

RESOLUTION No. R- 251960

(R-80-2538)

Adopted on

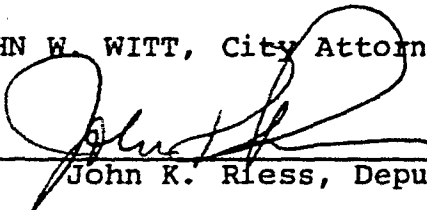
JUN 8 1980

BE IT RESOLVED, by the Council of The City of San Diego as follows:

That the appropriate findings of mitigation, feasibility or project alternatives pursuant to California Public Resources Code Section 21081 in connection with Environmental Impact Report EIR-78-03-17C relative to the EXTENSION OF MIRA MESA BOULEVARD from Parkdale Avenue to I-805, as submitted in Attachment A hereto be, and the same is hereby approved.

APPROVED: JOHN W. WITT, City Attorney

By



John K. Riess, Deputy

JKR:lco:832.23
6/24/80
Or.Dept.:Clerk

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ENVIRONMENTAL IMPACT REPORT
FINDINGS FOR
MIRA MESA BOULEVARD EXTENSION

The following findings are recommended relative to the conclusions of the final environmental impact report (EIR) for the proposed Mira Mesa Boulevard Extension (EQD No. 78-03-17). 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

The City Council, having reviewed and considered the information contained in the final EIR for the proposed Mira Mesa Boulevard Extension (EQD No. 78-03-17), makes the following findings in respect to significant environmental impacts identified.

The City proposes the extension of Mira Mesa Boulevard for an area of the City that has areas of natural terrain and eco-system.

To the extent that environmental resources are modified or eliminated, a substantially adverse environmental impact would result from implementation of the roadway extension project. While the project calls for several mitigating measures to reduce these impacts, it is not feasible to reduce all the impacts below the level of significance and accomplish the social and economic goals and objectives of the San Diego Community.

To achieve the goal of providing access to needed industrial and recreational development, in keeping with preservation, enhancement and maintenance of the environment, the following mitigating measures have been incorporated into the roadway extension project.

1. Land Use/Growth Inducement

Impact: Strong economic pressure exists to develop the area along the proposed Mira Mesa Boulevard with industrial and recreational parks. Presently, there are two developments whose plans have been approved by the City Council and are included in the revised January 8, 1980 draft of the Mira Mesa Community Plan. One development is the Lusk Industrial Park in the Western Mira Mesa area. The industrial park will consist of 122 industrial lots and is projected to create an estimated 1,600 jobs. The project plan of the park provides for the developer to construct approximately one fourth of the western end of the proposed Mira Mesa Boulevard where it extends through the park. The second development along the west central section of the proposed Mira Mesa Boulevard is Aero World, consisting of a family entertainment

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ATTACHMENT A

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and recreational park within an aviation memorabilia setting. It is estimated that Aero World will attract some 3,000,000 visitors yearly and will provide employment for 1,000 to 2,000 persons. The eastern extension of Mira Mesa Boulevard from Park Dale Avenue is a key measure necessary to provide a roadway to approximately 325 acres designated for light manufacturing uses in the proposed Mira Mesa Community Plan.

(Alternate Alignment.) There would be no change in environmental effect under this impact category should the alternate roadway alignment be utilized.

Finding: Lusk Industrial Park, Aero World and a Mira Mesa Community Plan are the primary causes of any growth inducement which might appear to be associated with the proposed Mira Mesa Boulevard extension project. Because the roadway route is a basic element of the proposed community plan, it in and of itself would not be in conflict with land use planning efforts. The City agrees that the growth inducement which may be potentially caused by Mira Mesa Boulevard can be controlled by the Mira Mesa Community Plan and its associated Local Coastal Program. The City commits that it will not construct this road extension until such time as the community plan has been adopted and the Local Coastal Program has been submitted.

2. Landform/Visual Quality

Impact: Under the proposed alignment, very little grading would be required to extend Mira Mesa Boulevard for the first 2.8 miles across the level mesa top. Construction of this segment of the roadway extension therefore would not result in any significant landform alteration or visual impact. However, from a point near the northwest corner of El Camino Memorial Park to I-805, a distance of roughly one mile, the proposed roadway would require significant amounts of grading across hillside terrain and minor canyons. There would be 500,800 cubic yards of cutting and 295,926 cubic yards of filling. Slope ratios would be 2:1 with a 70-foot fill bank being the highest manufactured slope. The effect of such grading in this western part of the extension route would be quite noticeable, initially creating a significant adverse impact on the existing natural visual quality of the area. However, because there has been some disturbance to this western area already, the visual impact would not be as severe as it would if these slopes were in their natural condition.

