

RESOLUTION NO. R-251318

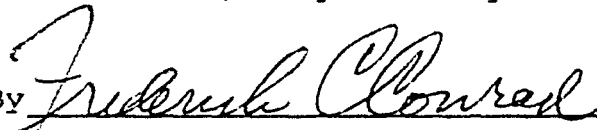
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MAR 5 1980

BE IT RESOLVED, by the Council of The City of San Diego,
that pursuant to California Public Resources Code, Section 21081,
those findings entitled "Environmental Impact Report Findings
for Miramar Ranch North Community Plan," attached hereto and
made a part hereof, are made with respect to Environmental
Impact Report No. 79-06-30.

APPROVED: JOHN W. WITT, City Attorney

BY



Frederick C. Conrad
Chief Deputy City Attorney

FCC:clh
3/12/80
Or.Dept.:Clerk

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ENVIRONMENTAL IMPACT REPORT
FINDINGS FOR
MIRAMAR RANCH NORTH COMMUNITY PLAN

The following findings are recommended relative to the conclusions of the final environmental impact report (EIR) for the proposed Miramar Ranch North Community Plan (EQD No. 79-06-30). 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 final EIR for the proposed Miramar Ranch North Community Plan (EQD No. 79-06-30), 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 final EIR. Specifically:

1. Traffic and Circulation

Impact. Complete buildout of the planning area would generate an estimated 70,000 to 80,000 average daily trips and 4,539 peak-hour trips. Significant adverse traffic impacts generated by the project are associated with incremental increases to existing heavy Interstate 15 (I-15) traffic. Significant adverse effects would occur during the morning peak-hour period unless improvements to I-15 are accomplished.

Finding. Partial reduction of the internal circulation impacts resulting from traffic generated by the proposed residential, industrial, and commercial land uses would be accomplished by the proposed internal street network, which includes major streets and collectors as described within the final draft Miramar Ranch North Community Plan (Rick Engineering Company 1979:III-33) and revised per City Transportation Department standards as requested on November 28, 1979. The construction of the community roadway system shown within the community plan would be financed by the Assessment District recommended for the entire planning area and by private developers.

The community plan proposes nonmotorized circulation routes, such as bikeways, along major streets and recommends bicycle parking areas in the industrial areas, at the Ranch Center, and at public schools and parks. Future public transit service should also be provided. Pedestrian paths, primarily within Cypress Canyon, and the use of sidewalks are also recommended and/or proposed.

As the planning area is developed, traffic signals may be necessary for several major intersections, as described in the Miramar Ranch North EIR. The facilities construction program for Miramar Ranch North, as required by the Progress Guide and General Plan for the City of San Diego (1979) and described within the community plan (Rick Engineering Company 1979:III-181), includes a Facilities Impact Fee. This fee would be utilized for, among various other uses, the construction of traffic signals, which may be built or provided in stages depending on community needs. The provision of traffic signalization within Miramar Ranch North at major intersections would reduce the significant circulation effects at total buildout to a level of insignificance. If a Sabre Springs interconnection is feasible, in the future, mitigation measures would be within the responsibility of the Sabre Springs community as discussed in the October 30, 1979 amendment to the Miramar Ranch North EIR.

Although these proposed facilities will not directly facilitate I-15 traffic flows, they will provide adequate internal circulation and access to the I-15 corridor. The applicant has agreed to the recording of no final subdivision maps until I-15/Route 163 is under contract to complete the freeway bypass including the Miramar Road/Pomerado Road interchange, I-15 connecting to existing Route 163, and the Kearny Villa Road/Route 163 interchange. In addition, no more than 1,000 dwelling unit permits will be issued until I-15 is under contract to complete the road upgrades through to Interstate 8; no more than 2,000 dwelling unit permits will be issued until the capacity of the Mercy interchange is demonstrated as adequate to the City Manager to handle the morning peak-hour southbound demand; and no more than 3,000 dwelling unit permits will be issued until Mira Mesa Boulevard is under contract to connect through to Interstate 805. The community plan also provides for a park-and-ride facility at the Mercy interchange. Land use densities have been limited so as not to overload nearby and adjacent freeway interchanges, especially during the peak-hour periods.

