

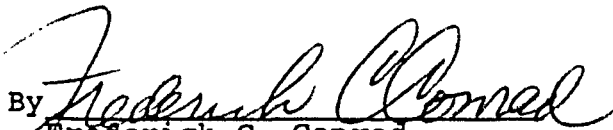
RESOLUTION No. R-251127 (R80-1948)

Adopted on FEB 5 1980

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. 79-02-26, 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
4/10/80
Or.Dept. Clerk
45-79-6

01024

ENVIRONMENTAL IMPACT REPORT
FINDINGS
FOR PENASQUITOS BLUFFS EAST
REZONE, HILLSIDE REVIEW PERMIT, AND TENTATIVE MAP

The following findings are recommended relative to the conclusions of the environmental impact report (EIR) for the proposed Penasquitos Bluff East Hillside Review (HR) Permit and Tentative Map (EQD No. 79-02-26). 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 Subdivision Review Board, having reviewed and considered the information contained in the EIR for the proposed tentative map (EQD No. 79-02-26), 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. Land Use

Impact. Portions of the project site which are within HR will be graded for homesites and will have slopes recontoured to provide pads for the units and streets.

Finding. Of approximately 55 acres on the site eligible for HR 35 percent, or 19.6 acres, will be retained in open space which will be dedicated to the City of San Diego upon recordation of the final map. An additional eight acres of land within HR will be left undisturbed as part of three open space easements. Since a substantial portion of the HR area located on the property will be left natural in either dedicated open space or open space easements, no further mitigation is necessary.

2. Topography and Visual Aesthetics

Impact. Development of this property will result in considerable modification of major portions of the existing topography. Hillsides will be graded to provide level pads for housing units and for the location of streets. A substantial amount of grading is proposed involving the movement of over 7,000 cubic yards per acre and resulting in maximum fill banks of 72 feet with slopes contoured at a ratio of 1.5:1. The ravines will be filled and all vegetation removed with the exception of the open space. Landform impacts from development would be irreversible in that over 90 acres would be graded.

Finding. The impacts to the existing landform due to project implementation would be irreversible and therefore unmitigable. Several measures will be incorporated into the project, however, which will reduce the impacts on the aesthetic quality of the hillsides. Upon recordation of the final map, 19.6 acres in the southern portion of the project will be dedicated to the city which will partially compensate for the loss of open space. An additional 12 acres will be retained in open space easements under private ownership. Approximately 37 acres of native vegetation, including most of the eucalyptus trees on the property, would therefore be preserved. Manufactured slopes will be landscaped upon completion of grading to reduce the visual effects of these features.

3. Air Quality

Impact. The traffic that would be generated from the Penasquitos Bluffs East project would amount to an increase in vehicle emissions of about five percent along the I-15 corridor. Other air pollutants associated with the project would be from power generation and water and space heating. Although the air pollution generated by the proposed project would be less than one percent of the forecast pollution levels in the San Diego Basin, the impact is part of the cumulative effects on air quality.

Finding. The incremental increase in adverse air quality conditions in the San Diego Air Basin cannot be avoided upon project implementation. Penasquitos Bluffs East is, however, consistent with the land uses outlined in the Penasquitos East Community Plan, which has incorporated the elements necessary to create a self-contained community. The self-contained community concept is designed to locate residential, commercial, industrial, and recreational facilities in a localized area which, in turn, results in shorter driving distances, reduced vehicle emissions, and greater accessibility to facilities by walking, bicycle, or bus.

4. Biology

Impact. Implementation of the project according to the proposed design will result in removal of three-fourths of the vegetation including small populations of Adolphia (Adolphia californica) and San Diego Barrel Cactus (Ferocactus viridescens). This proposed development along with others contemplated for this area will further disperse the wildlife that is using the land for food and shelter and will reduce the amount of wildlands in the county. This is considered an incremental impact.

Finding. Loss of the small populations of Adolphia and San Diego Barrel Cactus, although an incremental reduction

of these species in the region, is not considered regionally significant from a biological viewpoint. Approximately 20 acres of the planned development will be dedicated open space upon recordation of the final map. Another 12 acres will remain undisturbed in open space easements under private ownership. All together, approximately one-fourth of the site, encompassing inland sage scrub, grassland, and most of the eucalyptus trees, will be left in a natural condition and will serve as adequate mitigation for the loss of vegetation and wildlife habitat.

