 feet above E Street. However, Building III is 37 feet in height as shown in Section C-C looking toward "E" Street from onsite. The worst case is actually Building I as seen 21 from the intersection of "E" Street and Flower Street. This building would be viewed as approximately 35 feet in height (30 feet of structure plus about 5 feet difference in elevation between the finished floor and the street). The setback proposed for Building I is 25 feet from the property line at E Street.

22 Comment noted. Refer to Response to Comment #14.

23 Comment noted. Refer to Response to Comment #12.

24 Comment noted. Refer to Response to Comment #14.

STATE OF CALIFORNIA—OFFICE OF THE GOVERNOR GEORGE DEUKMEJIAN, *Governor*

OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

June 5, 1987

Julie Schilling
City of Chula Vista Planning Dept.
276 Fourth Avenue
Chula Vista, CA 92010

Subject: Bonita Plaza Apartments Shortened Review Request - SCH# 86101510

Dear Ms. Schilling:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

Please contact Glenn Stober at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

David C. Nunenkamp
Chief
Office of Permit Assistance

Enclosures

cc: Resources Agency

State of California — The Resources Agency

Memorandum

Date : MAY 21 1987

To : 1. Gordon F. Snow, Ph.D.
Assistant Secretary for Resources
2. City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 92010
Attention: Douglas D. Reid

From : Department of Water Resources
Los Angeles, CA 90055

Subject : DEIR for Plaza Bonita Apartments, SCH 86121714

Your subject document has been reviewed by our Department of Water Resources staff. Recommendations, as they relate to water conservation and flood damage prevention, are attached.

25 After reviewing your report, we also would like to recommend that you further consider implementing a comprehensive program to use reclaimed water for irrigation purposes in order to free fresh water supplies for beneficial uses requiring high quality water supplies.

For further information, you may wish to contact John Pariewski at (213) 620-3951.

Thank you for the opportunity to review and comment on this report.

Sincerely,

Charles R. White

Charles R. White, Chief
Planning Branch
Southern District

Attachments

RECEIVED
MAY 28 1987
STATE
CLEARINGHOUSE

25 The recommendations made by the Development of Water (Resources) neither questions the environmental analysis and conclusions of the EIR, nor does it raise any new environmental issues. No further comment is required (per CEQA Guidelines Section 15088).

DEPARTMENT OF WATER RESGURCES RECOMMENDATIONS

FOR WATER CONSERVATION AND WATER RECLAMATION

To reduce water demand, implement the water conservation measures described here.

Required

The following State laws require water-efficient plumbing fixtures in structures:

- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings as follows:

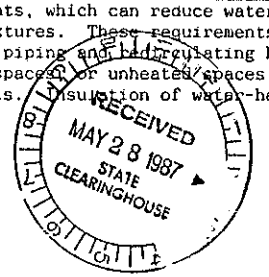
  "After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section."

- Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979.

- Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.

- Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.

- Title 24, California Administrative Code Sections 2-5352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam-condensate return piping and recirculating hot water piping in attics, garages, crawl spaces or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.



- Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.

- Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water.

To be implemented where applicable

Interior:

1. Supply line pressure: Water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.

2. Drinking fountains: Drinking fountains be equipped with self-closing valves.

3. Hotel rooms: Conservation reminders be posted in rooms and restrooms.* Thermostatically controlled mixing valve be installed for bath/shower.

4. Laundry facilities: Water-conserving models of washers be used.

5. Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.*

6. Ultra-low-flush toilets: 1-1/2-gallon per flush toilets be installed in all new construction.

Exterior:*

1. Landscape with low water-using plants wherever feasible.

2. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.

3. Group plants of similar water use to reduce overirrigation of low-water-using plants.
4. Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.

---

*The Department of Water Resources or local water district may aid in developing these materials or providing other information.

5. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.

6. Preserve and protect existing trees and shrubs. Established plants are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.

7. Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.

8. Use pervious paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge.

9. Grade slopes so that runoff of surface water is minimized.

10. Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.

11. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.

12. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This aids ground water recharge.

13. To aid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.

FLOOD DAMAGE PREVENTION

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

1. It is the State's policy to conserve water; any potential loss to ground water should be mitigated.

2. All building structures should be protected against a 100-year flood.

3. In those areas not covered by a Flood Insurance Rate Map or Flood Boundary and Floodway Map, issued by the Federal Emergency Management Agency, the 100-year flood elevation and boundary should be shown in the Environmental Impact Report.

4. At least one route of ingress and egress to the development should be available during a 100-year flood.

5. The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for hillside developments.

6. Revegetation of disturbed or newly constructed slopes should be done as soon as possible (utilizing native or low-water-using plant material).

7. The potential damage to the proposed development by mudflow should be assessed and mitigated as required.

8. Grading should be limited to dry months to minimize problems associated with sediment transport during construction.

Mail to: State Clearinghouse, 1400 Tenth Street, Rm. 121, Sacramento, CA 95814 -- 916/445-0613

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT FORM 5/9 SCH # 86121714 (See NOTE Below)

1. Project Title: Plaza Bonita Apartments
2. Lead Agency: City of Chula Vista
3. Contact Person: Douglas D. Reid
3a. Street Address: 276 Fourth Avenue
3b. City: Chula Vista
3c. County: San Diego
3d. Zip: 92010
3e. Phone: (619) 691-5101

PROJECT LOCATION
4. County: San Diego
4a. City/Community: Chula Vista
4b. (optional) Assessor's Parcel No. 570-020-09, 570-130-24, 569-070-53
4c. Section: Por. QSEC 110, 111, 124, 125
5a. Cross Streets: 'C' Street, Bonita Road
6. Within 2 miles of: a. State Hwy No. 805 b. Airports -- c. Waterways Sweetwater River

7. DOCUMENT TYPE
CEQA
04 X Draft EIR

8. LOCAL ACTION TYPE
03 X General Plan Amendment
08 X Rezone
18 Other Precise Plan

9. TOTAL ACRES:

10. DEVELOPMENT TYPE
01 X Residential: Units 96 Acres 4.568

RECEIVED MAY 0 6 1987 STATE CLEARINGHOUSE

11. PROJECT ISSUES DISCUSSED IN DOCUMENT
01 X Aesthetic/Visual
07 X Flooding/Drainage
08 X Geologic/Seismic
11 X Noise
13 X Schools
19 X Traffic/Circulation
26 X Incompatible Landuse

12. FUNDING (approx.) Federal $ State $ Total $

13. PRESENT LAND USE AND ZONING:
Vacant, R-1 (residential single family)

14. PROJECT DESCRIPTION:
Construction of 96 two and three story apartment units in six buildings, plus a seventh building for administration and community center activities.

CLEARINGHOUSE CONTACT: Glenn Stober

STATE REVIEW BEGAN: 5/6/87

DEPT. REVIEW TO AGENCY: 5/29/87

AGENCY REVIEW TO SCH: 6/3/87

SCH COMPLIANCE: 6/5/87

* 30 days review period

W/C	N/C		W/C	N/C	
		RESOURCES			REGL WQCB 9 (SD
		[illegible]			CALTRANS # 11
		CONSERVATION			[illegible]
		FISH & GAME			[illegible]
		[illegible]			CA HWY PATROL
X		DEPT WATER RESOURCES			[illegible]
		[illegible]			HEALTH SERVICES
		PARKS & REC / OHP			[illegible]
		[illegible]			[illegible]

(Revised 1/87)

EXTRACT OF THE PUBLIC HEARING ON THE DRAFT EIR-87-4 - PLAZA BONITA APARTMENTS HELD ON JUNE 10, 1987. All members present except Grasser.

Chairman Shipe: The public hearing is open. The first request to speak is Carol Freno.

