

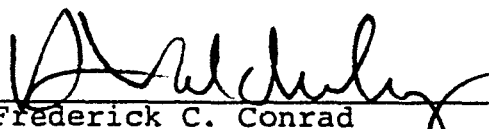
RESOLUTION No. R-250893 (R-80-1838)

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. 79-01-28, 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  
60-79-11

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*The WILLIAM LYON Company*

8340 CLAIREMONT MESA BOULEVARD, SUITE 211  
SAN DIEGO, CALIFORNIA 92111 • (714) 565-4172

LYON'S MIRA MESA

CANDIDATE FINDINGS

The California Environmental Quality Act (CEQA) stipulates that no public agency shall approve a project where its environmental impact report identifies one or more significant effects of the project, unless the agency makes specific written findings. These findings, as described in Sections 15088 and 15089 of the State EIR Guidelines, address mitigating measures and potentially overriding social or economic considerations. The William Lyon Company proposes that the Subdivision Board, Planning Commission, and City Council review and adopt the following Findings in response to EIR #79-01-28:

Biological Resources:

The more developable, mesa portions of the project site include approximately eight acres of vernal pools which contain San Diego Mesa Mint (Pogogyne abramsii), listed by the Federal government as an endangered species. This significant impact can be mitigated through ensuring the preservation of vernal pools on public lands together with possible acquisition by a public agency of an off-site area containing vernal pools. This area, to be identified by the City of San Diego in cooperation with other concerned public agencies, will be more isolable from existing or proposed development, and capable of being permanently protected from damage caused by human intrusion. The City has established a fund for the purchase of a vernal pool preserve. The William Lyon Company proposes to

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REAL ESTATE DEVELOPMENT

EXHIBIT A  
R-250893

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contribute to this fund on the basis of acreage of actual vernal pools lost from the site by development. The amount of contribution, to be established by the City, will be an equitable assessment following the precedent established by the City of San Diego in connection with the Environmental Impact Reports of other projects pursuant to which other property owners have previously assisted in mitigation by contribution to the fund.

Traffic Circulation:

The residents of Lyon Mira Mesa will generate approximately 9,900 daily vehicle trips which will be added to the community and regional circulation system. Development of Unit 8 could increase traffic beyond desirable limits on Acama Street and Montongo Street. Immediate mitigation of this impact is not feasible, since it would require extensive off-site improvement of Calle Cristobal to the east or west to a connection with Camino Ruiz or Camino Santa Fe, respectively. This impact is expected to be mitigated since the construction of dwelling units in Unit 8 will occur concurrently with the construction of one of these connections to the east. Thus, mitigation as a part of the initial development of Lyon Mira Mesa is not considered necessary.

Traffic generated by the development will have an incremental impact on I-15, which, as development proceeds in North City, becomes cumulatively significant. Widening of I-15 is beyond the responsibility of the City or developer and instead is within control of the State Department of Transportation. Those improvements, which are currently underway, should be completed by 1982, the anticipated first date of occupancy of the development. Mitigation of the freeway impact will therefore be accomplished in a timely manner, through the scheduled actions of CalTrans.

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California Coastal Act and Community Plan Compatibility:

The project as proposed is consistent with the goals and policies of the California Coastal Act and Mira Mesa Community Plan. Because the development has been designed to conform to these plans, no significant impacts requiring mitigation were identified by the environmental impact report. The matter of impacts associated with an off-site sewer line extension is addressed below under "Sewage Disposal/Alternative Off-Site Sewer."

Topography and Visual Quality:

Development of Lyon Mira Mesa will involve filling portions of a finger canyon of Los Penasquitos Canyon, and portions of one relatively large and several small branch canyons of Lopez Canyon. Mitigating measures to minimize the significance of the impact have been incorporated into the project. Except in limited areas, development is confined to the mesa; the canyons, particularly deeper tributaries or branches visible from Los Penasquitos Canyon, have been left undisturbed. Fill slopes, where created, will be limited to a gradient of 2:1, will be hydroseeded with drought-resistant vegetation, and will blend aesthetically with adjacent native slopes.

To minimize visual intrusion into Los Penasquitos Canyon several design measures have been incorporated into the subdivision. Included will be the use of one-story homes where construction on lots might otherwise be visible from the canyon floor; larger, deeper lots; and the use of maximum setbacks from the rim of Penasquitos Canyon.

The visual aspects of the off-site sewer line are discussed below under "Sewage Disposal/Alternative Off-Site Sewer."

Geologic Constraints/Water Quality:

Expansive clay soils found on the site represent an engineering constraint. This impact will be mitigated to insignificance by corrective grading and foundation design techniques to be implemented as part of the development process.

Development of Lyon Mira Mesa, which constitutes only about 0.4 percent of the Los Penasquitos Lagoon watershed, will result in an incremental cumulative net increase in urbanized uses within the watershed, and will have certain effects on surface waters in the area. The potential erosion and downstream water quality impact will be mitigated by the developer through implementation of the following measures:

- o All manufactured slopes and disturbed areas will be vegetated with native or naturalized plant materials.
- o All cut slopes will be serrated to minimize runoff water velocity and erosion.
- o As necessary, cut and fill slopes will be protected from storm runoff by the use of drainage diversion devices such as berms or brow ditches.
- o Areas at or below storm drain discharge points will be protected from erosion by the use of energy dissipators to reduce runoff velocities to non-erosive levels.
- o Grading will be phased in several increments, thereby reducing the area exposed to erosion during any particular time period.
- o On-site control of sediment transport during construction will be provided by placing and maintaining temporary sand bag or hay bale filters or settling basins at key runoff discharge points.

