

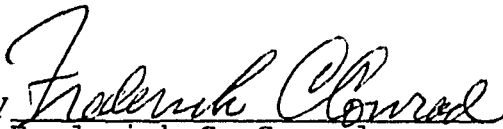
RESOLUTION No. R- 250203 (R80-1730)

Adopted on SEP 11 1979

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

That pursuant to California Public Resources Code, Section 21081, those findings made with respect to Environmental Impact Report No. 78-02-19 S2 are those findings marked Exhibit "A" which are attached hereto and made a part hereof.

APPROVED: JOHN W. WITT, City Attorney

By 
Frederick C. Conrad
Chief Deputy City Attorney

FCC:ps
3/19/80
Or.Dept. Clerk
45-79-3

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BROADMOOR HOMES

SAN DIEGO

3911 Sorrento Valley Blvd., Suite B, San Diego, California 92121 (619) 455-6200

EXHIBIT A

March 21, 1979

Mr. James Gleason
Environmental Quality Division
City of San Diego
202 "C" Street, 5th Floor
San Diego, CA 92101

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ENVIRONMENTAL QUALITY
DIVISION

Dear Mr. Gleason:

The following candidate findings regarding Phase 3 of Bernardo Hills, a planned residential development proposed by Broadmoor Homes, are hereby submitted to the City of San Diego for adoption by the decision-making bodies in accordance with the California Environmental Quality Act.

GEOLOGY

SIGNIFICANT ENVIRONMENTAL EFFECTS:

- a. On-site soils and geologic formations do not have the strength to support structures or moderate slope heights and gradients in their native condition.
- b. Proposed grading would cause irreversible alteration of large natural slope areas.

MITIGATION MEASURES INCORPORATED INTO THE PROJECT WHICH REDUCE THE EFFECTS TO INSIGNIFICANCE:

- a. Landslide areas will be mitigated through engineering geology techniques including: 1) removal of the soils composing the landslide; 2) use of a buttress or earthfill retaining structure; 3) shear key design (insertion of a compacted fill trench into the slide); and 4) deep burial (filling canyons with landslide material).
- b. Expansive soils will be mitigated through: 1) removal and replacement with non-expansive materials; 2) burial in deep fills; 3) presaturation; 4) positive drainage away from structures; and 5) steel reinforcement of foundations and slabs.
- c. Compressible soils will be mitigated through: 1) removal and recompaction; 2) presaturation; 3) surcharging.
- d. Erodible soils will be mitigated by: 1) removal and replacement with a compacted fill blanket; 2) landscaping with fast-growing, deep-rooted, drought-resistant vegetation; 3) reduced slope gradients; and 4) use of jute matting with landscaping.

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A DIVISION OF GENSTAR DEVELOPMENT INC

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- e. Drainage control will be accomplished by reinforced concrete brow ditches connected to underground storm drains, and temporary use of sandbags at the toes of slopes, desilting basins, and subdrains during grading.

LANDFORM MODIFICATION/VISUAL QUALITY

SIGNIFICANT ENVIRONMENTAL EFFECTS:

- a. The scope and magnitude of the proposed grading would result in substantial irreversible alteration of natural hillside.
- b. Construction-phase visual impacts will occur due to removal of existing groundcover.

MITIGATION MEASURES INCORPORATED INTO THE PROJECT WHICH REDUCE THE EFFECTS TO INSIGNIFICANCE:

- a. The finished grading would soften the steep slopes by limiting the steepest to 2:1, although most slopes would range from 2½:1 to 4:1. Finished grading will provide curves and undulations in the manufactured slopes which would approximate a natural slope.
- b. Temporary, off-site disposal of excess soils will be graded at a 5:1 slope to maintain continuity with surrounding natural slopes.
- c. Temporary off-site slopes will be hydroseeded to establish a ground cover.
- d. Complete landscaping which meets and exceeds city standards will be implemented.
- e. A majority of the dwelling units (324 out of 548) will be split level, multi-story, and/or cluster units which will allow for a gently sloping development area rather than severe cut and pad grading.

