

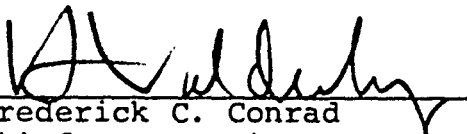
RESOLUTION No. R-250890 (R80-1837)

Adopted on DEC. 18 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. 79-04-45, 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
3/31/80
Or. Dept. Clerk
41-79-3

00347

ENVIRONMENTAL IMPACT REPORT
FINDINGS FOR
SCRIPPS HILLS DEVELOPMENT

The following findings are recommended relative to the conclusions of the final environmental impact report (EIR) for the proposed Scripps Hills tentative map, rezone, and planned residential development (EQD No. 79-04-45). 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 City Council, having reviewed and considered the information contained in the final EIR for the proposed Scripps Hills tentative map, rezone, and planned residential development (EQD No. 79-04-45), 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 proposed project would significantly impact the existing severe peak-hour traffic congestion at the Miramar Road/Pomerado Road interchange on I-15 by adding approximately 160 westbound peak-hour trips. In addition to four other residential projects in the community, the proposed project would have a cumulative effect on local circulation problems. This project would also contribute incrementally to the total traffic volume along I-15 as would projected growth in other communities within the I-15 corridor.

Finding. One of the mechanisms that would facilitate traffic loads on Pomerado Road 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 Hills, 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. Rick Engineering is currently preparing a design of four-lane Pomerado Road east of Scripps Ranch Boulevard in accordance with the Transportation Element proposal of the Scripps Miramar Ranch Community Plan (1978) requiring preliminary design standards, right-of-way, and easements of this roadway.

The developer proposes a hiking trail as identified in the Non-motorized Circulation Element of the community plan

(Rick Engineering Company 1978:II-54). Some reductions in automobile traffic in the community can be achieved through the proposed bikeways and paths that would connect with commercial areas and other facilities in Mira Mesa.

2. Biological Resources

Impact. The development of the proposed project would result in the loss of a large portion of the natural vegetation and wildlife habitat on the property. This would result in an incremental reduction in the remaining natural areas within the City of San Diego. All the sensitive plant species on the project site would be affected, including the regionally significant Western Dichondra population. A very rare plant species, Poway Mint, located in proximity to the property in Carroll Canyon, may also be indirectly affected.

Finding. Although the loss of native vegetation and habitat would not be regionally significant, it would represent an incremental reduction of Chaparral, Inland Sage Scrub, and Eucalyptus habitats within the City and County of San Diego. The approximate 144 acres of natural habitat directly eliminated by the project represents less than 0.1 percent of the natural areas distributed throughout the county.

Partial reduction of these effects would be achieved by the mitigation measures listed below:

a. Approximately 96 acres (40 percent) of the project would be in natural space.

b. The project includes preservation of the existing Eucalyptus trees in Carroll Canyon and landscaping primarily with these trees on the disturbed areas as proposed in the landscaping plan.

c. The planned residential areas of the eastern portion of the project would be hydroseeded with Sugar Gum Eucalyptus and indigenous native drought-resistant species.

d. The open space area proposed along Pomerado Road would preserve 50 percent of the Mountain Mahogany, a sensitive plant taxa designated by the California Native Plant Society.

e. Grading techniques and landscaping described in Section A.3. of these findings would reduce the potential effects of grading on the Poway Mint located off site.

3. Topography and Visual Aesthetics

Impact. The project would alter the existing topography and natural character of the site resulting in an avoidable

impact. The substantial grading and two large manufactured slopes proposed would significantly impact the property.

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 Scripps Miramar Ranch Community Plan (1978) as outlined below:

a. Ridge topping, which avoids cut operations that scar hillsides, is incorporated into the custom lot area of the project site.

b. A series of open space/natural belts, which reduce the visual aspect of development, would be established. These open space "green belts" and the perimeter buffer areas would preserve approximately 90 acres, or approximately 40 percent, of the natural vegetation and natural character of the subject property.

c. Grading techniques would include the contouring and blending of artificial slopes in the tree-covered, single-family custom lot areas which compose approximately 30 percent of the project site. The size and location of the homesites would be limited to approximate building envelopes and would conform to the existing terrain, wherever possible from an engineering standpoint.

d. The project includes the preservation of existing Eucalyptus trees in Carroll Canyon adjacent to the Pomerado Road and landscaping with this species on the disturbed areas, as proposed in the Landscaping Plan (Kawasaki/Theilacker and Associates 1979).

B. The City Council, 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 proposed project would significantly impact the existing severe peak-hour traffic congestion at the Miramar Raod/Pomerado Road interchange on I-15 by adding approximately 160 westbound peak-hour trips. In addition to four other residential projects in the community, the proposed project would have a cumulative effect on local circulation problems. This project would also contribute incrementally to the total traffic volume along I-15 as would projected growth in other communities within the I-15 corridor.

Finding. Mitigation of the 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. The current construction schedule, according to CALTRANS, is outlined in Table 1. These plans are expected to increase the southbound morning peak-hour capacity (vehicles per hour) south of Miramar Road as shown in Table 2.

These estimated figures include the existing road through Miramar Naval Air Station with an estimated capacity of 3,000 per hour. The additional peak-hour capacity after 1985 would be obtained from the construction of High Occupancy Vehicle (HOV) lanes from north Poway Road to the interchange of I-15 and Route 163. It is estimated that the southbound HOV lane would accommodate 1,200 vehicles per hour.

