

BE IT RESOLVED, by the Council of The City of San **FEB 6 1979**
Diego, that pursuant to California Public Resources Code,
Section 21081, the following findings are made with respect
to the environmental impacts identified in Environmental
Impact Report No. 78-07-46:

FINDINGS

A. The City Council, having reviewed and considered the
information contained in the draft EIR for the proposed Skyline
Penasquitos Development and Tentative Subdivision Map (EQD
No. 78-07-46), finds that changes or alterations are being
required in, or have been incorporated into, the project which
mitigate or avoid the significant environmental effects thereof
as identified in the draft EIR. Specifically:

1. Landform Alteration/Visual Aesthetics

Impact. "The proposed Penasquitos East Community Plan
provides grading criteria that, to the extent possible, site
planning should maintain topographic relief of the existing
terrain and minimize cut and fill slopes."

Finding. The project as proposed would partially
mitigate the effects of the landform modification by
incorporating grading techniques required within the
municipal grading ordinance. The project also includes
landscaping on manufactured slopes and open space areas
adjacent to the proposed duplexes on the project site.

2. Noise

Impact. ". . . a potential future adverse noise
impact does exist along the southern project boundary
which is the proposed right-of-way for Route 56."

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Finding. The extent of noise impact and potential for mitigation along the southern portion of the project cannot be defined at this time. Some reduction in noise levels produced by a future roadway to the south may be expected from the manufactured slopes which would be graded in this area. Further mitigation is also expected if the construction of a roadway requires the creation of a cut bank in the small ridge line which extends southward out of the subject property. Since the precise alignment or elevation of the future roadway is not known at this time, it is not possible to quantify the exact noise reductions which would occur or to assess whether further mitigation in this area would be necessary. Until actual plans are initiated to design and construct the roadway, possible noise mitigation measures are not practical. If the actual road configuration is not a sufficient mitigation measure in and of itself, a wall should be required at the time of road construction.

3. Air Quality

Impact. "The project would contribute incrementally to the cumulative impact of development in the region on the air quality in the basin."

Finding. The proposed Penasquitos East Community Plan's inherent goals provide partial mitigation of the cumulative air quality impacts. These goals include

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encouraging attractive commercial development serving the community's day-to-day shopping, services, and recreation requirements; procuring and maintaining a range of public facilities and services concurrent with community growth and tailored to local requirements; in addition to constructing and maintaining an adequate system for vehicular, bicycle, and pedestrian circulation (Rick Engineering Company 1978:72). The proximity of the proposed project to the proposed Penasquitos Town Centre and future Ridgewood Elementary School and neighborhood park would contribute to reductions in both the numbers and lengths of automobile trips. Reduction in numbers and lengths of vehicular trips contributes directly to the reduction in air pollutants that might otherwise be expected. This mitigation measure is supported as part of the balanced communities tactic (T9) described in the Regional Air Quality Strategies for the San Diego Air Basin (San Diego Air Quality Planning Team, April, 1976).

B. The City Council, having reviewed and considered the information contained in the draft EIR, finds that the following changes or alterations which mitigate or avoid the significant environmental effects of the project are within the responsibility and jurisdiction of another public agency. Specifically:

1. Noise

Impact. ". . . a potential future adverse noise impact does exist along the southern project boundary which is the proposed right-of-way for Route 56."

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Finding. The California Department of Transportation (CALTRANS), having responsibility for Route 56 south of the project, could incorporate mitigation measures into the road design when plans are developed. Noise attenuation berms, for example, could be graded and landscaped along the tops of anticipated cut banks at the time of roadway grading. At the present time, however, plans for construction of Route 56 are not included within CALTRANS' regional network plans (Baker, CALTRANS, 8/78). It is understood that if the roadway is not constructed by this public agency, the City of San Diego has required the reservation of a right-of-way in all tentative maps adjacent to the proposed highway. The possibility exists that if a freeway is not constructed within this right-of-way, the City of San Diego will eventually plan a major arterial instead (Helms, Transportation Division, 8/78).