Carol Freno:

26 Mr. Chairman and Members of the Commission, my name is Carol Freno, 3703 Alta Loma Drive, Bonita and I wish to address you this evening as a member of Crossroads. I have an analogy. A few months ago in Florida, NASA launched a space vehicle that was to put a multi-million dollar weather and communication satellite into orbit. During the countdown, the launch directors were receiving weather reports that stated there were no problems. The rocket took off with its precious satellite on its nose and almost immediately it was struck by lightening. Lights flashed, alarms sounded. The order was quickly given to destroy the damaged launch vehicle and it blew up in the sky. After a news conference describing the failure, someone asked "Didn't anyone look out the window?" The draft environmental impact report on this project, Plaza Bonita apartments, is like those faithful weather reports. The EIR says every thing is fine for launching this project, however, Crossroads is asking you to look out the window. Look at the fact that children from this project will be bussed to another neighborhood; who knows where. Look at the fact that the open space includes the recreation building and the balconies on seven 1, 2, and 3 story structures look at Bonita Road, I-805 intersection, not just at late afternoon as is stated in the draft, but every weekday morning, every Saturday all day when there is near gridlock. Look at the magnitude of Eucalyptus Grove apartments and ask why that complex needs to be cloned on this property. After all, lightening is not supposed to strike twice in the same place. Crossroads believes this area is a bumper, a gateway property on a designated scenic road and is properly zoned as it is. If the present zoning is maintained, we can all look out the window and enjoy the view. Thank you.

Chairman Shipe: Thank you. James Federhart

27 **James Federhart:** I don't have anything additional.

26 Comment noted. Refer to Responses to Comments #7, 8, 9, and 10.

27 Comment noted. No response is required.

Chairman Shipe: Thank you. Mr. Alan Perry.

Alan Perry:

28

Mr. Chairman, I am Alan Perry and my offices are at 225 Broadway, San Diego. I am the attorney for the applicant. We have two consultants here; you have already heard from one of them, Mr. Federhart. We also have with us George Felix, the designer, if you have any questions of him. Thank you.

Chairman Shipe: George Felix

George Felix:

29

I am here to answer any questions if there are any.

Chairman Shipe: Any questions of Mr. Felix? Thank you Mr. Felix. This next series of requests is to speak in opposition . There's qu ite a few of them. I would ask, again, that you refrain from being repetitive of the previous speakers. If you really don't have anything to add beyond what the previous speaker has already stated, I would request that you consider not speaking. The first is Larry Pride.

Larry Pride:

30

The only thing I would like to add, sir, is that my house is right in the middle of the project. I live at 16 Bonita Road. I live right across the street from the proposed project. My name is Larry Pride. I have noticed quite an impact on the traffic since I moved there in 1978. There has been a significant amount of cars go up and down the road in front of my house. Since the new traffic signal has been put in, I can constantly see cars backed up beyond my line of view to the west from 'E' Street and Bonita Road, that's all the way up around the corner on the hill. And they do occasionally get backed up on Bonita Road as well as 'E' Street; both roads are backed up totally out of my view. I mean, they go all the way up, up on top of the hill. That's how far they are backed up. I have 3 children, one, three and six. One is in the first grade at Rosebank and I'm concerned about the bussing. I hear this talk about bussing. When I left Indiana, that was a big concern bussing the kids to different and I sure didn't move out here and buy a house with the intention of worrying about where my children are going to school. When I moved I checked into the Rosebank School district and Mr. Snyder is supposed to be one of the better principals in the whole United States and I took

28 Comment noted. No response is required.

29 Comment noted. No response is required.

30 The text of the final EIR has been revised to conclude that while the proposed project would not result in significant direct impacts to traffic circulation, it would incrementally contribute to the areawide congestion.

