RESOLUTION NO. 218950 R.78-394

JUL 27 1977

BE IT RESOLVED, by the Council of The City of San Diego, that the following findings are made in respect to the significant environmental impacts identified in Environmental Impact Report No. 76-02-23C:

1. AIR QUALITY - Impact: Development under Concept 5 would not only expose an additional 3,300 people to existing adverse oxidant levels but would significantly add to the in-migration of vehicles utilizing the Regional Employment Center. Increased vehicle usage, attributable to the projected population and regional attraction, would result in an incremental degradation of the San Diego Air Basin over the long term. Local oxidant levels would exceed Federal and State air quality standards with increasing frequency. The impacts would be expected to be mid- to long-term in duration dependent on the level and success of proposed regional emission control strategies.

Mitigation: Progress in meeting State and Federal air standards in the San Diego Air Basin may be achieved through the successful implementation of regional emission control strategies. However, this assumption cannot anticipate influences from outside the air basin or exactly when the impact would be reduced to an insignificant level. The long-term reduction of air pollutants on a regional as well as local level may be achieved by a shift from travel dominance by private automobiles to a balanced transportation system involving the greater use of mass transit modes. Implementation of such transportation systems would not be limited by lack of technology or economic infeasibility; the real constraint would be the acceptance and use of mass transit modes by the public.

An immediate lessening of local pollution generation could be achieved with the reduction of vehicle trips and improvement in traffic flow within the community. These could be accomplished through the creation of peripheral parking areas with a shuttle service to major industrial-commercial areas and by smoothing traffic flow through limiting access onto major roadways. As with other remedies to the problem, public acceptance of such policies would be the determining factor as to their level of success as mitigation. The sand and gravel industry is required to comply with State dust control standards. To date this mitigation has been successful.

2. WATER QUALITY - Impact: Development under this alternative would be concentrated on the mesa and mesa rims. The principal surface water impact would be the cumulative, long-range, adverse effect on urban runoff and silt on the receiving water bodies. A short-term erosional-siltation problem from new development may result in clogged drainage facilities and nearby waterways. It is not expected that these effects would constitute a substantially adverse impact on the natural environment because of the project's scope and duration of the impact.

Mitigation: Local treatment of urban runoff may mitigate potential impacts, but the high cost and frequent ineffectiveness of such systems would make this mitigation infeasible at a community level. Common protective construction practices include: (1) coordinating activity with the dry season, (2) phasing of clearing and grading operations with construction to maintain a minimal amount of exposed land, (3) construction of

drainage control systems on cut and fill slopes to divert runoff from erodible slopes, and (4) immediate revegetation of all graded areas, especially slopes, with natural vegetation. These measures are only partially successful and would not mitigate the impact to insignificance.

3. NOISE QUALITY - Impact: The ambient noise level of the Plan area is influenced by NAS Miramar and Montgomery Field, and three heavily traveled freeways which are less obtrusive. Future expansion and increased operations at Montgomery Field would have the potential for increasing the number of aircraft straying over residential areas. While increased overflights may have the long-term potential of raising ambient noise to incompatible levels, they would definitely constitute an intrusive element in the residential community. Increasing traffic levels on existing and new streets and freeways projected through 1995 will extend 65 dB CNEL noise contours beyond the existing noise corridors. Urbanization as proposed under the selected concept would not expose additional residential development to adverse noise levels emanating from these roadways.

Mitigation: There is no effective mitigation of outdoor noise. Alleviation of aircraft noise affecting residential areas would require strict adherence to established approach and takeoff patterns. Although implementation of such controls are beyond the jurisdiction of the Plan, cooperation can be elicited from State and Federal agencies.

4. VISUAL QUALITY - Impact: Development under the selected concept would have a relatively small effect on the regional landscape. At the local level, however, it would encourage

the irreversible development of highly visible areas of the community. These include sites along the Interstate 15 Corridor and overlooking Mission Valley. Because of the topography of these areas, economy of development can best be achieved through significant landform modification. This would result in the loss of visual amenities available to surrounding residents as well as freeway travelers. The current trend toward artifically manufactured land for building sites becomes significant in several respects. These include the continuing erosion of the underlying physical identity of San Diego by urbanization; the loss of visual relief from a solidly urban landscape; and further insulation of urbanites from natural landscapes.

