

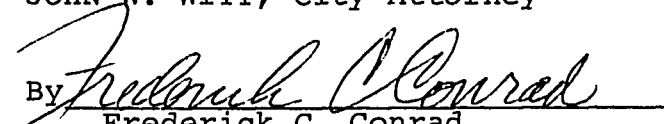
RESOLUTION NO. 222821

R.79-2041

FEB 13 1979

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 Greater Golden Hills Precise Plan" beginning at page V and ending at page 22 of that draft plan entitled "Greater Golden Hills 1978 Precise Plan," attached hereto and incorporated herein, are made with respect to the environmental impacts identified in Environmental Impact Report No. 76-11-04C.

APPROVED: JOHN W. WITT, City Attorney

By 
Frederick C. Conrad
Chief Deputy City Attorney

FCC:clh
4/13/79
Or.Dept.:Clerk
Enc

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ENVIRONMENTAL IMPACT REPORT
FINDINGS FOR
GREATER GOLDEN HILLS PRECISE PLAN

The following findings are recommended relative to the conclusions of the final Environmental Impact Report (EIR) for the proposed Greater Golden Hills Precise Plan (EQD #76-11-04C). These findings have been prepared pursuant to Title 14, Division 6, Chapter 3, Sections 15088 and 15089 of the California Administrative Code.

FINDINGS

- A. The Planning Commission, having reviewed and considered the information contained in the final Environmental Impact Report (EIR) of the proposed Greater Golden Hills Precise Plan, including its addendum, 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. Noise.

Impact. The Plan proposes to continue residential uses in an area impacted by noise levels of 65 to 75 decibels which the Noise Element of the General Plan considers to be incompatible with residential development.

Finding. As indicated in the EIR, rezoning the land could have only limited success in removing populations from the excessive noise levels. The rezoning, even to eliminate residential land use zones from high noise areas, would not in and of itself remove existing residences, which would probably continue as nonconforming uses for many years into the future. The actual removal of existing residents and residences would appear to be so costly in social impacts as well as in economic terms as to be manifestly infeasible.

The other mitigation measures, aircraft controls and airport relocation are beyond the exclusive jurisdiction of The City of San Diego.

2. Canyon Land Use.

Impact. The Plan would permit single-family zoning in canyons proposed for open space with considerable alteration of landform, soil erosion and significant loss of plant and animal life.

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Finding. The large-lot zoning suggested as a mitigation in the EIR is considered infeasible due to the conflict of the City's expressed policy of in-filling areas close to the central portion of the metropolitan area in order to achieve a more compact city. This would enhance the national, state, and city policies of conserving energy, encouraging use of transit, minimizing trip lengths, increasing community self-containment and improving air quality.

The option of acquisition of the remaining open space canyons is deemed infeasible due to the limited extent and diversity of plant communities, the lack of truly unique resources, and the low priority for further open-space amenities in a community already adjacent to the City's largest developed park.

3. Adverse Effects On Humans.

Impact. High traffic accident rates and the aircraft crash hazard potential would not be reduced by plan proposals.

Finding. The high traffic accident rates and the aircraft crash hazard potential are recognized but are not unique to this community. Restriction of on-street parking and/or provision of off-street parking are measures which are continuously examined City-wide as on-going activities of community development and traffic safety programs. However, in view of heavy demands for community services with a probability of limited resources extending indefinitely into the future, resolution of the problem seems to be a long-range prospect. The crash hazard potential is similar to the noise impacts in that complete resolution of the problem is beyond the capability of the City.

- B. The Planning Commission having reviewed and considered the information contained in the Environmental Impact Report, finds that the following changes or alterations which mitigate or avoid significant environmental effects of the project are within the responsibility and jurisdiction of another public agency.

Noise and Crash Potential. Responsibility for noise related to Lindbergh Field operations is divided among the following agencies: (1) the San Diego Unified Port District as the airport proprietor responsible for compliance with the State Noise Standards of the Department of Aeronautics; (2) the County of San Diego as the local enforcement agency for State Noise Standards; (3) CPD as the Airport Land Use Commission responsible for development of a land use plan; (4) the State Department of Transportation for promulgator of State Noise Standards and grantor of variances from the State Noise Standards; (5) the Federal Aviation Administration as regulator of aircraft in navigable air space.

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canyon area through revision of Plan recommendations and eventual rezoning.