The district policies regarding bussing have been addressed in Section 3.5 of the EIR; also refer to Responses to Comments #3, 5, and 6, and page 62, paragraph 4 of the text.

that into consideration. But if we are just going to keep packing those kids in there, I for one don't want to see my kids bussed. I just mentioned the traffic. I see people go up and down my street at 50 miles per hour and I was sitting right beside a motorcycle officer with a radar gun and I mean this happens all the time. I'm not saying once in awhile. I have to call them routinely and complain. They come out and they sit there and they clock the traffic going in access. They let them go if they are going below 45 miles per hour. If they are going above 45 miles an hour, he might go out and stop them. The only other thing that I would like to add is the fact that when I bought the house, I did come down and talk to them down the hall there and they explained to me that it was zoned R-1. I didn't realize that people just came in and changed the zoning. This is a neighborhood and I didn't realize that people just came in and changed the zoning. I'm afraid it might take away from the value of some of the homes, especially mine. Talking about the future. We are talking about this highway 54. I can see that will probably be alleviating some of the traffic temporarily but what about all these other apartments that I see being built on 'E' Street, between I-5 and 805. I see a lot of new construction. It might alleviate it temporarily but there's a lot of available lots that are already zoned now for apartments. So we have to keep that in mind. Thank you for your time.

Chairman Shipe: Mr. Peter Watry

Peter Watry:

31 Mr. Chairman, my name is Peter Watry and I live at 81 Second Avenue. I am speaking tonight just as an individual. First of all, I want to say we believe that if a reasonable disinterested person would look at this project on this site at this location, they would say its absurb. In that light, in all my years looking at EIR's, this is the most creative EIR I have ever seen. I would place it at the opposite spectrum from the one you just talked about at Otay Rio Business Park. I would imagine a lot of people are going to talk so I will just pick on two points. On page 4, the EIR says that after the completion of 54, the traffic is expected to drop from 23,000 per day to 13,000 per day. I live on Second Avenue and we are very much going to be affected by that and I've known about 54 for a long time.

31 Comment noted. Refer to Response to Comment #11.

About 14 years ago, we got the Council to talk to CalTrans to make some changes for us and soforth. But I think I understand all the ramifications of 54. So I sat down and tried to do an analysis of who's going where, where does 54 go, where does Bonita Road go and who would be affected now taking 'E' Street. But the bottom line is I can't imagine that any more than 2,000 cars now taking 'E' Street who would now take 54. Remember now, 54 already connects with 'E' Street via Second Avenue. So anyone on 'E' Street who wants to take 54 can now take 54 to go up to Second Avenue. After 54 is complete they will have to go Fourth Avenue, I hope. And so I can't imagine very many people now taking 'E' Street who would want to take 54 depending on where they want to go. If they want to go to Spring Valley, you wouldn't be on 'E' Street anyway. I also can't imagine, I never even dreamed that anybody wanting to go from I-5 to 805 would take 'E' Street. I can't imagine very many people would do that. The most generous I could agree to would be maybe 2,000 people now taking 'E' Street would now maybe take 54 after it is complete But that will more than be swamped over by new cars, etc. I think it is wrong for you to assume in coming weeks when you consider the project, that traffic on 'E' Street will ever be any less than it is today. Th e second th ing I want to comment on is I live on Second Avenue, just off 'E' Street. I work at Southwestern College. From 1964 to about 1 1/2 years ago, I drove up and down this 'E' Street at least twice a day, every work day, for more than 20 years. I quit doing that about a year or so ago because the traffic got so heavy. Being a refugee from Los Angeles, I did not like traffic jams so I'm willing to drive way around to avoid the traffic jams. So I haven't driven these streets in about a year or so except on Sunday mornings sometimes. So in reading the EIR, it says that at Bonita Road the level of service is "B", as in baker, and it really stunned me. I th ought that was a bad intersection . So I did my own traffic study just to verify that, cause I didn't know what was going on. So I did my own traffic study which I would like to submit to you. I can pretty well describe it in words. I did it for two days at the peak hour and as you can see by the series of pictures, the first pictures were taken by the 76 Station,so the pictures were taken from Bonita Glen looking west. As you can see the traffic is backed up from the freeway past Bonita Glen, past Flower, up the hill. And on the May 8 page, you can see it is backed up all the way past what would be Hilltop toward First Avenue. So

it seems to me that's not quite "B" level. And so using the criteria of the EiR, my conclusion was the level of service is now a "D", as in David. Level "D" is described as "this level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour. This level is in the lower limit of acceptable operation to most drivers." I think calling that "D" level would be most appropriate. Some people call it worst than that. Thank you.