(Alternate Alignment.) The same impact discussed above for the western end of the proposed route would also occur within the eastern half of the route if it is realigned southward. The roadway would then cross several minor canyons, requiring extensive fill deposits to bridge the upper reaches of these tributaries. The alternate alignment would therefore create a significantly greater adverse impact on the natural terrain and associated visual quality.

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Finding: The City has committed to landscaping for erosion protection and visual relief from the artificial nature of the cut and fill slopes. All of the artificial slopes will be planted with drought resistant vegetation although not all may be native. All of the artificial slopes will be sprinklered to assure that the plants survive the initial planting and any excessive periods of insufficient rainfall. While this will reduce the impact of the alterations of the natural landform it does not reduce this impact to insignificance.

The alterations to the natural landform and the rolling vistas it provides are an inevitable consequence of urbanization. While the scope and degree of alterations can be partially avoided by measures such as the landscaping provided herein, there is no means, short of public acquisition, to totally preserve the entire area from evidence of human activity. This area is planned for uses consistent with the overall plans of the City for planned growth, jobs and effective land use. Exclusion of this area from that plan would frustrate the long range goals of the City and other local governments.

3. Biological Resources

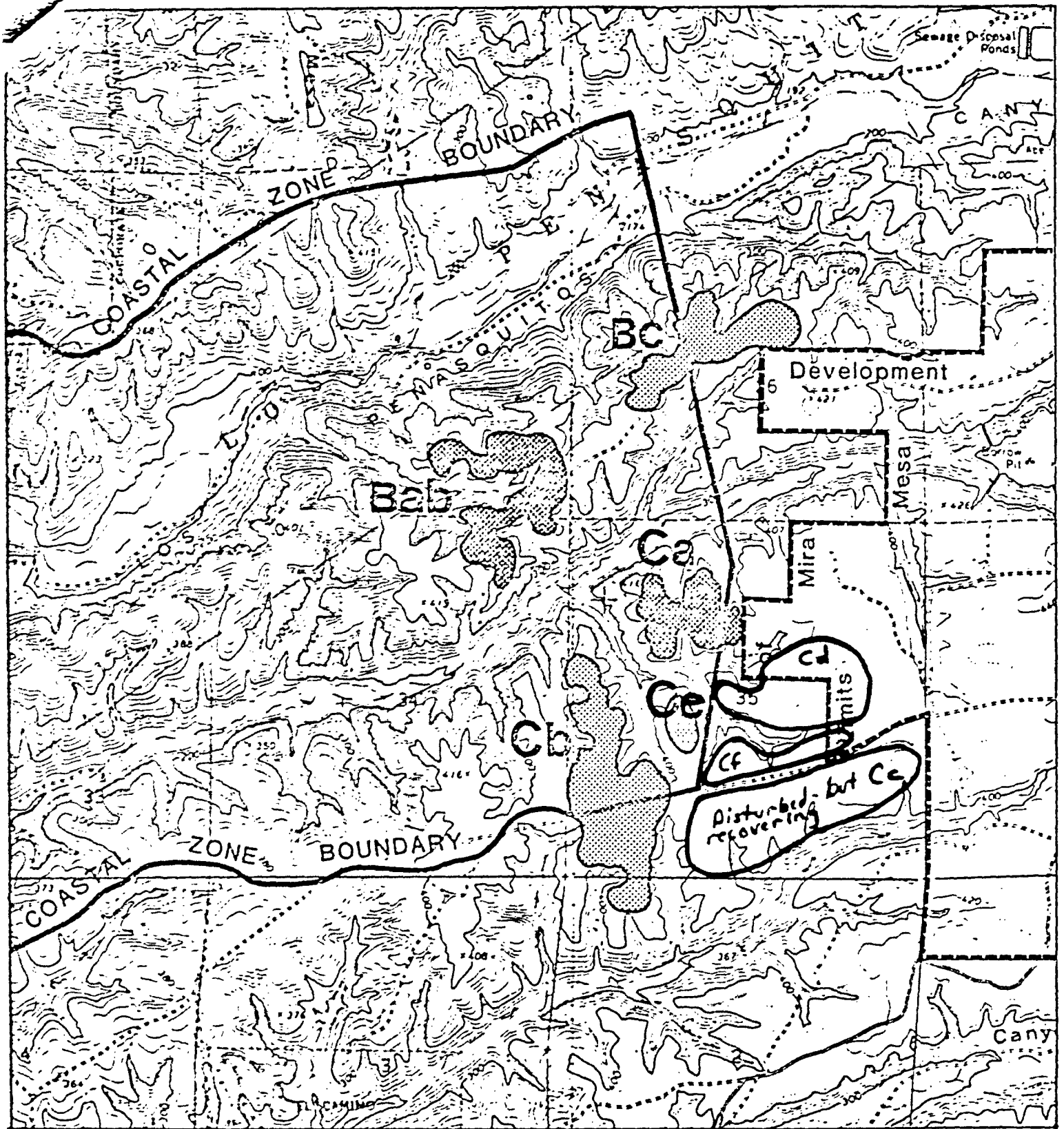
Impact: The right-of-way for the proposed extension would encompass 40 acres. The western two-thirds of the land crossed by the subject project has been cleared in the past and converted to grassland for grazing. The emplacement of a 54-inch water main along approximately three-fourths of the length of the proposed Mira Mesa Boulevard extension route has substantially disturbed most of the native vegetation within the planned right-of-way. The eastern third retains a chamisal chaparral covering on flat mesa terrain interspersed with presently disturbed vernal pool formations. The extension of Mira Mesa Boulevard will impact several vernal pools, including pools in areas Cb, Cf, and Cc. The pools in area Cc were not evaluated as to quality because they had been severely disturbed. Both pool areas Cb and Cf were determined to be of moderate value in terms of preservation by a biology subcommittee. These pool areas are relatively undisturbed and contain four sensitive plant species, including *Pogogyne Abramsii* (the San Diego Mesa Mint).