2. Biological Resources

Impact. Approximately 50 percent of the native vegetation and wildlife habitat will be eliminated as a result of future cut/fill grading. Three sensitive plant species will be affected by future development: San Diego Barrel Cactus, Del Mar Manzanita, and California Adolphia. Approximately 55 to 60 percent, 70 to 75 percent, and 65 to 70 percent of these species would be removed, respectively. Mesic (wetland) habitat would also be eliminated.

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Finding. The effects on vegetation, wildlife, and wildlife habitat, including sensitive plant species, are reduced or eliminated by the mitigation measures outlined below. These measures include identifying and preserving important vegetation and wildlife areas consistent with the recommendations of the General EIR for the Progress Guide and General Plan (City of San Diego 1978:63). However, these measures, as listed below, would only reduce the qualitative effects of species variety depletion and would not prevent the cumulative incremental reduction of species populations within the City of San Diego.

- a. Approximately 1,008 acres (52 percent) of the project would be in passive, active, or special open space, including potential open space at the future institutional area.
- b. Several areas have been designated on the draft community plan for special open space, primarily for the preservation of San Diego Barrel Cactus and Del Mar Manzanita. Approximately one percent of the cactus and six percent of the manzanita would be preserved.
- c. The community plan recommends that landscaping include native drought-resistant species on slope banks (Rick Engineering Company 1979:III-165).
- d. The eastern end of Cypress Canyon includes two special open space areas totaling approximately 11 acres, which would protect an existing pond, a eucalyptus tree stand, and native vegetation having scattered Del Mar Manzanita (these areas later expanded as described below).
- e. Thirty to thirty-five percent of the Adolphia would remain in open space areas adjacent to Miramar Reservoir on the south.

Although no development in the Cypress Canyon floor or relocation of the several roads proposed along feeder drainages into this major canyon would reduce effects on the wildlife habitat, these design alternatives were not feasible, except in the realigning of the road in order to preserve the central pond (Jerry's Pond). The following measures, however, were feasible and have been included in the final draft community plan reducing the effects on biological resources to a level of insignificance:

- a. Deletion of the approximately 3-acre, low-medium density residential in the north-western corner of the planning area to protect the riparian habitat to the north, while leaving the opportunity open for a major open space linkage to Penasquitos Park
- b. Extension of the currently shown open space preserve in the west-central area to include more San Diego Barrel Cactus
- c. Addition of an open space preserve northeast of the Miramar Lake industrial site to include 100 to 150 San Diego Barrel Cactus
- d. Addition of the existing agricultural pond in the center of the planning area for preservation rather than for optional retention, as specified in the draft plan, to protect a wildlife water supply
- e. Special reference to the northeast-facing slope of the major ridge running from Spring Canyon Road to the moderate income housing area for further reconnaissance and appropriate mitigation in the future subdivision EIR to preserve, where possible, large areas of Del Mar Manzanita
- f. Expansion of the special open space area around the pond at the eastern end of the planning area to encompass Del Mar Manzanita as well as the eucalyptus stand already included
- g. Enlargement of the special open space preserve adjacent to the northern boundary of the planning area (near the proposed fire road) to include 50 to 100 more Del Mar Manzanita
- h. Two wildlife water catchments, as indicated on page III-163 in the final draft plan, may be provided
- i. Since preliminary engineering studies indicated that sufficient grade separation in the western portion of Spring Canyon Road was not likely for a culvert, the community plan states that at least one at-grade crossing

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for wildlife should be provided (Rick Engineering Company 1979:III-162).

3. Hydrology and Water Quality

Impact. Approximately 120 acres are designated for residential and industrial development within the Miramar Reservoir watershed. Any introduction of pollutants into the public water supply should be considered a significant impact.