WATER CONSERVATION

SIGNIFICANT ENVIRONMENTAL EFFECTS:

Water usage would result in long-term water demand in excess of that strictly required for living units.

MITIGATION MEASURES INCORPORATED INTO THE PROJECT WHICH REDUCE THE EFFECTS TO INSIGNIFICANCE:

- a. Household water conserving equipment and appliances will be installed.
- 00635b. More than half of the units (324 out of 548) will be clustered

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with landscape irrigation provided on a master system.

- c. All common landscape irrigation systems will have low-water use features.
- d. Low water use plants and groundcovers will be used on all common landscape areas.
- e. Loss of water from golf course water hazards will be minimized by treatment of the lake bottom to reduce percolation.

SPECIFIC ECONOMIC, SOCIAL OR OTHER CONSIDERATIONS MAKE THE MITIGATING MEASURES OR PROJECT ALTERNATIVES INFEASIBLE:

Use of reclaimed water for golf course and other landscape irrigation is infeasible for both technical and economic reasons.

- a. Technically, reclaimed irrigation water was used on Rancho Bernardo golf courses in the past but was unsuccessful due to the excessive salt content of the water which adversely affected the plantings.
- b. Economically, reclaimed water would have to be obtained from the Hale Avenue Treatment Plant in Escondido. An expensive pipeline and storage facility at the project site would be necessary.

An alternative project which substituted low-water use plants for the golf course is infeasible because it is not supportive of the recreational amenities required by the housing market in Rancho Bernardo.

TRAFFIC

SIGNIFICANT ENVIRONMENTAL EFFECTS:

- a. Project-generated traffic would incrementally increase peak hour volumes at the Bernardo Center Drive/Rancho Bernardo Road intersection which currently experiences peak hour congestion.
- b. Project-generated traffic would incrementally increase peak hour traffic on Interstate 15, contributing to a chronic congestion resulting from continued development in the I-15 corridor.

MITIGATION MEASURES INCORPORATED INTO THE PROJECT WHICH REDUCE THE EFFECTS TO INSIGNIFICANCE:

- a. Participation in the cost of signalization at the intersection of "Broadmoor Parkway" and Bernardo Center Drive.
- b. Construction of adequate turning lanes at the intersection of "Broadmoor Parkway" and Bernardo Center Drive.

MITIGATION MEASURES WHICH ARE THE RESPONSIBILITY OF ANOTHER PUBLIC AGENCY:

- a. The City of San Diego will modify the signalization and striping of the Rancho Bernardo Road/Bernardo Center Drive intersection to reduce congestion.
- b. Caltrans will provide the two remaining on-and-off-ramps to Interstate 15 at Bernardo Center Drive.
- c. Construction of SA 680 will be provided by the City of San Diego, Caltrans, AVCO Community Developers and Broadmoor Homes.
- d. Widening of I-15 between Poway Road and Bernardo Center Drive will be provided by Caltrans.

Improvements to I-15 may alleviate congestion over the short term. No long-term solutions have been proposed by any public agency.

- e. The provision of increased bus service, a park and ride facility in Rancho Bernardo and other mass transit incentives are the responsibility of San Diego Transit Corporation, the Comprehensive Planning Organization and other public agencies.

AIR QUALITY

SIGNIFICANT ENVIRONMENTAL EFFECTS:

- a. The project would result in a long-term source of auto emissions, adding incrementally to the regional air quality problem.
- b. The project would result in a long-term source of emissions generated by fossil-fuel burning to provide energy, adding incrementally to the regional air quality problem.
- c. Residents of the project would be subject to intermittent adverse air quality conditions due to the seasoned pattern of air pollution which affects Rancho Bernardo.
- d. Construction will result in temporary disturbance of air quality due to the generation of dust from grading and

related activities and emissions from construction equipment.

