

RESOLUTION No. R- 250603

(R80-1815)

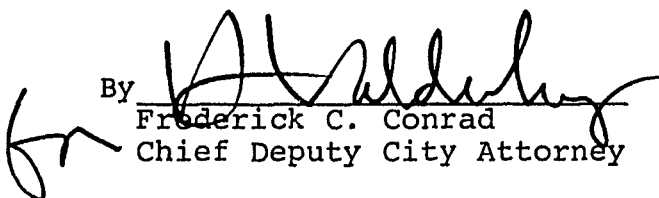
Adopted on NOV 6 1979

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 SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT NO. 76-09-49S7, 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
3/27/80
Or.Dept. Clerk
32-79-2

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FINDINGS FOR THE
SUPPLEMENTAL ENVIRONMENTAL IMPACT ANALYSIS FOR
SOUTH BAY TERRACES DEVELOPMENT PLAN (TERRACE GREEN UNIT 4)

The following findings are recommended relative to the conclusions of the supplemental environmental impact report (EIR) for the proposed Terrace Green Unit 4 Tentative Map (EQD No. 76-09-49S7). These findings have been prepared pursuant to Sections 15088 and 15089 of the California Administrative Code and to Section 21081 of the California Public Resources Code.

FINDINGS

A. The Planning Commission, having reviewed and considered the information contained in the EIR for the South Bay Terraces Development Plan and the supplement for the proposed Terrace Green Unit 4 Rezone and Tentative Map (EQD No. 76-09-49S7), 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 EIR. Specifically:

1. Geologic Hazards

Impact. An inferred splinter trace of the La Nacion Fault runs north-south about 0.5 mile west of the project site.

Finding. The inferred fault trace is part of a fault zone that has shown no movement within the last 11,000 years. Nevertheless, in order to reduce the potential hazard to an insignificant level, a qualified engineering geologist will examine and map the fault trace. If the investigation indicates that faulting represents a potential geologic hazard, the site development plans will be revised accordingly.

2. Landform Alteration

Impact. The project would require about 30,000 cubic yards of finish grading over the 3.95-acre site.

Finding. The site previously has been graded to a near-level condition and would be finish graded into a level lot with manufactured slopes not exceeding 22 feet in height. Due to the expansibility of soils on the site, about 13,000 cubic yards of fill would be imported from a borrow site located about one mile north of the project. Due to the near-level condition of the existing site, the proposed removal of expansive soils, and the relatively small volume of grading which would be involved, the project's effect on landform modification is considered to be insignificant.

3. Traffic Circulation

Impact. The proposed project would cause incremental increases in traffic in the immediate area and adjacent communities.

Finding. Terrace Green Unit 4 has excellent access to State Highway 54, which would allow traffic generated by the project to dissipate quickly. Traffic flow would be further enhanced when Highway 54 is modified to full free-way status.

4. Air Quality

Impact. The proposed project would result in incremental increases in air pollution within the regional air basin.

Finding. Terrace Green Unit 4 would produce about 0.002 percent of the reactive hydrocarbons emitted in the air basin in 1980. This incremental but relatively insignificant impact can be attributed to the small scale of the project, as well as to its location. Terrace Green Unit 4 is located several hundred feet east of a proposed community shopping center in the South Bay Terraces development. The South Bay Terraces development plan also includes sites for elementary schools and secondary schools, some of which have been completed. These amenities provide community services within walking and bicycling distance of the proposed project. Tactic T9 of the Regional Air Quality Strategies for the San Diego Air Basin (RAQS) encourages balanced communities such as the South Bay Terraces development. As part of that balanced community, Terrace Green Unit 4 reinforces a development plan that offers short trip distances and encourages the use of alternative, nonpolluting and lower polluting modes of transportation. Such communities reduce the potential air quality impacts of new growth, thus helping the region to meet the air quality goals.

5. Energy

Impact. The proposed project would contribute incrementally to increased demands on energy resources.

Finding. In the same way that the balanced community concept reduces the project's impact on air quality, the shorter trip lengths and substitution of nonmotorized and public transportation within the community would reduce demands on energy. Other energy saving features of the project include shared walls between dwellings, which require less energy for heating and cooling than detached dwelling units of comparable size. Further energy conservation could be achieved through proper insulation of walls, ceilings, hot water pipes, and

water heaters. Solar water heating and space heating devices, although not always economically feasible to install, use a renewable energy source and conserve nonrenewable resources.

6. Noise

Impact. The proposed project would add incrementally to the noise levels within the community.

Finding. The project would not generate noise levels above those normally acceptable for residential areas, nor would the residents of the proposed project experience unacceptable noise levels from outside sources. Short-term noise effects can be expected during the construction of the proposed project; however, construction would be subject to operating restrictions specified in the noise ordinance, including restricting work to daylight business hours and the non-holiday weekdays.

7. Water Quality and Conservation

Impact. The proposed project would add incrementally to the water quality impacts of urban runoff and would contribute incrementally to increased demands for potable water.

Finding. Proper landscaping of the project site would significantly reduce the siltation in runoff from the presently graded site. Water conservation would be achieved through the use of low-volume flush toilets and reduced flow faucets and shower heads.

8. Sewage

Impact. The proposed project would add incrementally to impacts on sewage treatment capacity.

Finding. The impact on sewage treatment capacity would be reduced through the use of low-volume flush toilets.

9. Solid Waste

Impact. The proposed project would add incrementally to the impacts on solid waste disposal areas.

Finding. Reduction of impacts from solid waste disposal can be achieved through participation in a recycling program. Such a program could be administered by the City of San Deigo.

B. The Planning Commission, having reviewed and considered the information contained in the EIR and supplement, 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 Circulation

Impact. The project would generate daily vehicle trips which would result in incremental increases in local traffic and in adjacent communities.

Finding. The improvement of State Highway 54 to full freeway standards would reduce traffic problems by redistributing much of the project-generated traffic. The Highway 54 project between I-805 and I-5 is dependent on the flood control project for the Sweetwater River, which has been postponed for an indefinite period. Resolution of the situation lies within the State Highway Commission and the California Department of Transportation.

Improvements of roadways in the nearby National City and Spring Valley areas are within the jurisdiction of the City of National City and County of San Diego, respectively.

2. Air Quality

Impact. The proposed project would result in incremental increases in air pollutants within the regional air basin.

Finding. Mitigation measures to minimize anticipated air quality effects can be achieved as outlined in Section A of these findings. 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 and the California Air Resources Board. Tactics to improve air quality as outlined in the RAQS have been incorporated into a state air quality maintenance plan.

C. The Planning Commission, having reviewed and considered the information contained in the EIR and supplement, finds that specific economic, social, or other considerations make infeasible the mitigation measures or other project alternatives identified in the supplemental EIR. Specifically:

1. Solid Waste

Impact. The project would contribute incrementally to increased solid waste within the City of San Diego.

Finding. The only known method of reducing the amount of refuse produced by this and other projects would be to implement a region-wide program to recycle waste materials. Such a program is not the responsibility of the developer. The total bulk of solid waste generated by the project could be reduced by installing trash compactors in residential units. Use of trash compactors would not extend the lifetimes of sanitary landfills but could reduce the number of new collection routes required. The developer could provide such devices, but this would increase housing costs and would increase long-term energy requirements.

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R- 250603

NOV 6 1979

Passed and adopted by the Council of The City of San Diego on
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.

By Barbara Berridge, Deputy.

(Seal)

Office of the City Clerk, San Diego, California

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