Finding. Potentially significant water quality impacts would be avoided through an engineering design which is currently in the preliminary design stages. The Resources Management Element of the final draft community plan recommends that all runoff containing contaminants "be diverted from the reservoir into a natural or City-approved drainage system" (Rick Engineering Company 1979:III-171). The design of the drainage system would conform to the Health Department and California Regional Water Quality Control Board requirements.

Provisions will be incorporated into development plans within the community to minimize potential impacts on Penasquitos Canyon which could result from the grading and construction activities of urban development. These provisions will reduce erosion from disturbed areas and should help minimize any downstream erosion. Sections A.4. and A.7. of these findings describe the grading and erosion control measures in more detail.

4. Topography and Visual Aesthetics

Impact. The future development would involve topping of relatively flat ridgetops and partial filling of canyon floors. The extent of earthwork has not been quantified; however, unavoidable impacts and, depending on the amount of cut/fill grading, potentially significant impacts would occur from future development. The most significant visual resources include Cypress Canyon and the south-facing, brush-covered hillsides adjacent to Miramar Reservoir.

Finding. Development guidelines and landscaping recommendations, together with proposed planned development zoning--residential, commercial, industrial--within the final draft community plan would regulate and partially reduce the effect of topographic modification and visual alteration resulting from subsequent development of Miramar Ranch North.

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Various design, grading, and landscaping techniques are also recommended in the final draft community plan which are intended to partially reduce the topographic and visual aesthetics effects of the future development; however, at three locations, where major streets must meet city engineering standards, substantial cuts and fills are required as described on page III-168. Some of these grading techniques recommended in the community plan are summarized below:

- a. Artificial slopes blended with the natural topography
- b. Top ridges and fill canyons leaving intermediate slopes natural
- c. Cut and fill banks over 30 feet in height: blending of slopes, rounding of the tops of slope banks, and utilizing contour and sculptured grading
- d. Using variable slope ratios, utilizing erosion control methods during the rainy season, and building and landscaping areas soon after grading has ceased.

Development adjacent to Miramar Reservoir has similar guidelines, such as blending artificial slopes and landscaping with eucalyptus trees and native species, which would partially reduce the visual effects of development within the reservoir's viewshed. The Design Element of the final draft community plan suggests clustering and terracing residential and industrial buildings, if possible, minimizing the heights of manufactured slopes, and blending manufactured slopes with the natural topography.

Within Cypress Canyon, landscaping along the greenway and open space areas would partially reduce the visual impacts of development. The special open space near the eastern portion of the canyon and passive open space the canyon walls would preserve approximately 30 to 35 percent of the native vegetation. Section 11.2 of the Design Element includes Cypress Canyon as a special design area with additional development and design guidelines.

5. Climate and Air Quality

Impact. With development, additional pollutants would be generated by the proposed community, although the amounts would be relatively insignificant compared to the

total air basin. This project, however, would have a cumulative adverse effect on air quality in the region.

Finding. The Miramar Ranch North Community Plan (1979) proposals would provide partial mitigation of the cumulative air quality impacts and the incremental degradation of air quality due to the large commuting distance to employment and regional commercial centers. These proposals include providing sufficient commercial area to meet the future needs of the proposed community; providing industrial employment areas within the I-15 corridor, as stressed in the Progress Guide and General Plan for the City of San Diego (1979); and locating commercial and industrial areas so as to take advantage of pedestrian, bicycle, and vehicular access routes. The proximity of the proposed higher density residential designations to the proposed elementary schools and community shopping area and north ridge industrial site would contribute to reductions in both the numbers and lengths of automobile trips. Multiple-family residential areas are proposed near the other two industrial sites in the planning area as well and a park-and-ride facility is proposed at the Mercy interchange commercial site. Future public transit should also be provided within the proposed community.

Reduction in numbers and lengths of vehicular trips contributes directly to the reduction in air pollutants that might otherwise be expected. This measure is supported as part of the balanced communities tactic (T9) described in the Regional Air Quality Strategies for the San Diego Air Basin (Air Pollution Control District 1976).