ADVERSE EFFECTS ON HUMANS: High traffic accident rates and the aircraft crash hazard potential would not be reduced by plan proposals. On-street parking appears to be a major cause of traffic accidents yet the plans proposals for small parking lots do not specify locations or methods for implementation; in addition there are few proposals to reduce the demand for on-street parking from existing residents. The creation of pairs of one-way streets is proposed to reduce vehicle conflicts. The crash hazard potential is linked to the aircraft noise impact; both impacts are increased by plan proposals to permit an increase of the existing residential population.

Mitigation: Neither the traffic accidents nor the crash hazard can be completely eliminated. Traffic accidents could be minimized by reducing on-street parking and providing off-street parking reservoirs. The City's eminent domain power would probably have to be used to provide locations for the parking reservoirs. The crash hazard potential could be partially reduced by applying the same mitigations discussed under the noise impact; that is, controlling any increase in persons exposed to the hazard.

Alternative Projects

NO PROJECT: This alternative would result in the retention of the Southeast San Diego and Park North-East Community Plans' jurisdiction over the area, resulting in significant adverse environmental effects in the areas of noise, crash hazard, canyon land use, historical resources and traffic accidents because neither of the existing plans address these issues and both permit greater residential densities than the proposed Greater Golden Hills Plan.

EXISTING ZONING: This alternative would have significant adverse environmental effects because it would permit the greatest residential densities of any alternative. The effects would be greater noise and crash hazard impact, more canyon development, reduced opportunities for acquisition of park land and historic resources protection, and increased traffic and circulation impacts.

RESTRICTED DEVELOPMENT: This alternative would hold residential densities within the noise impact area to existing numbers until noise levels were reduced to be compatible with residential uses. Open space would be acquired by the City or large lot zoning would be applied to the valuable canyon areas. On-street parking would be reduced while increasing off-street parking through direct City action. Delay of densification could, however, have a adverse impacts such as increased energy consumption and air pollution due to increasing suburbanization of rural areas.

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The only area in Golden Hills recognized by the local chapter of the California Native Plant Society as having high quality native vegetation is the 34th St. canyon, particularly the area of the canyon near the Wabash/Interstate 15 Corridor. In addition, the San Diego Cholla (*Opuntia parryi*) and Adder's tongue fern (*Ophioglossum californicus*), both distinctive native plants, have been found in Golden Hills.

Unfortunately we have no record of the type of wildlife currently found in Golden Hill although the typical variety of small mammals, rodents, birds, and reptiles able to survive in urbanized areas can be expected. The 34th St. canyon, because of its size, can be expected to contain the greatest number and variety of wildlife; however, the absence of an open space corridor connecting Golden Hills to undeveloped areas would severely restrict the variety of wildlife that could survive there.

In contrast to native vegetation, Golden Hills contains numerous examples of introduced specimen trees and stands of trees are often found on slopes. These trees include various varieties of pine, eucalyptus and palm. Many of the specimen trees are located in front yards of private residences and can be seen from downtown San Diego.

Noise Quality

Golden Hills falls within the influence area of Lindbergh Field and therefore receives adverse noise conditions, airport-generated automobile traffic and roadway emissions and is subject to a potential crash hazard due to aircraft overflights. Currently noise levels attributable to Lindbergh Field air traffic are within the range of 65-75 decibels on the Community Noise Equivalent level scale. The area affected by these noise levels lies between Elm Street and Highway 94 and between Interstate 5 and Interstate 15. The highest noise levels are found over the "Golden Hills Triangle" of Balboa Park. Lower noise levels are found in the northeastern sector between Elm and Cedar Sts. and in the southwestern sector south of Broadway. The Noise Element of the City General Plan identifies noise levels of 65 dB CNEL or above to be "normally incompatible" with residential development. Although multi-family developments are now required by State law to be insulated in order to reduce interior noise levels to 45 dB CNEL, there is no feasible method for shielding outdoor activities from these high noise levels.

Responsibility for noise related to Lindbergh Field operations is divided among the following agencies: 1) The San Diego Unified Port District as the airport proprietor responsible for compliance with the State Noise Standards of the Department of Aeronautics; 2) The City of San Diego as the local zoning authority; 3) the County of San Diego as the local enforcement agency for State Noise Standards; 4) CPO as the Airport Land Use Commission responsible for development of a land use plan; 5) The State Department of Transportation as promulgator of State Noise Standards and grantor of variances from the State Noise Standard, 6) The Federal Aviation Administration as regulator of aircraft in navigable airspace.

