

RESOLUTION NO. 222814

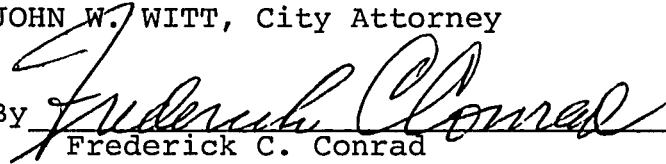
R.80-328

FEB 13 1979

BE IT RESOLVED, by the Council of The City of San Diego, that pursuant to California Public Resources Code, Section 21081, those determinations entitled "Environmental Impact Report Candidate Findings for Scripps Ranch East Rezone and Tentative Subdivision Map," attached hereto and made a part hereof, are made with respect to Environmental Impact Report No. 78-08-03.

APPROVED: JOHN W. WITT, City Attorney

By



Frederick C. Conrad
Chief Deputy City Attorney

FCC:clh
8/20/79
41-79-1
Or.Dept.:Clerk

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ENVIRONMENTAL IMPACT REPORT
CANDIDATE FINDINGS
FOR SCRIPPS RANCH EAST
REZONE AND TENTATIVE SUBDIVISION MAP

The following candidate findings are recommended relative to the conclusions of the draft environmental impact report (EIR) for the proposed Scripps Ranch East Rezone and Tentative Subdivision Map (EQD No. 78-08-03). These findings have been prepared pursuant to Sections 15088 and 15089 of the California Administrative Code and pursuant to Section 21081 of the California Public Resources Code.

FINDINGS

A. The Subdivision Review Board, having reviewed and considered the information contained in the draft EIR for the proposed Scripps Ranch East Rezone and Tentative Subdivision Map (EQD No. 78-08-03), 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. Traffic and Circulation

Impact. "The impact of the subject project on local circulation problems would assume added cumulative significance in combination with at least four other current proposals for substantial new residential development in the community. Likewise, this project, along with projected growth in other communities along the I-15 corridor, would contribute incrementally to total traffic volume on I-15 and Highway 163."

Finding. One means of relieving local circulation problems in the community involves improvements in other portions of the Scripps Miramar Ranch community. In compliance with the community plan, developers south of Pomerado Road, including those of Scripps Ranch East, would be responsible for the completion of Scripps Ranch Boulevard between Pomerado Road and Mira Mesa Boulevard, which is a requirement prior to occupancy of the first unit south of Pomerado Road. Also, a complete preliminary design of four-lane Pomerado Road east of Scripps Ranch Boulevard to determine vertical and horizontal alignments must be developed by the city and all the private developers. The preliminary design standards, right-of-way, and easements are to be accomplished prior to the approval of the first final map south of Pomerado Road.

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2. Biological Resources

Impact. "Project development will remove 75 percent of existing native vegetation. This loss, while not significant on a regional scale, would nevertheless incrementally reduce the remaining inventory of natural areas in the City of San Diego. Loss of the very small sample of Del Mar Manzanita should not be considered significant, nor should the reduction in numbers of Bushrue and Pygmy Spike Moss since they are fairly common within their range and would still be represented in proposed open space areas."

Finding. Although the loss of native vegetation would not be significant, it does represent a cumulative incremental reduction of the Mixed Chaparral habitat. The approximate 22 acres of natural habitat directly eliminated by the project represents less than 0.1 percent of the Mixed Chaparral distributed within San Diego County.

The effects of urbanization, although unavoidable, can be partially reduced by the following proposals:

- a. Approximately eight acres (25 percent) of the project would be in natural open space.
- b. Landscaping would incorporate indigenous species and Eucalyptus trees.

3. Topography and Visual Aesthetics

Impact. "The project would unavoidably alter the existing topographic variety and natural character of the site."

Finding. Partial mitigation of the topographic and visual effects would be accomplished by grading techniques and landscaping in accordance with the City of San Diego Grading Ordinance and the Scripps Miramar Ranch Community Plan as outlined in the draft EIR. These include ridge topping, open space easements, contouring and blending artificial slopes and preservation of the existing vegetation within the open space areas, and landscaping with Eucalyptus trees.

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B. The Subdivision Review Board, having reviewed and considered the information contained in the draft environmental impact report, 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. Traffic and Circulation

Impact. "The impact of the subject project on local circulation problems would assume added cumulative significance in combination with at least four other current proposals for substantial new residential development in the community. Likewise, this project, along with projected growth in other communities along the I-15 corridor, would contribute incrementally to total traffic volume on I-15 and Highway 163."

Finding. Mitigation of incremental impacts on total traffic volumes on I-15, along with projected growth in other communities along the I-15 corridor, can be accomplished by the improvement program of the California Department of Transportation (CALTRANS) proposed along I-15. This program will include a full eight-lane freeway along I-15 north of Route 163 in addition to the existing six-lane segment between Route 163 and Miramar Road, which will remain to accommodate localized traffic. A new interchange will be constructed at Carroll Canyon Road which will accommodate much of the Scripps Ranch traffic. After the new interchange is completed (by 1980), the existing interchange at Pomerado and Miramar Roads will be improved, providing independent ramps for southbound traffic from each direction (by 1982). The developers anticipate that Scripps Ranch East would be completed by 1982.