Chairman Shipe: Thank you, Mr. Watry. Mr. Thomas Balestrieri

Thomas Balestrieri:

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Thank you. I live at 78 Bonita Road. I have been there about 32 years. I have seen a lot happen since then and right now I would just like to quote that I'm against this project, because like Mr. Cannon said earlier, and I thank you for that Mr. Cannon, that only those who live in the area in question have noticed the already congested area with the traffic all the way up the hill. It is so congested that they just completed an island for those who want to turn left. Because no way can they turn left and traffic just wouldn't let them in. So they built this island. I believe they are proposing to put another stop light. We already have 3 stop lights all within 1 1/2 blocks. Three stop lights and now they are going to add this 4th one to make that left turn to get into the restaurant there. That's ridiculous as far as I'm concerned. The gentleman said on 'E' Street will be at east when they come off of 805 onto 'E' Street. That's going to ease the 'E' street traffic. I doubt that very much, once they start backing up on that freeway. They are going to have to let the traffic coming off 805 to get onto Bonita going east. Once they get that red ball, they are only going to travel 100 ft. to hit one light. They are going to hit one light right away. Then they go another block and one half and hit another light. How many lights are they going to have to have to get all this traffic off 805 to go on through to Bonita? How many lights are they going to be able to add to that one little street within that short distance to get the traffic flow going.

32 Comment noted. Refer to Response to Comment #30, and to page 25 of the text for a discussion of planned improvements for the operation of the traffic signals in place.

That traffic coming off 805, I doubt very much it's going to back up. You just wait until that opens up-that 54. That traffic is going to back up on that freeway so much because of that little light down at the bottom of the hill, unless they let it go for an hour. In the meantime, the traffic not only is going up to 'E' Street up to about First Avenue but probably all the way to Broadway. That is so much for the. God help us for that. That off ramp is not going to work very good, believe me. I think Mr. Cannon when he spoke awhile ago, made it very clear. I just want to say something in regards to today's paper, right here, on the front page just as rule for landowners. I'm going to quote just a little bit. "This ruling will have a chilling affect on all local government's land use policies It puts cities in a tough position and if their land uses regulations go too far, they could be liable for damages." And so help me, if my land property goes down, somebody's going to hear from me. Thank you.

Chairman Shipe: Thank you, Mr. Balestrieri. Mr. Bob Swift

Bob Swift: Thank you Mr. Chairman. My name is Bob Swift and I live at 36 Bonita Road. Since I am not a professional speaker, I wrote down just a few of my comments, some of the things that I'm concerned about regarding this project. I have breezed through the EIR. It took me about an hour. There's some real problems I have with some of their conclusions. Seems like the overall conclusion of this review seems to suggest that the project will not have a significant impac I strongly disagree with that. There are two issues in this that I'm really concerned about the most and that's land use and land form. The project, in my opinion, is in strong conflict with our single family medium density neighborhood and would only serve to reduce the quality of living. There is a great deal that we have lost in visual beauty when the Eucalyptus Groves went up. Do we need to continue to fill in all our open spaces by allowing this to go in? There are some mitigations that RBR put forth that didn't seem to really solve the problem in my view. They said that they would be solving the problems of land use of the incompatibility of this project with the medium density housing that we now have by using visual corridors. I'm not sure what that is. Supposedly, open space between these buildings. They say it's a

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33 The text of the final EIR has been revised to conclude that while design features of the proposed project would partially mitigate land use conflicts (by reducing visual impacts), full mitigation would require the adoption of an alternative project. Refer to Section 3.3, Land Use.

real appropriate design, through landscaping and by a 4 ft. wall around this project. This is supposed to solve the problems of putting high density in a multi-density complex like this next to medium density residential. I don't buy that; I think it is really far fetched I suggest that this project be denied and the property be developed at no greater density than the R-1 zoning that it is currently zoned at.