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In recognition of the fact that Lindbergh Field does not meet current State Noise standards and that the Comprehensive Planning Organization's Land Use Plan for Lindbergh Field has not yet been prepared, the following policy was adopted by CPO in 1976:

"Immediate and affirmative actions should be taken by the local zoning authority, The City of San Diego, to preclude further incompatible development within Lindbergh's influence area."

According to the Port District's analysis of future noise contours around Lindbergh Field, the 65-70 dB CNEL contour would remain over Golden Hills in 1990. These projections are based upon engineering judgements and assumptions concerning 1) annual traffic, 2) aircraft type mix, 3) engine retrofits for existing aircraft, 4) changes in aircraft performance and 5) changes in local flight patterns. In addition federal government decisions on retrofit to achieve quieter engines or financial aids to speed up the retirement of older and noisier aircraft may have a greater effect on future noise contours than any other factor.

The Port of San Diego has advised The City of San Diego, in letters dated February 16, 1977 and August 9, 1977 that the Noise Regulations promulgated by the State Bureau of Aeronautics place a "legal complusion" on the Port to attempt to eliminate incompatible land uses in those areas affected by aircraft noise. The Federal Aviation Administration (FAA) established a policy in 1976 which defines the responsibilities of airport proprietors, state, local and federal governments and the private sector. This policy indicates that local governments should cooperate with other agencies in airport noise control by developing land use plans which would prevent residential development and other incompatible land use in areas adjacent to the airport. In addition the FAA has advised the City in a letter of September 13, 1977, that it should require the owner of a residential development to inform all prospective tenants of the noise impact resulting from aircraft operations in the vicinity and that the owner should consider granting avigation easements to the San Diego Port District.

In addition to aircraft noise, Golden Hills receives noise from Highway 94 and Interstate 5 where they border the community. Daily traffic volumes on Highway 94 range from 86,000 to 96,000 vehicles between Interstates 5 and 15. Interstate 5 carries a daily volume of about 118,000 vehicles between Highway 94 and Pershing Dr. Although the noise impact varies with topography and distance from the noise source as well as by traffic volumes it is generally true that residences within one to two blocks of the freeways are currently impacted by noise levels of 65 dB CNEL. The community is shielded from noise levels generated by Interstate 15 due to the 34th St. canyon which lies between the freeway and noise sensitive residential uses.

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Special Census showed that 27% of the households in Golden Hills did not own a car.

Thirty-four percent of vehicle emissions occur between the time a car is started from a cold engine to the time it is warm enough to operate (cold start) and when the car is shut down after a trip (hot soak).

These emissions can be calculated on the basis of number of trips, thus even short trips within the home community produce a significant portion of the air pollution problem. Unfortunately, no information is available on the number of internal trips made within Golden Hills.

Nine percent of employed heads of households of Golden Hills use the bus or a combination of car and bus to get to work compared to only 6% of employed persons City-wide. More Golden Hills residents are passengers in private vehicles or walk to work than the City-wide average and fewer Golden Hills residents drive their private vehicle to work (40%) than the City-wide average (48%).

Human Safety

A. Vehicle Accidents

Accident rates per million vehicle miles are much higher at 18 separate locations in Golden Hills than the City-wide averages for similar streets. The streets with particularly high accident rates are portions of Broadway, "C" St., "B" St., Cedar St., Juniper St., 30th St., Fern St., 28th St., and 25th St. These rates include both mid-block and intersection accidents. Most Golden Hills streets are classified as collector streets which have a City-wide accident rate of 8.94 accidents per million vehicle miles. Some of the highest rates are located as follows: 23.78 on "C" St. between 19th and 25th St., 21.74 on "C" St. between 28th and 30th Sts., 22.30 on 28th St. between Broadway and Beech Sts., 26.08 on Broadway, between 25th and 28th Sts., 22.05 on Broadway between 28th and 30th Sts., 25.44 on "B" St. between 19th and 25th Sts., 25.88 on "B" St. between 25th and 28th Sts., and 23.65 on Juniper between Fern and 32nd St. Six other locations have accident rates between 19 and 13. Most of these accidents involved vehicles only rather than vehicles and pedestrians or vehicles and bicycles. Many of the accidents occurred due to violations of traffic rules for stopping and turning at intersections. Non-intersection accidents usually involved actions connected with parking.