With the completion of Scripps Ranch Boulevard between Pomerado Road and Mira Mesa Boulevard as described in Section A.1 and the above improvements, it is still likely that Pomerado Road will require widening and improvements along at least a part of its length. The community plan recommends improvement of Pomerado Road to a four-lane major street between I-15 and Scripps Ranch Boulevard. Such an improvement would be adequate to accommodate the 20,000 and 24,000 vehicles per day in 1995 expected west of Scripps Ranch Boulevard and Willow Creek Road, respectively. The future need for additional improvements along the remaining segments of Pomerado Road would be dependent on whether or not the County of San Diego improves the segment between the Scripps Ranch community and Poway. Presently, the county has no plans for this action. The widening of Pomerado Road to four lanes between the new interchange and Scripps Ranch Boulevard (construct a second two-lane roadway) would be the partial responsibility of city CIP and federal and state agencies (Rick Engineering Company 1978:II-96).

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C. The Subdivision Review Board, having reviewed and considered the information contained in the draft EIR, finds that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the draft EIR. Specifically:

1. Traffic and Circulation

Impact. "The impact of the subject project on local circulation problems would assume added cumulative significance in combination with at least four other current proposals for substantial new residential development in the community. Likewise, this project, along with projected growth in other communities along the I-15 corridor, would contribute incrementally to total traffic volume on I-15 and Highway 163."

Finding. Complete mitigation of traffic impacts through the project design are infeasible. Additional mitigation implemented by other responsible entities could totally mitigate traffic impacts when combined with measures discussed in Sections A.1 and B.1 of these findings.

The community plan indicates that future improvements to four lanes along Mary Ellen Road west of Red Cedar Drive would help relieve the future congestion along Pomerado Road. This additional expansion would be the responsibility of future developers along this road.

Some reductions in automobile traffic in the community can be achieved through the expansion of public transit and the construction of bicycle and pedestrian facilities within the project site vicinity. These measures are recommended by the community plan. The expansion of bus routes is the responsibility of San Diego Transit and would occur in response to an indicated public need. The proposed bikeways within the community would connect the commercial areas with residential neighborhoods along Scripps Ranch Boulevard and Pomerado Road and would also lead to commercial and other facilities in Mira Mesa.

The lower density project alternative could conceivably reduce cumulative effects on traffic in the community. This reduction, however, would not be significant since the proposed project has a very low density of 1.5 dwelling units per acre which is consistent with the community plan's Residential Element neighborhood concept of very low density south of Pomerado Road (Area D in the Neighborhood Concept Plan). If the expansion plans and improvements to the existing routes occur as discussed in Sections A.1, B.1, and C.1, then no additional mitigation measures would be necessary for urban expansion within Scripps Miramar Ranch in the near future.

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2. Biological Resources

Impact. " Project development will remove 75 percent of existing native vegetation. This loss, while not significant on a regional scale, would nevertheless incrementally reduce the remaining inventory of natural areas in the City of San Diego. Loss of the very small sample of Del Mar Manzanita should not be considered significant, nor should the reduction in numbers of Bushrue and Pygmy Spike Moss since they are fairly common within their range and would still be represented in proposed open space areas."

Finding. Although partial mitigation can be achieved (refer to Section A.2 of these findings), complete mitigation cannot be attained short of the no project alternative. This alternative is infeasible due to the specific overriding economic and social conditions relative to anticipated growth demands placed on the City of San Diego over the 20-year period from 1975 to 1995. It is anticipated that a net increase of 138,500 dwelling units will be required in order to avoid adverse effects in both housing costs and housing availability. Of these units, it is estimated that in-filling of urbanized areas will account for a net increase of 24,650 dwelling units, with the balance falling into Tier III communities such as Scripps Miramar Ranch (The Impacts of Alternative Growth Management Policies on the Housing Market of San Diego, California, Hammer, Siler, George Associates, July 1978). Of the net increase anticipated in Tier III prior to 1995, it is estimated that 6,200 homes will have to be built in Scripps Miramar Ranch. Scripps Ranch East is one of the first increments of this necessary and planned growth. Delay of this project would affect housing costs and housing availability.

3. Topography and Visual Aesthetics

Impact. "The project would unavoidably alter the existing topographic variety and natural character of the site."

Finding. Complete mitigation of the topographic and visual effects is not possible except through the no project alternative. This alternative is not feasible due to the specific overriding economic and social considerations cited in Section C.2.

A different project would not significantly reduce the amount of grading. The ridges on the property would have to be significantly altered in order to create the flat areas which could accommodate the same number of homes. Approximately 25 percent of the natural terrain, however, would be maintained in open space easements within the proposed project design.

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4. Radio Station WWD

Impact. "While no physical danger would be involved, there would likely be reception problems for televisions and other home entertainment equipment."

Finding. The reception problems that would affect future residents' home entertainment equipment can be mitigated with various types of filtering devices such as "band pass filters." Although providing these devices is not the responsibility of the developer, prospective home buyers should be informed of the problem and given a copy of the circular published by the University of California Radio Station WWD-Marine entitled "Interference of the WWD Radio Station Transmitter." According to the Communications Officer (10/20/78), there would probably be little interference on the newer television sets but taping equipment especially would be affected.

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Passed and adopted by the Council of The City of San Diego on FEB 13 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bill Lowery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Larry Stirling	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 Ellen Bovard, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number 222814 Adopted FEB 13 1979

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