MITIGATION MEASURES INCORPORATED INTO THE PROJECT WHICH REDUCES THE EFFECTS TO INSIGNIFICANCE:

- a. The project as a whole (4 phases) provides school and church sites, convenience, commercial and recreation facilities (including bicycle trails and walkways) which would provide the option to residents to avoid automobile use for nearby trips and/or to permit shorter trips by car. These provisions are consistent with Tactics T-1, T-7 and T-27 of the Regional Air Quality Strategy. Other facilities available in Rancho Bernardo also contribute to a partially self-contained community structure which minimizes auto trips.
- b. Reduction of construction-phase dust through: 1) watering of the graded areas and equipment; 2) suspension of dust-producing activities during windy conditions; 3) storage of equipment away from nearby residential areas; and 4) removal of mud and dust deposited on adjacent streets as a result of construction.

MITIGATION MEASURES WHICH ARE THE RESPONSIBILITY OF ANOTHER PUBLIC AGENCY:

- a. Reduction of auto emissions through increased bus service, creation of a park and ride facility in Rancho Bernardo, and increased use of car pools and/or van pools are the responsibility of public agencies such as San Diego Transit, North County Rapid Transit District, The City of San Diego, and Caltrans.
- b. Improved control of pollutants generated from burning fossil fuels is the responsibility of the County Air Pollution Control District and the State Air Resources Board.

ENERGY CONSERVATION

SIGNIFICANT ENVIRONMENTAL EFFECTS:

The project will result in the use of gasoline and diesel fuel during construction and the use of electricity, natural gas and gasoline by residents. The portion of gasoline used by residents for long distance trips to work, shopping, and/or leisure activities in more urbanized areas of the region could be considered wasteful.

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MITIGATION MEASURES INCORPORATED INTO THE PROJECT TO REDUCE THE EFFECTS TO INSIGNIFICANCE:

- a. Homes will include energy conserving features such as ceiling and wall insulation, weather stripping of windows and doors, and energy conserving appliances.
- b. Location of community facilities within walking distance will provide the option for reduced auto-related gasoline usage.

MITIGATION MEASURES WHICH ARE THE RESPONSIBILITY OF ANOTHER PUBLIC AGENCY

- a. Improved mass transit services to Rancho Bernardo which would reduce auto trips and conserve fuel is the responsibility of public agencies such as The City of San Diego, San Diego Transit, North County Rapid Transit District and others.
- b. The State and Federal governments have responsibility for implementing measures to improve energy conservation through increasing energy efficiency in automobiles and appliances.

ARCHAEOLOGICAL RESOURCES

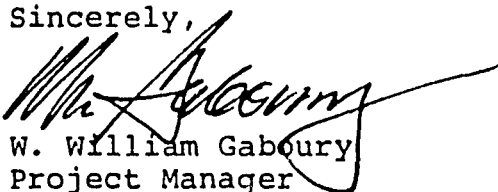
SIGNIFICANT ENVIRONMENTAL EFFECTS:

Four archaeological sites were identified on the whole project area (4 phases); all would be removed by development.

MITIGATION MEASURES INCORPORATED INTO THE PROJECT TO REDUCE THE EFFECTS TO INSIGNIFICANCE:

All four archaeological sites have been salvaged, at the expense of Broadmoor Homes, by qualified archaeologists. The salvaged material will be analyzed, curated and preserved; a written report describing the salvage and the resources recovered will be written. An educational display using some of the recovered materials will be prepared for use by Broadmoor Homes in their offices; the remaining materials will be donated to a reliable cultural institution.

Sincerely,


W. William Gaboury
Project Manager

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Passed and adopted by the Council of The City of San Diego on SEP 11 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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Thelie Borcham, Deputy.

Office of the City Clerk, San Diego, California	
Resolution Number <u>R-250203</u>	Adopted <u>SEP 11 1979</u>