Mitigation: The consequence of transforming undisturbed natural land to urban uses cannot be successfully mitigated. However, the establishment of a selective open space system and controls for hillside and canyon development would lessen the effects of anticipated development. Other measures that could be taken to reduce the effects on visual quality include: restabilization of the disturbed landform, horizontal and vertical contouring of manufactured slopes to resist erosion, and both immediate and long-term revegetation of all exposed slopes.

5. LANDFORM - Impact: Two major geologic constraints have been identified within the Plan area: (1) steep slopes containing slide-prone formations and (2) liquefaction of loosely consolidated canyon lowlands with high water tables. Slope instability and liquefaction hazards are of particular concern in Murphy Canyon. It would be expected that a "Credible" event

along the Rose Canyon and La Nacion fault systems would have an effect on the inferred Murphy Canyon fault with a resultant impact on the community. The degree of risk to surrounding areas may be intensified with potential movement along the Murphy Canyon fault trace.

As determined in the City of San Diego Seismic Safety Study development in Murphy Canyon would be subjected to low- and medium-risk hazards from potential slope failure and liquefaction. The proposed limited industrial development would either be "suitable" or "provisionally suitable" for this area.

New limited residential development on mesa rim lands would be subjected to low- and moderate-risk hazards from slope instability. Hillside development in these areas would also have the long-term impact of irreversibly modifying natural landforms, and the short-term impact of hillside erosion with subsequent potential slope failure. As with the development in Murphy Canyon, residential development of the rim areas would range from "suitable" to "provisionally suitable" depending on location. However, it should be pointed out that, dependent on specific types of uses, locations and geologic conditions, urbanization in the aforementioned areas could be subjected to significant long-term geologic hazards.

Mitigation: Continued City requirements for geologic/soils survey findings of land use compatibility would protect users from excessive geologic risks. In the absence of findings of unreconciliable hazard, mitigating measures may be specified

in project engineering. City permit processing procedures require geologic review and survey studies for land with geologic risk potential. Further professional review may be required for unusually complex situations.

6. BIOLOGICAL RESOURCES - Impact: Conversion of the limited amount of undisturbed natural habitat to urbanization would have immediate as well as long-term unavoidable biologic impacts of: (1) curtailing the range and distribution of wildlife habitats, (2) displacement of resident animal populations to undeveloped areas and (3) the eventual reduction in net faunal population resulting from competition in areas already at maximum holding capacity.

The Mimamounds-Vernal Pools ecosystem would be irreversibly altered and lost by planned development. The loss of this unique as well as rare physiographic and biotic resource would constitute a significant long-term adverse impact. The significance is two-fold in that (1) this ecosystem offers a natural laboratory for the observation of unique biotic relationships that cannot be artificially duplicated and (2) the pools contain several species of rare miniature wildflowers.

The riparian habitat located in the southeastern portion of the community would be irreversibly lost as a result of sand and gravel operations. Although this habitat is artificial it does provide for an expanded and varied wildlife habitat in the community. No endangered species are known to use these areas, but the regional availability of riparian habitat is extremely limited and has been decreasing in recent years.

Mitigation: There is no effective mitigation of the long-term displacement and reduction of the resident wildlife population. Establishment and adoption of a community open-space system and developmental controls for hillsides and canyon lowlands would maintain some natural undisturbed land which would provide limited habitat areas.

Because of the delicate nature of the Mimamound-Vernal Pool habitat, there are no effective mitigating measures outside of preserving the land on which they are located. However, developmental pressures for relatively flat mesa land would make this mitigation infeasible. Loss of the riparian habitat cannot be mitigated within the scope of the Plan.

7. URBAN SUPPORT SYSTEM - Impact: Concept 5 would utilize existing utility trunk lines, schools, streets, parks, libraries and other municipal services. However, the projected incremental increases in urban support facilities would occur in response to the needs of a projected study area population increase of approximately 3,300.