6. Noise

Impact. By 1995, the L_{dn} noise level along I-15 is expected to increase to 80 dBA at 50 feet, assuming at grade conditions. Residential land uses generally within 560 feet of the freeway would not be suitable. Excessive freeway noise levels would affect the multi-family and single-family residential and the multi-family area in the west-central portion of the planning area. In addition, other major roads and collector streets would produce L_{dn} noise levels greater than 65 dBA at 50 feet, based on a preliminary noise analysis utilizing traffic projections within Miramar Ranch North.

Finding. The Residential Element of the community plan recommends adequate noise insulation, careful siting of buildings, landscaping, and berms as mitigation for traffic noise along I-15 and interior streets. If these measures do not reduce noise to acceptable levels, buffer strips

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should be required (Rick Engineering Company 1979:III-60). These measures are required for multi-family residential uses by the California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4, Section 1092. Based on the community design, the two residential areas adjacent to I-15 would have noise levels 2 dBA and 14 dBA less than the 80 dBA level due to distance attenuation. The EIR recommends that similar measures apply to residential areas within the proposed community that could potentially be affected by excessive noise levels and also recommends that additional noise analysis is necessary at the tentative map stage to determine appropriate mitigation.

7. Geology and Soils

Impact. Increased erosion potential is expected to occur in graded areas, especially cut/fill slopes. Without proper mitigation, this erosion would have significant adverse effects, including the removal of topsoil, increase surficial instability, and extensive siltation.

Finding. Various design, grading, and landscaping techniques are recommended in the community plan, as described in Section A.4. of these findings, which would reduce the geology and soil effects related to future grading. Conformance to the City of San Diego land development and subdivision requirements would also reduce the significant adverse effects associated with the removal of vegetation and topsoil. These requirements are summarized below:

- a. Limit grading to the minimum area necessary to install streets, prepare house pads, create usable outdoor living areas, and provide adequate drainage
- b. Avoid clearing of ground cover far in advance of grading
- c. Coordinate grading operations to avoid the rainy season of the year, if possible
- d. Construct drainage facilities concurrently with grading activities
- e. Water and roll the final surface to form a hardened, compacted cap of soil which will minimize dust and erosion
- f. Grade surfaces to direct runoff toward planned drainage and away from artificial slopes

- g. Plant and maintain adequate ground cover to control erosion as soon as possible after grading.

8. Energy Conservation

Impact. Development of Miramar Ranch North would result in a significant cumulative impact on energy resources.

Finding. Implementation of the community plan would result in a relatively self-contained community which would reduce automobile trips and trip lengths. The community plan does encourage use of public transportation and carpooling, as well as the use of energy conservation methods in residential, commercial, and industrial buildings (Rick Engineering Company 1979:III-172). The project also includes a two-acre park-and-ride site near the Mercy interchange and encourages the use of solar energy according to the City of San Diego policies.

9. Cultural Resources

Impact. One archaeological site, SDM-W-332, located outside the project area, could be indirectly impacted by future development.

Finding. The community plan states that the archaeological site south of the eastern end of the planning area should be mitigated during planning and construction of Spring Canyon Road (Rick Engineering Company 1979:III-162). This roadway is proposed to extend towards and connect with Pomerado Road. The plan also states that future archaeological surveys should be accomplished when individual tentative maps are proposed and that the portion of Cypress Canyon unsurveyed should also be surveyed for cultural resources (Rick Engineering Company 1979:III-164).

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B. The Planning Commission, 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. Traffic and Circulation

Impact. Complete buildout of the planning area would generate an estimated 70,000 to 80,000 average daily trips and 4,539 peak-hour trips. Significant adverse traffic impacts generated by the project are associated with incremental increases to existing heavy I-15 traffic. Significant adverse effects would occur during the morning peak-hour period unless improvements to I-15 are accomplished.