5. Archaeology

Impact. Three sites were identified as having positive archaeological significance and will be directly adversely impacted by the proposed project.

Finding. The applicant has agreed to mitigate the impacts to the cultural resources on the project site prior to recordation of the final map according to the following procedures:

a. SDM-W-1340A

- 1) Detailed mapping and surface collection
- 2) Documentation of the milling feature
- 3) Rectilinear posthole testing to cover the entire site area
- 4) Hand-excavated test sample, a minimum of two one-meter square sampling units
- 5) Analysis of data recovered and preparation of a report.

b. SDM-W-1340B

- 1) Detailed mapping and surface collection
- 2) Analysis of the data recovered and preparation of a brief report detailing the findings of the analysis.

c. SDM-W-1523

- 1) Milling feature documentation to include scale drawings and photography
- 2) Analysis of the data recovered and preparation of a brief report of the findings.

Additionally, if data analysis demonstrates that further research potential remains, a field research program would then be designed and implemented which would record and recover a representative sample of the variation that exists at the site. The field program would be followed by a comprehensive analysis and report of the findings.

6. Traffic Circulation

Impact. Traffic generated by this project would amount to 3,218 trips per day approximating nine miles in length. This development, plus others that are now being considered, will add incrementally to the already congested traffic on I-15. In addition, the improvement of Black Mountain Road to provide access to abutting subdivisions is growth inducing.

Finding. Traffic increases resulting from implementation of this project are expected to be similar to those resulting from any comparable residential development in the vicinity. Project streets have been designed to integrate with the circulation system described in the approved Penasquitos East Community Plan (1978). The circulation system for the community, in turn, has been designed to accommodate traffic generated by the subject project, as well as that produced by other projects consistent with the plan. The project, therefore, will not result in significant impacts on the local traffic circulation system.

Inasmuch as the extension of the easterly half of Black Mountain Road between the approved Penasquitos Bluffs 11, 12, and 13 project and the proposed project would provide access to undeveloped land to the north, the Penasquitos Bluffs East project would be growth-inducing. However, since the area north of the proposed project is outside the Penasquitos East community planning area and in an area designated for future growth in the city general plan, further development north of the project would be subject to an amendment to the Penasquitos East Community Plan or a general plan amendment with the attendant review process.

Mitigation measures for incremental increases to traffic flows on I-15 due to project implementation are beyond the scope of this project and within the jurisdiction of the State of California Department of Transportation.

7. Noise

Impact. Those homes built in the immediate vicinity of Black Mountain Road may, by 1995, be subject to noise levels up to 68 dBA.

Finding. The impacts of traffic noise on lots located at corners of the project street intersecting Black Mountain Road will be reduced to an insignificant level by a five-foot masonry wall placed on top of the small banks between the home-sites and Black Mountain Road.

B. The Subdivision Review Board, having reviewed and considered the information contained in the 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. Air Quality

Impact. The traffic that would be generated from the Penasquitos Bluffs East would amount to an increase in vehicle emissions of about five percent along the I-15 corridor. Other air pollutants associated with the project would be from power generation and water and space heating. Although the air pollution generated by the proposed project would be less than one percent of the forecast pollution levels in the San Diego Basin, the impact is part of the cumulative effects on air quality.

Finding. Further reductions of emissions, other than those that would be achieved with the self-contained community concept, is a regional problem which cannot be effectively addressed on a project-by-project basis. Implementation of mitigation measures for air quality impacts is primarily the responsibility of the Air Pollution Control District and the Comprehensive Planning Organization. Both agencies have adopted basinwide standards and are mandated to improve air quality.

2. Traffic

Impact. Traffic generated by this project would amount to 3,218 trips per day approximating nine miles in length. The development, plus others that are now being considered, will add incrementally to the already congested traffic on I-15. In addition, the improvement of Black Mountain Road to provide access to abutting subdivisions is growth inducing.