The construction of east-west connectors would significantly reduce regional traffic along the corridor as well as along Interstate 8 farther south. The planned connectors are Route 56 and three major city streets--Mira Mesa Boulevard, Carmel Valley Road, and Del Mar Heights Road/Rancho Bernardo Road. In addition, the construction of Route 52 would relieve other east-west streets, such as Balboa Avenue, Clairemont Mesa Boulevard, and Miramar Road. It is believed that Route 56 would provide the greatest relief for the I-15 corridor. The relief provided by this highway would occur as Penasquitos East residents utilize this route to reach the coast rather than using I-15. The status of this state highway is being considered by CALTRANS. If proposed Route 56 is not completed, future traffic

TABLE 1
CURRENT CONSTRUCTION SCHEDULE FOR I-15

<u>Location</u>	<u>Budget Year</u>	<u>Estimated Advertising Date</u>	<u>Open to Traffic</u>	<u>Proposed Improvements</u>
Carroll Canyon Road interchange	Under construction	---	11/79	New diamond interchange.
Bernardo Center Drive to Escondido	Under construction	---	1/81	Four new lanes.
Route 163 to Miramar NAS interchange	1979-1980	11/79	1/82	Full eight-lane standard. ¹
Miramar NAS interchange to Carroll Canyon interchange (includes Pomerado/Miramar Road interchange)	1979-1980	11/79	1/82	Full eight-lane standard, ¹ upgrade Pomerado interchange (add southbound loop).
Poway Road to Bernardo Center Drive	1979-1980	1/80	3/82	Full eight-lane standard, ¹ upgrade Carmel Mountain interchange and construct four lanes over bridge, build new diamond interchange at SA 680, build northern ramps at Bernardo Center Drive.
Clairemont Mesa Boulevard to junction Route 163	1981-1982	6/81	6/83	Full eight-lane standard ¹ to tie with Murphy Canyon Road.

Source: Federhart & Associates 5/17/79.

¹Total 12 lanes including auxiliary lanes.

TABLE 2
A.M. PEAK-HOUR CAPACITY SOUTH OF MIRAMAR ROAD

<u>Time Period</u>	<u>Vehicles Per Hour</u>
1979	5,950
January 1982	10,000
June 1983	15,000
After 1985	16,200

would remain on I-15. Construction of Mira Mesa Boulevard, currently dealyed by the California Coast Regional Commission, would relieve congestion on Miramar Road and increase the capacity of these east-west connectors.

As indicated in Table 1, 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 developer anticipates that Scripps Hills will be completed by 1984.

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 the city Capital Improvements Program, and federal and state agencies (Rick Engineering 1978:II-96).

R250890

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

1. Traffic and Circulation

Impact. The proposed project would significantly impact the existing severe peak-hour traffic congestion at the Miramar Road/Pomerado Road interchange on I-15 by adding approximately 160 westbound peak-hour trips. In addition to four other residential projects in the community, the proposed project would have a cumulative effect on local circulation problems. This project would also contribute incrementally to the total traffic volume along I-15 as would projected growth in other communities within the I-15 corridor.

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.

If I-15 cannot efficiently handle regional traffic at total buildout of the corridor even with improvements and proposals contained in Sections A.1. and B.1. of these findings, alternative transportation methods, among other alternatives, would be required. Some reductions in automobile traffic in the Scripps Miramar Ranch 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. Currently, an express bus route operates along I-15 with stops in Mira Mesa, Penasquitos East, and Rancho Bernardo. 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 community plan also 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 roadway.

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 the 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.

2. Biological Resources

Impact. The development of the proposed project would result in the loss of a large portion of the natural vegetation and wildlife habitat on the property. This would result in an incremental reduction in the remaining natural areas within the City of San Diego. All the sensitive plant species on the project site would be affected, including the regionally significant Western Dichondra population. A very rare plant species, Poway Mint, located in proximity to the property in Carroll Canyon, may also be indirectly affected.

Finding. It has been recommended that to adequately mitigate impacts on the Western Dichondra the lot number 21 on the tentative map should be in open space since it contains the largest population of this species on the property. If lot 21 was open space or if an open space easement was placed on a portion of the lot, the population could, however, be indirectly affected by residents and/or school children in the area.

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 (Hamner, Siler, George Associates, July, 1978)). Of the net increase anticipated in Tier III prior to 1995, it is estimated that 6,200 homes would have to be built in Scripps Miramar Ranch. Scripps Hills is one of the 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 alter the existing topography and natural character of the site resulting in an unavoidable impact. The substantial grading and two large manufactured slopes proposed would significantly impact the property.

Finding. The effects associated with the alteration of relatively undisturbed land the development of urban uses can be lessened by the measures described in Section A.3. of these findings. Complete mitigation of the topographic and visual effects is not possible except through a substantially lower density project design (the proposed design being very low density consistent with the community plan) or through the no project alternative. These alternatives are infeasible due to the overriding economic and social conditions cited in Section C.2.

4. Radio Station WWD

Impact. The WWD transmitter facility would likely cause 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 will 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 that taping equipment especially would be affected.

ejf
8/28/79

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R-250890

Passed and adopted by the Council of The City of San Diego on DEC 18 1979
by the following vote:

Councilmen	Yeas	Nays	Not Present	Ineligible
Bill Mitchell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Bill Cleator	<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"/>
Mike Gotch	<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 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 Roward Deputy.

Office of the City Clerk, San Diego, California	
Resolution Number <u>R 250890</u>	Adopted <u>DEC 18 1979</u>