The finished roadway would have a definite adverse impact on biological resources by interfering with the normal movements of larger wildlife species. Roads are a major source of mortality for coyotes in the area.

(Alternate Alignment.) The upper reaches of several tributary canyons which would be crossed by the alternate route contain high quality native habitat, varying from coastal sage scrub to thick chaparral. These smaller canyons are an important source of shelter for wildlife.

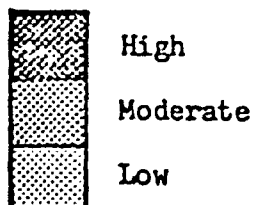
Finding. The removal of the vernal pools by the extension of Mira Mesa Boulevard would have a significant adverse impact. As a mitigating measure, the City staff is preparing a vernal pool preservation program which is designed to preserve a representative group of vernal pools. The program proposes to preserve high quality pool areas which are highly defensible from future disturbance. As mitigation for losses entailed by this and other road projects, the City will commit to preserving 75 acres of a highly valued vernal pool habitat on Montgomery Field. Also, property owners are required to compensate for the elimination of vernal pools by contributing to a Vernal Pool Trust Fund. The trust fund would be used to purchase, enhance, and study vernal pools. These measures would partially compensate for the loss of vernal pools in developing areas. This preservation program will mitigate the impacts from the loss of these pools to a level of insignificance because of the indefensibility and degraded nature of these pool areas. The proposed preservation program is designed to insure the survival of the several endangered species found in San Diego's vernal pools.

Regarding the significant indirect impact of creating a barrier to wildlife movement, no measure appears available to reduce or eliminate this effect. An obvious but not necessarily feasible method of partially mitigating the impact of the alternate roadway alignment on canyon habitat would be to construct structural rather than earthfill bridges across these canyons. On a long-term basis, assuming that the proposed completion of Mira Mesa Boulevard represents only one step in the eventual urbanization of Western Mira Mesa, it can be seen that restriction of wildlife movement would increase in many other ways also as the community develops, thereby diminishing the role of the roadway as a singular cause of wildlife decline in the area.



VERNAL POOL COMPLEXES
Los Penasquitos Canyon Area (within Coastal Zone Boundary)

Preservation Priorities
 or Relative Value:



Pool Complex:

- Bab Lopez Mesa
- Bc Lopez Mesa
- Ca Mira Mesa
- Cb Mira Mesa
- Cc Mira Mesa

Source: Balko, M.L.,
 "Biological Evaluation
 of Vernal Pools in the
 San Diego Region", 1979.