Finding. Mitigation of the impacts resulting from project implementation on the I-15 corridor is beyond the scope of this project. Responsibility for improvements to I-15 to enable the highway system to accommodate greater volumes of traffic lies instead with the California Department of Transportation (CALTRANS). CALTRANS is currently proposing a six-lane spur to be constructed between Miramar Road and Clairemont Mesa Boulevard. The existing 2.5 mile segment of I-15, extending south of Miramar Road will be converted to a city street and will join the existing Kearny Villa Road. A crossover highway segment connecting I-15 with State Highway Route 163 will be provided at a location approximately three miles south of Miramar Road. These improvements, which are expected to alleviate traffic congestion on the I-15 corridor, are planned for completion in 1983. Since it is anticipated that the completion of the proposed project will occur at approximately the same time as the completion of the I-15 improvements, project traffic is not expected to significantly impact the I-15 corridor.

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

1. Topography and Visual Aesthetics

Impact. Development of this property will result in considerable modification of major portions of the existing topography. Hillsides will be graded to provide level pads for housing units and for the location of streets. A substantial amount of grading is proposed involving the movement of over 7,000 cubic yards per acre and resulting in maximum fill banks of 72 feet with slopes contoured at a ration of 1.5:1. The ravines will be filled and all vegetation removed with the exception of the open space. Landform impacts from development would be irreversible in that over 90 acres would be graded.

Finding. Reduction of the impacts due to landform modification to a level of insignificance is not possible except through the no project alternative or through a redesign of the project to include a reduction in scope. These alternatives are 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 areas planned for future growth, such as the Penasquitos East community (The Impacts of Alternative Growth Management Policies on the Housing Market of San Diego, California, Hammer, Siler, George Associates, July 1978). Of the net increase anticipated in the future growth areas prior to 1995, it is estimated that 12,600 homes will have to be built in Penasquitos East. Penasquitos Bluffs East is one of the increments of this necessary and planned growth. Delay of this project would affect housing costs and housing availability.

An altered design which would either cluster units through a Planned Residential Development or provide a reduced density of individual lots may potentially reduce the amount of cut and fill grading and minimize disturbance in the HR Overlay Zone. Preservation of a significant amount of hillside and/or canyon bottom open space would require that a portion of the proposed dwelling units be multi-family to achieve the same gross density. A multi-family/single-family type development of the same density, however, would not achieve the proposed project goal of providing all single-family residential

lots and would conflict with the recently adopted community plan, which does not indicate multi-family housing for the property. The lower density design would increase the per lot cost and therefore the overall cost of dwelling units, resulting in a different type of residential project which may not be affordable to middle income San Diego families.

Providing single-family residential units in a manner such that they are affordable by the middle-income consumer requires that site preparation, provisions for streets and utilities, and unit construction be accomplished in the most economical way possible. Implementation of a single-family residential subdivision at the density proposed, under the topographic conditions prevalent on the project site and at a cost affordable to the average homebuyer necessitates that a substantial amount of landform alteration be accomplished in order to prepare the property for streets and homesites. Alternative lot and unit designs are possible, which would more nearly preserve the natural landform; for example, homes could be supported on pilings and cantilevered against hill-sides in order to minimize grading. This approach would involve custom fitting each individual dwelling unit to topographic characteristics on each lot. The result of this procedure, although aesthetically pleasing, would add to design and construction costs and would result in the price of the homes exceeding that affordable by the average homebuyer. In light of the shortage in the City and County of San Diego of homes affordable to the middle and lower income groups, the custom lot alternative is considered infeasible.

2. Biology

Impact. Implementation of the project according to the proposed design will result in removal of three-fourths of the vegetation including small populations of Adolphia and San Diego Barrel Cactus. This development along with others contemplated for this area will further displace the wildlife that is using the land for food and shelter and will reduce the amount of wildlands in the county. This is considered an incremental impact.

Finding. Elimination of the Adolphia and San Diego Barrel Cactus population, although an incremental loss of these species in the county, is not considered significant due to the limited numbers and extent of the individuals located on the property. Mitigation of the loss of native vegetation and wildlife habitat to a level of insignificance is not possible except through the no project or reduced scope alternatives. These alternatives are infeasible due to the specific overriding economic and social conditions cited in Section C.1. of these findings.

ejf
10/9/79

Passed and adopted by the Council of The City of San Diego on FEB 5 1980,
 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 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 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 Rita Andrews, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number R-251127 Adopted FEB 5 1980