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. The restriping of lanes over the San Clemente Bridge has been accomplished, increasing the vehicles per hour to 7,000 to 8,000 according to CALTRANS, as indicated below.

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

<u>Time Period</u>	<u>Vehicles per Hour</u>
November 1979	7,000-8,000
January 1982	10,000
June 1983	15,000
After 1985	16,200

These estimated figures include the existing road through Miramar NAS (Black Mountain Road) 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. This route might also redirect some Penasquitos East motorists away from the Mercy interchange. The status of this state highway is being considered by CALTRANS. If proposed Route 56 is not completed future traffic would remain on I-15. Construction of Mira Mesa Boulevard, currently delayed by the California Coast Regional Commission, would relieve congestion on Miramar Road and increase the capacity of these east-west connectors.

2. Climate and Air Quality

Impact. With development, additional pollutants would be generated by the proposed community, although the amounts would be relatively insignificant compared to the total air basin. This project, however, would have a cumulative adverse effect on air quality in the region.

Finding. Partial mitigation of anticipated air quality effects can be achieved as outlined in Section A.5. of these findings. Further mitigation of air quality impacts is a regional problem which is not readily amenable to addressment by individual projects. Actions must be accomplished with respect to the total air basin. Effective mitigation of air quality impacts at the local level is essentially the responsibility of agencies other than the City of San Diego, specifically the Air Pollution Control District (APCD) and the Comprehensive Planning Organization (CPO). Both agencies have adopted basin-wide standards and are mandated to improve air quality. The APCD permit process, however, is concerned with point-source pollutants and, in general, does not have jurisdiction over residential development.

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C. The Planning Commission, 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. Complete buildout of the planning area would generate an estimated 70,000 to 80,000 average daily trips and 4,539 peak-hour trips. Significant adverse traffic impacts generated by the project are associated with incremental increases to existing heavy I-15 traffic. Significant adverse effects would occur during the morning peak-hour period unless improvements to I-15 are accomplished.

Finding. Although the development of Miramar Ranch North would represent incremental increases in traffic loads, future buildout adjacent to the I-15 corridor (including Poway), of which this proposed community comprises four percent, may result in substantial congestion along this route. While it can be assumed that partial responsibility for road conditions lies with CALTRANS, the regional situation may not be mitigated without alternative east/west access routes, alternate major connectors to the urbanized communities on the south, or alternate transportation methods. The development of new transportation routes could result in significant impacts without a corresponding increase in new housing or growth accommodation.

If I-15 cannot efficiently handle 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 as previously mentioned. Additional minor reduction in automobile traffic resulting from Miramar Ranch North can be achieved through the expansion of public transit, which is the responsibility of San Diego Transit and occurs 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.

According to City Council Policy 600-10, development of Lago Dorado and Chicarita Creek community planning areas, within which the Miramar Ranch North community is proposed, would "have to rely upon I-15 as their sole access for an extended period of time" and "development within these communities, therefore, is to be conditioned upon completion of the full upgrading of I-15 between Pomerado/Miramar Road and the Poway interchange." These improvements were completed in April 1978; therefore, Miramar Ranch North conforms with this council policy statement.

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Significant reductions in the project-generated traffic could be obtained by locating park-and-ride and/or park-and-pool facilities near the freeway interchange. Larger high density residential areas near these facilities, would have the added beneficial effect of reducing trip lengths as well as the number of trips. A facility is included at the Mercy interchange commercial site in the final draft. In addition, there is an existing parking facility at the Mira Mesa interchange. The community plan proposes multiple-family residential uses in proximity to both facilities.