Chairman Shipe: Thank you, Mr. Swift. The next speaker is Mr. Jim Burley.

Jim Burley:

34 Mr. Chairman, Gentlemen and Ladies. My name is Jim Burley. I live at 6500 San Miguel Road about 6 miles east of the intersection that is raising all the flack. I am speaking for the Sweetwater Valley Civic Association. A lot of words have been gone through the mill tonight. It took a lot of my thunder. As a matter of fact, I didn't have much time to prepare for it, but I don't need much time. I'm against it. Any change to your planning and zoning rules at the present time, I think are wrong. You have a study in progress that Chula Vista is helping pay for, National City is paying for, Sweetwater Valley Civic Association and County is paying for. This study will provide a lot of answers but it still won't settle the location of Route 125 which has already been mentioned, nor will it bring back the good feelings that we first had when 805 came in. I've lived in the area since 1970. My wife would go to any length to avoid the intersection of 'E' Street and 805. She'll go roundabout. She'll take Sweetwater Road, go up across Lemon Grove, going out to Mission Valley. She won't go into Bonita Plaza. Gentlemen, you've got gridlock now at 805. Why add to it? I won't come through Bonita Road and 805 before 9:00 a.m. nor will I go through after 3:00 p.m. in the evening until about 9:00 p.m. It took me about 8 minutes to come through tonight to get down here. I barely made it. I thank you.

Chairman Shipe: Thank you sir. The next speaker is Louise Joseph.

Louise Joseph:

35 Good evening and thank you for hearing my comments We live at 36 Sandalwood Drive. I don't think that's showed up very well on the map, but Sandalwood Drive has an arterial stop to 'E'

34 Comment noted. Refer to Responses to Comments #2, 8, 11, and 30.

35 Comment noted. Refer to Responses to Comments #32 and 30.

Street, right at the bottom there. It also has an arterial stop to Bonita Road. In a busy time, when you get down there to the arterial stop which also is for Eucalyptus Drive and Pearlwood, you sit there because the traffic is so backed up, it doesn't matter what color those other lights are. It's in front of you and you have an arterial stop so you sit there flicking your little signal. Finally, some kind soul, he doesn't have to, lets you in. And for Bonita Road, it's an arterial stop and now there's more traffic on Bonita Road and this is going to make it even worse and I do think it lowers our property value. I would also like to comment on this road that's going to join the two highways I happened to work for the census bureau in 1970 and interviewed people who were very despondent because they were being evicted from their homes, I believe on Edgemere Road, because they were in the way of that road. It made you feel like that road was going to be put in there in a matter of a year or two and it still isn't. I would also li to comment on children being bussed from Rosebank Our little girl was bussed from Rosebank because they had a fire many years ago and they had to bus them because they had to build the classrooms agai and the whole class was bussed to Valley Vista. Now, the things like scouts, maybe choir, maybe band, all those things are out because they have to be on that bus. They can't stay after school for any reason and by the time they get home, they are too late to go join the Rosebank, so they are out. And also, I found out that the Valley Vista parents weren't at all happy because we didn't join their PTA. They weren't really happy to have our kids there; because you're just not part of the community. You know what I'm trying to say? Your children just don't fit in. I would rather not have my child bussed except in that case, it was necessary. But in this case, you're forcing something, I think. And I guess that's all I have to say.

Chairman Shipe: Thank you, Ms. Joseph. Rosalee Mason.

Rosalee Mason: Good evening. I live at 38 Toyon Lane. I have lived in the area of Bonita Road and Toyon Lane which back each other for 40 of my 40 years. I have seen it change so much that I feel I can address the issues here with some experience.

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36 An additional discussion of the City of Chula Vista's Noise Ordinance and the potential of the proposed project to generate additional noise has been added to the text of the EIR (see pages 37 and 39).

