

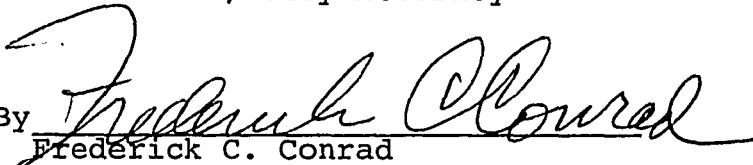
RESOLUTION No. 222881 (R. 79-2345)

Adopted on FEB 20 1979

BE IT RESOLVED, by the Council of The City of San Diego as follows:

That pursuant to California Public Resources Code, Section 21081, the findings are made with respect to the environmental impacts identified in Environmental Impact Report No. 78-08-51, which is by this reference incorporated herein and made a part hereof.

APPROVED: JOHN W. WITT, City Attorney

By   
Frederick C. Conrad  
Chief Deputy City Attorney

FCC:dm  
5/22/79  
Or. Dept. Clerk

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ENVIRONMENTAL IMPACT REPORT  
FINDINGS  
FOR MCMILLIN SCRIPPS TWO UNITS 1-11  
DEVELOPMENT AND TENTATIVE SUBDIVISION MAP

The following findings are recommended relative to the conclusions of the final environmental impact report (EIR) for the proposed McMillin Scripps Two Units 1-11 Development and Tentative Subdivision Map (EQD No. 78-08-51). 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 Planning Commission, having reviewed and considered the information contained in the final EIR for the proposed McMillin Scripps Two Development and Tentative Subdivision Map (EQD No. 78-08-51), 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 would contribute incrementally to total traffic volume on I-15, along with projected growth in other communities along the I-15 corridor."

Finding. One of the mechanisms of relieving the traffic load on Pomerado Road involves improvements in other portions of the Scripps Miramar Ranch community. Extension and improvement of Mary Ellen Road must be completed before the community can have easy access to the interchange at Mira Mesa Boulevard. In compliance with the community plan, the developers of McMillin Scripps Two would be responsible for the construction of two-lane Mary Ellen Road between Scripps Ranch Boulevard and Red Cedar Drive (Rick Engineering Company 1978:II-96). Completion of two lanes is required prior to occupancy of the first unit east of the reservoir which would help relieve congestion along Pomerado road. This would achieve partial mitigation of the local circulation problems.

The developers also propose a hiking trail as identified in the "Non-motorized Circulation Element" of the community plan (Rick Engineering 1978:II-54). Some reductions

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in automobile traffic in the community can be achieved through the proposed bikeways and paths that would connect with the commercial areas and other facilities in Mira Mesa.

## 2. Biological Resources

Impact. "Project development would directly eliminate approximately 240 acres of natural habitat, and increase the adverse direct and indirect effects of nearby human habitation on the remaining 126 acres of natural open space. This impact, while not significant on a regional scale, would nevertheless incrementally reduce the remaining inventory of natural areas in the City of San Diego."

Finding. Although this loss is not significant per se, it does constitute a cumulative incremental reduction in the Chaparral, Inland Sage Scrub, and Eucalyptus habitats within the City and County of San Diego. The approximate 240 acres of natural habitat directly eliminated by the project represents less than 0.1 percent of the natural areas which are widely distributed throughout the county.

The effects of urbanization on habitats cannot be mitigated to a level of insignificance; however, various proposals within the project would relieve the effects. These include:

a. Approximately 126 acres (35 percent) of the project would be in natural open space.

b. The project provides specific plans for landscaping the housing areas and manufactured slopes with native drought resistant species. The landscaping plan also includes Eucalyptus trees to be planted on the property in conformance with the community plan proposal (Rick Engineering Company 1978:II-93).

c. The project would retain most of the Del Mar Manzanita which is densely populated along the northwestern property border in a proposed open space easement.

## 3. Hydrology and Water Quality

Impact. "Approximately 20 acres of the subject site would be within the drainage basin of Miramar Reservoir, a public water supply."

Finding. Potentially significant water quality impacts would be avoided through an engineering design. With the cooperation of the Public Health Department, an engineering design has been developed which would insure that street runoff from neighborhoods near the reservoir would be directed outside

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of the reservoir watershed. Runoff from the natural areas within the reservoir's watershed would, however, enter the reservoir under the proposed design. Landscaping within the reservoir drainage area of the property would include predominantly native species which would minimize the need for fertilizers and pesticides, thus protecting the reservoir from these pollutants. Eucalyptus trees would be planted along the backs of the lots above the reservoir. This, coupled with the small area of the drainage basin proposed for development, would reduce effects resulting from McMillin Scripps Two as all of the runoff from the lots would drain toward the streets and gutters to be directed off the project site via an underground pipe system.

#### 4. Air Quality

Impact. "The proposed project would cause, as would any other similar development in the region, an incremental degradation of air quality in the San Diego Air Basin. The additional pollutant contribution would exceed a level strictly equal to the proportionate increase in the region's population, because of the project's peripheral location and because of the large commuting distance necessary to most employment and regional commercial centers . . . The impact is significant in a cumulative, but not in an individual context, and is unavoidable in any case."

Finding. The adopted Scripps Miramar Ranch Community Plan's inherent goals provide some reduction of the cumulative air quality impacts and the incremental degradation of air quality due to the present large commuting distance to employment and regional commercial centers. These goals include providing sufficient commercial area to meet the present and future needs of the community; locating commercial areas so as to take advantage of pedestrian, bicycle and vehicular access routes; and support the development of a convenience shopping facility in the eastern area of the community (Rick Engineering Company 1978:II-20). In addition, the "Industrial Element" of the plan encourages the development of industries which would provide desirable employment opportunities for Scripps Miramar Ranch residents (Rick Engineering Company 1978:II-24). The proximity of the proposed project to the proposed Jerebek Elementary School and park, as well as neighborhood and community shopping areas and future industrial 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)

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described in the Regional Air Quality Strategies for the San Diego Air Basin (San Diego Air Quality Planning TEam, April, 1976).

5. Topography and Visual Aesthetics

Impact. "Although the McMillin Scripps Two project would require substantial grading, these areas with the most visual appeal, including all but the ridgeline of those slopes visible from Miramar Reservoir, would be left as natural open space."

Finding. Partial reduction 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 adopted 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 Planning Commission, having reviewed and considered the information contained in the final 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. 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 would contribute incrementally to total traffic volume on I-15, along with projected growth in other communities along the I-15 corridor."

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 McMillin Scripps Two would be completed within five to 12 years (Krekorian, MLM Development, Inc., 8/78).

With the completion of the improvement and extension of Mary Ellen Road 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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## 2. Air Quality

Impact. "The proposed project would cause, as would any other similar development in the region, an incremental degradation of air quality in the San Diego Air Basin. The additional pollutant contribution would exceed a level strictly equal to the proportionate increase in the region's population, because of the project's peripheral location and because of the large commuting distance necessary to most employment and regional commercial centers . . . The impact is significant in a cumulative, but not in an individual context, and is unavoidable in any case."

Finding. Partial reduction of anticipated air quality effects can be achieved as outlined in Section A of these findings. Further reduction 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.

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Passed and adopted by the Council of The City of San Diego on FEB 20 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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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.

(Seal)

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

By Ellen Boward, Deputy.

Office of the City Clerk, San Diego, California	
Resolution Number <u>222881</u>	Adopted <u>FEB 20 1979</u>

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