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Scale: 1" = 2,000'

FIGURE 1

4. Archaeological Resources

Impact: A preliminary investigation of cultural resources within the Western Mira Mesa Plan area was conducted by WESTEC Services in October, 1977. The entire roadway project area was not surveyed, nor were any field tests conducted at any of the known sites. A number of known archaeological sites lie in the general path of the proposed roadway. Several could pose major constraints to project construction. These sites are located toward the western end of the proposed route, beginning north of El Camino Memorial Park (cemetery). Other sites may exist. The potential significance of these cultural resources ranges from highly important to moderately important, to isolated artifacts constituting minor constraints to roadway development since they are not actually sites. For the proposed project, it is anticipated that there are locations where the impact of unmitigated resource destruction would be significantly adverse.

(Alternate Alignment.) Without specific surveys, it cannot be said with certainty whether the alternate alignment of the Mira Mesa Boulevard extension in its western half would be a better or worse route for avoiding archaeological resources. It should be assumed that there is a potential for significant resources to be located within the right-of-way for an alternate route. For the proposed project, it is anticipated that there are locations where the impact of unmitigated resource destruction would be significantly adverse.

Finding: To avoid an adverse impact on the available cultural record, a professional survey of the proposed route will be conducted by a qualified archaeologist. The survey crew should be prepared to complete preliminary testing, collecting and documentation at any sites located. This process would achieve adequate mitigation for most locations at that time, and clearly define whether there are any sites constituting more significant constraints which would require more extensive salvage operations.

5. Traffic Circulation

Impact: Internal traffic circulation in the Mira Mesa Community is largely oriented to the heavily traveled I-15 corridor. Miramar Road is the only nearby link to I-805 and other locations to the northwest, west and southwest. Traffic volume is projected to increase on existing major streets in Mira Mesa as a result of the substantial new growth of industrial and recreational parks in Western Mira Mesa. The Lusk Industrial Park should generate approximately 45,125 trips per day based on a weighted average of data in Dekema (1974). Figures by Federhart & Associates, Traffic Consultants, show the expected impact of Aero World on the nearby circulation system of Mira Mesa on a very busy summer weekday in August to be 5,570 vehicles from attendance and 1,670 vehicles from employees. From this increase in vehicles, Federhart & Associates specify that 1,450 vehicles will be added daily in each direction to Miramar Road east of Carroll Road.

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The proposed extension of Mira Mesa Boulevard would establish a prime arterial cross link between I-805 and I-15 which would result in the introduction of new through-trips by vehicles with neither starting nor ending points in the Mira Mesa Community. As Western Mira Mesa develops, a conflict may arise between the expectations of local interests for relatively unlimited access (intersections) to Mira Mesa Boulevard, and the desire of through-route users for a generally unobstructed route.

(Alternate Alignment.) There would be no change in environmental effect under this category should the alternate roadway alignment be utilized.

Finding: Demand currently exists for extension of Mira Mesa Boulevard to I-805 as a roadway route to existing Mira Mesa residents to the beach areas and to the planned industrial and recreational parks in Western Mira Mesa. Residents in Eastern Mira Mesa presently travel Black Mountain Road and Camino Ruiz from centrally located Mira Mesa Boulevard to Miramar Road to I-805. Vehicle miles by these residents would be less by the proposed extension of Mira Mesa Boulevard. It is anticipated that the extension of Mira Mesa Boulevard will relieve the Miramar Road corridor of 25,000 ADT by 1995. Miramar Road is expected to exceed design capacity within several years.

There are no measures apparent which could be associated directly with the extension project to resolve future traffic circulation problems in the greater Mira Mesa area.

6. Air Quality

Impact: Extension of Mira Mesa Boulevard would be followed in time by new automobile traffic on the extended road, as well as increased traffic in the overall Mira Mesa area resulting largely from the growth of Western Mira Mesa. Additional air pollution of an incremental nature would result from this growth.

(Alternate Alignment.) There would be no change in environmental effect under this category should the alternate roadway alignment be utilized.