With respect to Land Use, refer to Response to Comment #30 and Section 3.3 of the text.

I'd like to just comment on a couple of things that haven't been covered yet. When we spoke of noise, they said that they would build special materials, this is on page 4 of the EIR of the EIR, to help reduce the noise for the residents of the Plaza Bonita anartments, but they don't say anything about the noise levels along Bonita Road. The noise level from traffic is so bad along Bonita Road from inside any of the houses. These houses were built back a long time ago and with the increased traffic, the noise problems is definitely a problem for them, as well as these people who have lived in these apartments. On page 41, 42 and 50, the EIR agreed that these buildings would be massive, that they would be incompatible with the surrounding homes and the developer says that he will provide a visual buffer from land uses to the south, he's going to retain the eucalyptus tree grove. How nice! It is virtually impossible, in our opinion, to hide seven 1, 2, and 3 story buildings with a few trees and shrubs. Even putting them perpendicular to provide these corridors of supposedly open air which are basically parking areas are not going to help this at all to be congruent with the homes that are around that area. Also, I would like to say that they gave us a kind of pacifier to say they would retain the eucalyptus grove. If they build these places, you won't even be able to see eucalyptus grove. I'm sure a lot of you have been out there and with these buildin in front of it, it's tucked away up in a little corner, there's no way for any one to be able to see this. On page 58, the developer has the attitude, I think, that if they can pay some mone to landscape a little bit, that that's going to make it all alright. We agree that we will need to look at the future of Chula Vista. On page 69, it implies that no good social impacts will come; that good social impacts will come from this project. We feel that no good social impacts can come from high density. In summary, I would like to just say that I would miss the family of foxes and the hawk and there's a great horned owl that lives in our area andoreys off little animals that live in this field. I would miss them and I really think retaining open space in Chula Vista we residents urge you to do this and consider that there's only a few of these areas left and this is one of them. Thank you.

Chairman Shipe: Maynard Joseph

Maynard Joseph:

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Thank you for letting me speak. I had just a few points. I'm at 36 Sandalwood Drive in Chula Vista. After listening to all these mthods of mitigating the traffic problems, and unsightlines of 2 & 3 story buildings, it really sounds like a fantasy land. I'm not being sarcastic. I really believe it is fantasy land and if anybody believes that all these little doo-dads of the sound deadening materials that is going to make it more acceptable to the community, I think they are really too far off for me. One thing we never seem to do is build roads that are going to solve these problems. This is in the future. Let's build the houses now; solve the problems with roads that may take place; as my wife just pointed out that in 1970 on the census, they were considering this connector between the freeways to be built then and people were moving out, so how do we know that this man is vague as to when these improvements to the onramps to 805. I think that's too vague. They are talking about the old Sonita Road that goes up to First Avenue; after it gets up to Hilltop Drive, it can't be widened, there's just no room for it. So it's a two-lane road to eternity so the traffic can't go up there and also they talk about building trees or rather planting trees down there that are going to screen the property. Well 2 or 3 story buildings should have to have instant 30 ft. trees and I think what you're trying to do is hide an elephant in a phone booth I mean, you can't do it. I think it's just preposterous and as I say, let's get the roads in, let's get our traffic down and if someone wants to talk about a little building, well do it I'm not opposed to building as such; I know we can't stop all this, but I certainly wish we could slow it down to a level. In early January, I think it was, Stafford Gardner had a meeting over there in their offices trying to sell this t the nearby residents, of which we were one, and they were telling us then how lucky we were only 96 units were going in there, that really they could have doubled that amount and made it much worse and how lucky we were that they were going to be such beautiful buildings. The traffic, we all know what it is. We're in

37 Comment noted. Refer to Response to Comment #36.

gridlock. I th ink this is...I wouldn't want to to use the word. Very ill-advised. Common sense would tell even anybody that wasn't in the building, that this is nothing but a money making project that's going to congest the area and make it less liviable. Thank you.