Any level of urban runoff, even the minor contribution from the subject property, represents an incremental addition to a water quality problem of

regional significance. Total mitigation of such problem on a regional scope is beyond the ability of the developer (although the above measures, together with careful and control during the grading operation should reduce the impacts to virtually immeasurable levels), and beyond the exclusive control of the City. A regional effort involving local, State, and possibly Federal agencies will be required to produce an absolute solution. Urban runoff studies funded under section 208 of the 1972 Amendments to the Federal Water Pollution Control Act (92-500) is an example of such an effort currently being implemented, with the Comprehensive Planning Organization playing the lead role.

Miramar NAS Land Use Compatibility/Noise:

A portion of the development site is subject to noise in excess of 60 dB CNEL from aircraft operations at NAS Miramar. For all homesites in the affected area, an acoustical analysis will be performed, and sufficient insulative materials incorporated into the dwelling units to reduce the interior noise to a maximum of 45 dB CNEL. This measure will reduce the impact to insignificance (according to the Comprehensive Planning Organization, in homes so attenuated "the average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise").

Future traffic levels along Calle Cristobal will create a noise level in excess of 65 dB CNEL, the maximum level considered "normally compatible" by the Noise Element of the City's General Plan. This impact will be mitigated to insignificance by construction of a block wall between the street and homes. How ultimate noise levels from Camino Santa Fe will affect the project cannot

be determined until the roadway is designed, but because of its distance from the project (at least several hundred feet), the likelihood of noise from this source becoming a problem is insignificant.

Energy/Air Quality:

Natural gas and electricity will be consumed by the homes within Lyon Mira Mesa. The following conservation measures will be incorporated into the project to reduce total energy consumption:

- o Increased use of fluorescent lights.
- o Use of natural gas heating.
- o Weather stripping and caulking of all doors and windows.
- o Utilization of R-19 insulation in ceilings and R-11 insulation in outer walls.

The automobile activity associated with the development will unavoidably create an incremental contribution of air pollutants to the San Diego Air Basin. This impact is significant only in a cumulative context, and is beyond the ability of the developer to mitigate. Mitigation through City efforts is possible only as part of a region-wide effort. The San Diego Air Quality Planning Team, through the Regional Air Quality Strategies, has suggested a number of tactics to improve the basin's air quality. Among the tactics proposed is formation of carpools and extended use of public transit. These measures are beyond the ability of the applicant to control, and depend instead on the initiative of large private employers or government agencies to establish carpools, and San Diego Transit Corporation, which controls expansion and frequency of its route system.

Archaeological Resources:

One small but potentially significant archaeological site has been identified on the property. Loss of the site will be mitigated through a

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phased mitigation program sponsored by The William Lyon Company. The effort will accurately delineate the site boundaries and extent, map the site and distribution of artifacts, collect artifacts, and excavate several postholes. A more intensive subsurface effort will be conducted if the initial field work determines that such an effort is warranted. Preparation of a scientific report on the investigation will complete the mitigation.

Growth Inducement:

Implementation of Lyon Mira Mesa will facilitate development of approximately 26 currently vacant acres able to connect to the project's sewer lines. Several streets within the project "stubbed-out" at the boundary will remove one physical constraint to development of the adjoining lands. The impact is not considered significant, nor considered adverse, since the areas involved are mesa lands designated for development by the adopted Mira Mesa Community Plan. No mitigation measures are necessary.

Water Conservation:

Water will be required for both indoor and outdoor uses. The level of consumption will not be significant because of the conservation measures incorporated into the project: low-flush toilets, low-flow shower heads, pressure-reducing valves on waterlines, and landscaping with drought-resistant vegetation.

Sewage Disposal/Alternative Off-Site Sewer:

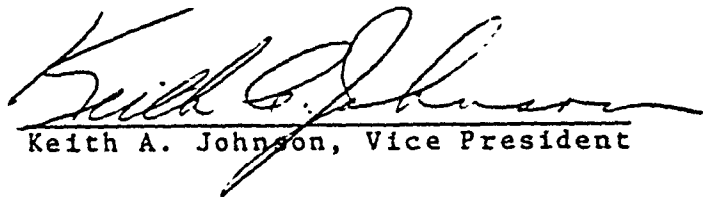
Development of portions of the project require construction of an off-site connection to the Penasquitos Trunk Sewer, because of considerations of grade levels and capacity in certain segments of existing transmission



lines. This connection will fulfill the same function as a similar connection to the Penasquitos Trunk previously required by the City of San Diego of another developer, but not yet constructed. The project is designed with a connection to the north into Penasquitos Canyon, where, if an above-ground crossing of Penasquitos Creek is required, a "rustic" trestle incorporating a footbridge will be designed to blend with the natural surroundings. Numerous different locations were considered for this sewer connection. The route chosen follows insofar as possible, an existing dirt roadway in the canyon, thus minimizing the impacts. All surface areas where any disturbance of plant life would occur will be revegetated with native or naturalized materials.

An alternative method of sewerage the property is to extend a line from the western boundary of the property through Lopez Canyon. Economic considerations make infeasible this alternative, since because of its very substantially greater length, the cost of improvement would be many times as great as that of the selected alternative.

THE WILLIAM LYON COMPANY

  
Keith A. Johnson, Vice President

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 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 type="checkbox"/>	<input checked="" 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 Bovard, Deputy.

Office of the City Clerk, San Diego, California

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