The lower density and no project alternatives would result in the reduction or elimination of incremental impacts on traffic circulation within the I-15 corridor. These alternatives, however, are not feasible due to the following social and economic considerations:

a. One of the major goals of the City of San Diego is the "balancing [of] social and community characteristics in all areas by providing for . . . (b) proximity of place of employment and residence" (Progress Guide and General Plan for the City of San Diego 1979:24). The location of housing and employment in proximity has the benefit of reducing vehicular trip lengths. The nearest industrial centers are located in Rancho Bernardo, Mira Mesa-Miramar Road, and Scripps Ranch, having a total employment capacity (based on developable vacant area) of 9,900 employees, according to the Activity Centers Summary, CPO, 1978. Miramar Ranch North residents would be from approximately 1.5 to 5 miles from these industrial employment centers. The draft community plan includes 123 acres of industrial, which is expected to generate jobs for an estimated 2,240 employees in addition to 410 employees within the proposed commercial areas and community facilities. Miramar Ranch North residents would not only be in proximity to external existing and proposed industrial areas but also to proposed industrial sites within the planning area itself.

b. Given the anticipated growth demands placed on the City of San Diego over the next 20 years (1975 through 1995), it is anticipated that a net increase of 138,500 dwelling units within the entire city will be required in order to avoid adverse effects on both housing costs and housing availability. Of these units, it is estimated that infilling of urbanized areas will account for a net increase of 24,650 to 35,000, with the balance falling into Planned Urbanizing communities such as Miramar Ranch North (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 Planned Urbanizing areas prior to 1995, it is estimated that 2,800 homes will be built in Lago Dorado and 5,400 homes in Chicarita Creek. The proposed planning area encompasses all of the former development plan and 2,700 units of the Chicarita Creek development plan. The proposed project, however, is a lower density than the two development plans which currently apply to the planning area. The proposed community plan was based on existing environmental constraints (i.e., traffic and physical characteristics) not considered in the two previous development plans. Delay of this project or implementation at a substantially lower density would affect housing costs and housing availability.

c. Of the 138,500 dwelling units required by anticipated growth demands, 24,900 units (18 percent) will be located in the I-5 corridor and 80,000 units (58 percent) will be required along the I-15 corridor. Of the latter amount, Miramar Ranch North will account for approximately five percent. Delay of this project might result in increased pressures for development along the I-5 corridor, as well as in other parts of the city. This pressure could result in adverse effects on the social and physical environment of these areas, especially related to traffic flow and the procurement of public facilities such as schools. The effects of growth pressure are not anticipated by the Progress Guide and General Plan for the City of San Diego (1979) and, should Miramar Ranch North be delayed, could defeat the intent of the city's long-range plans.

d. The Miramar Ranch North Community Plan (1979) designates approximately 12 acres for moderate income residential (a minimum of 205 units) defined as 80 to 120 percent of the median county family income, as computed under HUD guidelines based on the U.S. census. Additional housing in the middle income range for households moving up from the moderate income level is also expected. This middle income range housing should include condominium units in the medium density category, and also small lot and standard single-family units in the low-medium density category (Rick Engineering Company 1979:III-54). A mobile home park is optional for providing moderate- or middle-income housing. Delay of this project or implementation at a lower density would make it economically infeasible to provide lower cost housing within the proposed community.

2. Topography and Visual Aesthetics

Impact. The future development would involve topping of relatively flat ridgetops and partial filling of

canyon floors. The extent of earthwork has not been quantified; however, unavoidable impacts and, depending on the amount of cut/fill grading, potentially significant impacts would occur from future development. The most significant visual resources include Cypress Canyon and the south-facing, brush-covered hillsides adjacent to Miramar Reservoir.

Finding. Although the progress guide and general plan (City of San Diego 1979) designates a large area around Miramar Reservoir as a "resource-base park," the general plan states that "open space that is not required may be preserved through reasonable regulatory devices and these areas will be permitted to develop in a manner consistent with the zoning that is applied to them" (City of San Diego 1979:97). This proposed plan would preserve the existing city-owned land as a resource-based park with 38 acres or more of open space south of Scripps Ranch Boulevard added to the existing park land within the Miramar Ranch North viewshed. As stated in the final draft plan, it is assumed that the reservoir viewshed would not be acquired in total for open space under the city's open space acquisition program. This area as well as Cypress Canyon are designated Priority Number 33, of a total 111 areas in the program, and within Category D. City funds are not expected to extend beyond Categories A and B for public open space purchasing. Because financing is not available at this time, the extension of the park boundary to the horizon line, as recommended in the Lakes Recreational Development Plan (City of San Diego 1975), is not proposed.