2. Air Quality

Impact. "The project would contribute incrementally to the cumulative impact of development in the region on the air quality in the basin."

Finding. Partial mitigation of anticipated air quality effects can be achieved as outlined in Section A of these findings. Further mitigation of air quality impacts is a regional problem which is not readily amenable to addressment on a project-by-project level. Action must be taken in respect to the total air basin. Effective mitigation of air quality impacts is essentially the responsibility of agencies

other than the City of San Diego, specifically the Air Pollution Control District (APCD) and the Comprehensive Planning Organization (CPO). Both agencies have adopted basin-wide standards and are mandated to improve air quality.

C. The City Council, having reviewed and considered the information contained in the draft environmental impact report, finds that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the draft environmental impact report. Specifically:

1. Landform Alteration/Visual Aesthetics

Impact. "The proposed Penasquitos East Community Plan provides grading criteria that, to the extent possible, site planning should maintain topographic relief of the existing terrain and minimize cut and fill slopes. A substantially different project design . . . could reduce the amount of grading to a degree which retains the primary topographic relief of the property."

Finding. A different project design having the same overall density as the proposed project would not significantly reduce the grading effects. Condominiums, townhouses, or some type of apartment development would require large, flat pad areas. The project site is primarily a hill, and such development, which also requires parking areas and recreation facilities, could only be accommodated if the summit of the hill was graded flat. Fourplexes, although requiring a smaller pad, would not

result in a significantly less amount of grading or preserve any more of the hill topography than the proposed development.

The lower density design would reduce the amount of grading depending on the number of units proposed. The community plan, however, recommends a density of low-medium, and, in general, has proposed higher density residential uses adjacent to the Town Centre and lower density areas in outlying portions of the community. This not only minimizes trip distances and numbers (which reduces air pollution concentrations) for higher density areas, but also creates the intended neighborhood identity composed of various multiple-family type developments existing or proposed in the Penasquitos East Community core. The project design is compatible with the condominiums on the east as well as the proposed single-family dwellings on the south and existing Ridgewood neighborhood on the southwest. If the high density (multiple-family) theme is to be perpetuated, mitigation of the proposed grading is not feasible given the configuration of the project site.

The proposed small lots also allow for low and middle income housing which partially fulfills the balanced community concept within the proposed community plan. Condominium or PRD developments would not achieve this as these units would be only affordable to higher income people.


2. Noise

Impact. ". . . a potential future adverse noise impact does exist along the southern project boundary which is the proposed right-of-way for Route 56."

Finding. As stated in sections A and B, the exact plans for construction and the responsible public agency for the construction of the roadway has not been determined. Given these circumstances, it is impossible to determine what mitigation measures would be practical and who would have the responsibility for providing mitigation measures that would attenuate future noise impacts on the proposed project.

The delayed project alternative, as discussed in the draft EIR, would make mitigation of the potential adverse noise effects on the proposed development feasible when a roadway plan was developed by the California Department of Transportation or the City of San Diego. Such a delay, however, would result in inflated construction and development in higher dwelling unit costs to potential residents.

APPROVED: JOHN W. WITT, City Attorney

By 
Frederick C. Conrad
Chief Deputy City Attorney

FCC:clh
4/2/79
45-78-11
Or.Dept.:Clerk

Passed and adopted by the Council of The City of San Diego on FEB 6 1979,
 by the following vote:

Councilmen	Yeas	Nays	Not Present	Ineligible
Bill Mitchell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maureen F. O'Connor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bill Lowery	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Leon L. Williams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fred Schnaubelt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Gade	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Larry Stirling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lucy Killea	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Pete Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

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

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

(Seal)

By Barbara Berridge, Deputy.

Office of the City Clerk, San Diego, California	
Resolution Number <u>222768</u>	Adopted <u>FEB 6 1979</u>