B. Crash Hazard

Because aircraft approaching Lindbergh Field pass over the Golden Hills community the safety concern of potential crash hazard must be addressed. There has never been a serious accident related to air carrier operations at Lindbergh Field. This excellent record is attributable to good weather, more stringent FAA minimum visibility

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ENVIRONMENTAL IMPACTS OF SELECTED PLAN CONCEPT AND RELATED MITIGATION MEASURES (EIR)

Significant Effects

A. NOISE QUALITY

- 1) **Aircraft Noise:** Approximately half of the Golden Hills area is subject to noise levels between 65 and 75 dB CNEL (Community Noise Equivalent Level). The proposed plan identifies a number of locations within the noise impact area for medium density (up to 29 DU/NRA (dwelling units per net residential acre)) medium-high density (up to 43 DU/NRA) and high density (up to 72 DU/NRA) residential uses and other areas for mixed commercial/medium density residential uses. The Noise Element of the General Plan and Comprehensive Planning Organization's area-wide clearinghouse review policies identify single-or multi-family residential uses, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks as "normally incompatible" with noise levels of 65 dB CNEL. Unusual and costly building construction may be necessary to adequately protect the interior environment of a home from the noise. Because there is no method for buffering the residences from airborne noise the impact on outdoor activities is the most severe. The increase in residential densities recommended by the Plan could generate school-aged children thereby increasing the population of Brooklyn Elementary School which is adversely impacted by noise levels of 70 to 75 dB CNEL. Any increase in health care or convalescent facilities would also be incompatible with the existing noise levels. The existing Golden Hills Convalescent hospital and a residential care home at "E" and 30th Sts. are located within the 65 to 70 dB CNEL contour. The "Golden Hills Triangle" of Balboa Park is also currently adversely impacted by noise levels between 65 to 75 dB CNEL.

Future aircraft-generated noise impacting Golden Hills is expected to decline between the present and 1990; however, estimates of the decline vary because of the uncertainty about the enforcement of federal regulations and the ability of aircraft manufacturers to develop the necessary technology.

- 2) **Freeway Noise:** Motor vehicle traffic, particularly trucks, traveling at freeway speeds also generates noise levels exceeding 65 dB CNEL within a corridor about 500 feet wide on both sides of a freeway. Golden Hills is adversely impacted by the noise level adjacent to Highway 94 and Interstate 5. This impact is at its greatest where the land adjacent to the freeway is at the same elevation as the freeway. A variation in elevation of adjacent land above or below freeway grade would reduce the noise levels by a few decibels.

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Mitigation: Technological mitigations to reduce the noise impact include insulation of residential buildings, installation and use of forced air mechanical ventilation in residential buildings and the construction of earth berms of adequate size between a residence and the ground noise source. Use of earth berms would not buffer noise from aircraft overflights. Use of these mitigations would carry an economic cost.

No mitigations are available to reduce the noise impact from aircraft on outdoor activities. New single-family housing built within the noise impact area is not required by state law to provide noise insulation; therefore, this mitigation would be left to the discretion of the developer.

For any new apartment or condominium development to be impacted by noise levels exceeding 65 dB CNEL the City could require the owner to advise all prospective tenants of the noise impact. In addition, the City could encourage the owner to grant an aviation easement to the San Diego Port District. Although these measures would not reduce the impact they would provide that future residents be given adequate warning of the noise impact and that legal challenges to airport operators would be minimized.

Another type of mitigation which would reduce the impact would be an alternative non-residential land use. This measure would have significantly adverse social impacts, and would not reduce the noise impact to insignificance because it would not affect the existing residents.

A less effective method than the non-residential alternative for mitigation of the noise impact would be to discourage any additional residential development in the impacted area until the aircraft noise declined to an acceptable level. This mitigation could be implemented by rezoning the impact area to the residential density which now exists or through other methods such as a moratorium on residential construction. Because the City is committed to a policy of concentrating growth and residential development close to the center of the city this mitigation would probably not be considered feasible. However, at the present time Greater Golden Hills has the highest residential density of any community in the City.

In contrast to the mitigations mentioned above which can be implemented by The City of San Diego there are also mitigating measures which could be applied to the operation of Lindbergh Field and the aircraft which take off and land there by the Federal Aviation Administration and the Port District. Currently, California law requires the airport proprietor to implement a phased program to reduce community noise exposure, as described

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density development in conjunction with a PRD also does not provide guidelines for protection of landform or plant and animal life. PRD's include a provision for acreage devoted to open space, however, this land is usually composed of constructed slopes or recreational facilities rather than undeveloped, native open space. Although the Plan endorses acquisition of the 34th St. canyon by a city open space financing program there are no measures proposed to protect the canyon from development before acquisition is achieved. Development of the canyon open space would have long-term and irreversible environmental consequences, depriving the community of environmental amenities which have evolved over hundreds of years and could not be replaced.