Two constraints that would have short-term effects on proposed development of residential and industrial/commerical areas of the plan are school availability and the extension of the Murphy Canyon Trunk Sewer. Residential development prior to school availability would have the short-term impact of prolonging the existing overcrowded conditions of Kearny Senior High School. Delay in extending the Murphy Canyon Trunk Sewer would preclude development in the northern portion of Kearny Mesa-East. Development in this area prior to the trunk line

extension would result in an overload condition in existing lines and would adversely impact the whole system.

Mitigation: Development in accordance with Council policies 600-10 and 600-22 would ensure that needed public services would be available concurrently with need and would preclude the stated impacts on the urban support system of the community. These policies are presently in effect and would be expected to be applied, making this mitigation feasible and likely.

8. HERITAGE RESOURCES - Impact: A search of archaeological records covering the Plan area indicates that there is evidence of prehistoric artifacts on the undeveloped portion of Kearny Mesa and within the canyons. These archaeological resources could be impacted by future development.

Mitigation: Areas not surveyed and proposed for future development in the Plan should be surveyed prior to development or land alteration to prevent destruction of potential resources. Archaeological surveys are currently required as part of environmental documents, especially for the development of previously undisturbed lands.

9. EFFECT ON ENERGY CONSERVATION - Impact: Residential, commercial and industrial construction proposed under the Plan would continue a long-range incremental increase in energy consumption until the ultimate urbanization of the Plan area. Future development in the Kearny Mesa area would tend to further attract the automobile as the dominant mode of transportation. This increased use of the automobile, the least energy-efficient mode of transportation on an individual basis, would continue the long-term depletion of a limited resource.

Mitigation: Long-term incremental increases resulting from commercial, industrial and residential development could be partially mitigated with the incorporation of several measures in building and transportation. The adequate use of insulation, and of alternative sources of energy (e.g. solar) for heating and cooling could reduce the consumption of conventional fossil fuels. Effectiveness of this mitigation is dependent on several factors. These include costs of conventional fuels, financial incentives for insulation and use of alternative energy sources, adoption of stringent energy standards, and individual construction and usage decisions.

Energy could also be conserved in project design. Measures could include the encouragement of cluster development, deemphasis of large turf areas (to conserve water) and greater use of patios and container plantings.

The Plan proposes increased transit service to the community. The implementation of a community bikeway system linked with the adopted City-wide bikeway system is also proposed. This could incrementally reduce energy consumption by encouraging the use of bicycles instead of automobiles for recreation and commuting. Overall, these measures would reduce significantly the magnitude of the impact on energy resources.

10. GROWTH INDUCEMENT - Impact: The Serra Mesa community is surrounded by existing urban development. Implementation of the Plan would only encourage incremental growth adjacent to an already urbanized area and would be restricted to the Plan boundaries. It is not expected that implementation of the Plan would remove any restraints to regional growth or provide a stimulus for growth of adjoining communities.

Mitigation: There is no mitigation needed as development under the Plan would not have a significant influence on sub-regional growth.

APPROVED: JOHN W. WITT, City Attorney

By Frederick C. Conrad
Frederick C. Conrad
Chief Deputy City Attorney

FCC:clh
8/31/77
Or.Dept.:Clerk

Passed and adopted by the Council of The City of San Diego on JUL 27 1977, by the following vote:

Councilmen	Yeas	Nays	Excused	Absent
Gil Johnson	☑	☐	☐	☐
Maureen F. O'Connor	☑	☐	☐	☐
Lee Hubbard	☑	☐	☐	☐
Leon L. Williams	☑	☐	☐	☐
Floyd L. Morrow	☑	☐	☐	☐
Tom Gade	☑	☐	☐	☐
Joel M. Strobl	☑	☐	☐	☐
Jess D. Haro	☑	☐	☐	☐
Mayor Pete Wilson	☐	☐	☐	☑

AUTHENTICATED BY:

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

(Seal)

EDWARD NIELSEN,
City Clerk of The City of San Diego, California.

By Kathleen Martinez, Deputy.

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