Chairman Shipe: Thank you. Raymond Prisbylla

Raymond Prisbylla: My name is Raymond Prisbylla. I live at 75 Bonita Road. Traffic wise I don't have much to say except we have more to come. As far as land use goes, I'd like to talk about the idea of a scenic highway of which 'E' Street going up the hill, I guess, and both down the hill, is supposed to be part of a scenic route. This project will definitely balance that scenic highway. We would now have two apartment buildings, apartment complexes and to get an idea of what it's going to be like, the EIR, on page 48 says that the Eucalyptus Grove complex was developed by the applicant and utilizes an almost identical building design as proposed for the project, so we will have a nice balance, one on one side, and one on the other side. I don't th ink that's what we mean by Scenic Highway. I would consider that in deliberating on this issue. Some of the items in the EIR are vague. Vague language is used. In other areas, the EIR gives us words that are not defined. What does it mean to have sufficient amount of landscaping? I find that the EIR is insufficient in detail but that it does cover all the items; water, runoff, highway and I would like to address future growth in the area, particularly a couple of lots. The church, for example. Does anybody know what is going to happen to the church? Is it going to be there forever or will it be developed? That is a question. Does anybody know?

Chairman Shipe: Staff?

Staff: The church is for sale.

Raymond Prisbylla: So eventually that lot will probably be developed It will probably be developed according to the domino theory, into apartments. Right? No? There's a lot on the other side of 805 on the north side which according to the General Plan

38 Comment noted. Refer to Responses to Comments #7, and 3, and text revisions on page 59, paragraph 1.

The future development of the church property is beyond the scope of this document.

is nigh density. It's not like this is the only thing that's going to happen down there. There's going to be more. So that means that there is going to be more pressure and more traffic also. Thank you.

Chairman Shipe: Thank you Mr. Prisovlla. Helen Little.

Helen Little: Good evening. My name is Helen Little. I live at 271 Rogan Road. I'm really going to keep my comments very simple because there were a lot of comments that have been made, a lot of data and a lot of statistics. But I think there comes a time in a community where we just kind of have to say no. The plan calls for the things that can be done to soften the noise inside of the Bonita units, to take care of the traffic that would be created by the new units, but how about all of us who live there now. There comes a time when we can't go any further. We have to do what is good for the people now. When I walked into this building, I saw a No Smoking sign. I am a smoker. I feel that I have a right to smoke anytime I want to. However, sometimes realism comes in, consideration comes in and if I'm not considerate enough to say that hey, my smoke is offending you and I'm going to be really inconsiderate and go ahead and do it, then our government comes along or city government and they put up these No Smoking signs to let me know that I'm not going to smoke for the good of the rest of the people so that you don't have my smoke. Maybe it's not a good correlation of what's happening down there but with the traffic, instead of maybe leaving our house at 7:00 a.m., we leave at 6:30 a.m. If we want to go down to Bonita Plaza to get something very quickly, you can't do that anymore. My children are grown and gone, but there are children in that area. Stability means a lot to them. They don't need to be bussed across the city like one of my neighbors said, where they can't belong to the choir, where they can't go and do a lot of other things. You know, the time has come where we just have to say no. Let's just keep the nice community we have.

Chairman Shipe: Thank you Ms. Little. Is there anyone else that wishes to address the Commission on this subject?

39 Comment noted. Refer to Responses to Comments #30, 32, 33, 34, and 36.

Therese Vezina:

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My name is Therese Vezina. I live at 31 Toyon Lane. It has come to the point now that I can't even leave Toyon Lane that I don't have to wait and wait--the traffic is so bad and I thought that when we purchased, we were in the R-1 zone and now we are going to be put in a third great situation. Right now I have been trying to sell my home. I can't do it. No one wants to live there. The property has gone down already. That's all I have to say.

Comment noted. Refer to page 75 of the text, paragraph 4.

Chairman Shipe:

Thank you. Anyone else wish to speak to the Commission? If not, I close the public hearing.