Finding: The Mira Mesa community shares a pollution problem with the rest of San Diego. Because of the regional nature of air quality problems, ambient air quality in the project area periodically falls below State and Federal standards. Recent studies in San Diego indicate that 40 to 50 percent of the air pollution present in San Diego is generated by automobiles. Approximately 55% of the air pollution in San Diego is generated from stationary sources.

No specific measures are evident which could be implemented with the road construction project to reduce anticipated automobile emissions. The City agrees that certain planning tactics to

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mitigate the adverse connection between growth and air quality can be controlled through the Mira Mesa Community Plan and its associated Local Coastal Program.

7. Noise

Impact: Existing jet aircraft noise from Naval Air Station Miramar would not affect the construction or use of the proposed roadway. Completion and use of the extended Mira Mesa Boulevard would establish a new noise source along the project route. This noise would be relatively constant, varying in intensity at different times of the day. Initially, this noise would be a source of disturbance to sensitive wildlife. Ultimately, as development of the areas along the route occurs, the question of whether the noise impact on humans would be significantly adverse would depend on the adequacy of protective measures taken in the design of these adjacent development projects.

(Alternate Alignment.) There would be no change in environmental effect under this category should the alternate roadway alignment be utilized.

Finding: Mitigation is not needed as part of the road construction project itself. An adverse impact from traffic noise to future development along the route can be sufficiently avoided through the implementation of design techniques. The City agrees that sufficient techniques can be implemented through the Mira Mesa Community Plan and its associated Local Coastal Program, in conjunction with individual project approval.

8. Geology, Soil Constraints and Water Quality

Impact: The project would not have any significant impact upon seismic activity or faulting in the vicinity, nor is it likely that the completed road would be damaged by earthquakes if the foundation is properly designed. It is unlikely that the project would cause landslides or be damaged by landslides, if the foundations and excess fill materials are properly consolidated. The paving of a portion of the project area and the disturbance of the normal soil profile would be expected to result in some increase of runoff, which in turn would accelerate erosion especially over disturbed soils, and increase the sediment load transported to Carroll Canyon and eventually, during heavy rainfall events, to Penasquitos Lagoon. This impact would not likely be significant taken by itself, but become important when seen as an incremental addition to basin-wide increases in sediment loading.

(Alternate Alignment.) There would be a slight increase in erosion-related impacts and other geologically-oriented hazards with the alternate alignment. This occurs because of the additional grading and manufactured slopes necessary to cross minor canyons in the eastern portion of the extension project.

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Finding: Adequate drainage control measures have been included in the project design. Since the water collected within the improved street area cannot be absorbed, it will be collected at key points and directed into a drainage system which will carry it to one of eight desilting basins. These specially constructed basins are designed to contain runoff from a 20 year, 30 minute peak rainfall. These basins will contain water for an ample amount of time to allow the silt and possible litter and debris to settle. Typical biological impacts associated with storm runoff during or after the dry season have also been reduced by the use of desilting basins. These basins can trap dirt and debris which typically accumulates in drainage systems during the dry season and is otherwise washed down into the natural water courses. This is a potential source of biological contamination of areas downstream. The containment of runoff water in these basins will also eliminate additional water volumes, as a result of this project, from reaching the sensitive Los Pensaquitos Lagoon area.

The clear desilted top water, if it is not absorbed in the desilting basin, will be directed to a rock rip-rap energy dissipator before being allowed to follow the natural drainage courses. The energy dissipators will reduce or prevent resiltting of this water as it follows these courses. In addition to the desilting basins, all graded slopes will be landscaped and over 36,000 linear feet of drainage ditches will be constructed to direct storm runoff water away from the landscaped slopes to drainage control areas. Landscaping will be accomplished by hydroseeding with natural vegetation. This is an effective process which will allow hardy native plants to control slope erosion and the resulting siltation problems. Sprinkler systems will be installed on all banks more than 5 feet high. Controlled grading operations during construction would also reduce the possibility of erosion or siltation.

Passed and adopted by the Council of The City of San Diego on JUN 9 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fred Schnaubelt	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mike Gotch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Larry Stirling	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lucy Killea	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Pete Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

PETE WILSON
 Mayor of The City of San Diego, California.

CHARLES G. ABDELNOUR
 City Clerk of The City of San Diego, California.

By Barbara Berridge, Deputy.

(Seal)

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 1980 JUN 24 4:11:54
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Office of the City Clerk, San Diego, California

Resolution Number R-251960 Adopted JUN 9 1980