The effects associated with the alteration of relatively undisturbed land and the development of various urban uses can be lessened by the measures described in Sections A.4. and A.7. of these findings. Complete mitigation of the topographic and visual effects is not possible except through a substantially lower density project design or through the no project alternative. These alternatives are infeasible due to the overriding economic and social considerations cited in Section C.1.

3. Climate and Air Quality

Impact. With development, additional pollutants would be generated by the proposed community, although the amounts would be relatively insignificant compared to the total air basin. This project, however, would have a cumulative adverse effect on air quality in the region.

Finding. Controlling emission standards as discussed in Section B.2. cannot sufficiently reduce the significant adverse cumulative air quality impacts. Only the

restriction of growth within the air basin would reduce such impacts. The ability of a local jurisdiction to control growth, however, is difficult, as described within the subsequent General EIR on the Progress Guide and General Plan Amendment (City of San Diego 1979). The demand for housing within the City of San Diego and the intent to preserve a strong economy preclude no growth policies. To the extent that a region must accommodate growth as opposed to restricting it, air quality impacts associated with population growth cannot be mitigated.

4. Geology and Soils

Impact. Increased erosion potential is expected to occur in graded areas, especially cut/fill slopes. Without proper mitigation, this erosion would have significant adverse effects, including the removal of topsoil, increase surficial instability, and extensive siltation.

Finding. Although the effects of landform alteration would be minimized as described in Sections A.4. and A.7. of these findings, irreversible and unavoidable changes in the geology and soils characteristics would occur, as associated with the topography of Miramar Ranch North. Other than the no project alternative or a substantially lower density alternative, there is no mitigation of the general change in the environment due to future development. The economic and social considerations outlined in Section C.1. make the no project or reduced project infeasible.

5. Noise

Impact. By 1995, the L_{dn} noise level along I-15 is expected to increase to 80 dBA at 50 feet, assuming at grade conditions. Residential land uses generally within 560 feet of the freeway would not be suitable. Excessive freeway noise levels would affect the single-family residential and the multi-family area in the west-central portion of the planning area. In addition, other major roads and collector streets would produce L_{dn} noise levels greater than 65 dBA at 50 feet, based on a preliminary noise analysis utilizing traffic projections within Miramar Ranch North.

Finding. Measures described in Section A.5. would mitigate impacts resulting from noise along major streets and may only partially reduce the potential noise impacts on residential uses adjacent to I-15. In order to completely avoid potential noise impacts resulting from traffic along the I-15 corridor, all residential uses within 560 feet of the freeway could be deleted from the proposed plan.

Elimination of the medium-high density and single-family areas that are within this noise sensitive area along I-15 would result in a lower density project alternative. This alternative is infeasible due to the specific economic and social conditions cited in Section C.1. of these findings.

6. Energy Conservation

Impact. Development of Miramar Ranch North would result in a significant cumulative impact on energy resources.

Finding. The energy consumption patterns associated with Miramar Ranch North are not unique to the project or the region. Energy use occurs concurrently with development; therefore, to the extent that growth is accommodated within the planning area, there will be an increase in the demand for energy resources. The City of San Diego, through the Progress Guide and General Plan for the City of San Diego, has made a policy decision to accommodate growth so that housing prices are not adversely affected. The social and economic considerations that make a no growth or reduced growth policy infeasible are described in Section C.1. of these findings.

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Passed and adopted by the Council of The City of San Diego on MAR 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bill Lowery	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Leon L. Williams	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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.

(Seal)

By *Pete Anderson*, Deputy.

Office of the City Clerk, San Diego, California	
Resolution Number <u>251318</u>	Adopted <u>MAR 5 1980</u>