Mitigation: In the absence of an open space zone or an immediate method of land acquisition the most feasible method for reducing this impact would be the application of a large lot zone (R-1-40 or R-1-20 for example) to the canyon areas through Plan recommendations and eventual rezoning. This method would encourage consolidation of property in order to develop the residential uses effectively and economically while reducing adverse environmental changes. Of course, any level of development would have at least a partial adverse impact. The only measures which could eliminate the impact would be to apply an open space zone, which the City does not presently have, or to provide for immediate purchase of the canyon. Neither of these methods could be implemented by the Plan and there are no mechanisms outside the Plan to put them into effect.

C. ADVERSE EFFECTS ON HUMANS

Traffic Accidents Impact: The excessively high automobile accident rates on streets in the Golden Hills area increase the potential for injury to people living in or traveling through the community. The highest accident rates appear to be near the highest residential densities and the commercial centers which have inadequate parking facilities. The Plan recommends that residential uses increase over existing levels therefore it can be expected that traffic volumes would also rise. A number of variables may affect the accident potential of the Plan's recommendations. In new residential structures full parking facilities must be provided off the street; however, this would not alleviate the parking inadequacies of existing developments. The Plan recommends circulation changes such as one-way pairs, limits on on-street parking near intersections, additional bus service, extension of C Street to divert truck traffic, traffic diverters to channel traffic on selected streets, and addition of parking reservoirs. The combination of a large number of circulation and parking modifications, however, cannot overcome one basic problem: street widths. For example, 30th St. and Fern St. have been serving neighborhood commercial uses for many years and the Plan recommends continuing these uses while also permitting medium and medium-high density residential uses. 30th

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"C" Sts. would improve traffic flow, reduce traffic conflicts and thus could also reduce traffic accident rates.

Crash Hazard: There is no mitigating measure capable of being implemented by the Plan which could reduce this impact. The mitigation and alternative project which could reduce this impact would be a relocation of the commercial air carrier operations or displacement of residents from the impact area. These methods are not economically or socially feasible at the present. A full discussion of options can be found in the Noise Impact and Mitigation and Project Alternatives sections of the EIR.

D. GROWTH INDUCEMENT

The proposed plan would accommodate a 30% increase in dwelling units over present numbers; this would be accomplished mainly on vacant lots, underdeveloped lots and some redevelopment through the rezonings necessary to make the zoning conform to the Plan recommendations. Under the existing zoning, the number of dwelling units could increase by 250% over present levels. In contrast, The City of San Diego Growth Management Plan currently being developed allocates a 20% increase in population to the Golden Hills area. If Golden Hills develops as recommended by the plan vacant land would be developed and there would be a change in the housing stock with some redevelopment but encourages the location of additional units on the lot.

Population increases affecting community service facilities such as schools, libraries, public transportation, parks, bikeways, walkways, community centers, service agencies, health care facilities, police and fire service and utilities are adequately addressed by the Plan which recommends improved or increased services and facilities as and where needed.

Effects Found Not To Be Significant

A. ENERGY CONSERVATION: The proposed plan would not use fuel or energy in a wasteful manner nor encourage activities which would result in the use of large amounts of fuel or energy. The proposed multi-family residential uses are generally more conservative of energy for space heating because common walls between dwelling units reduce heat loss. The plan recommends multi-family housing within the central city area which is an appropriate strategy for the reduction of automobile trips which can save fuel. The plan also provides energy conservation guidelines for individual citizens.

B. WATER CONSERVATION AND WATER QUALITY: The proposed plan would not degrade water quality, contaminate a public water supply, degrade or deplete groundwater, interfere with groundwater recharge, or use water in a wasteful manner. There are no streams, lakes,

G. BIOLOGICAL RESOURCES: Although there are a few locations within the 34th St. canyon which contain high quality biological habitat they would not be directly affected by the plan. The plan would cause an indirect impact by providing incentives for canyon development which would cause a loss of biological habitat. The potential adverse effects of this plan proposal are discussed in the Land Use section of this report.

H. HERITAGE RESOURCES: There are no known or recorded paleontological or archaeological sites in the Golden Hills area; however, there has never been a field survey for such sites. The historic resources of Golden Hills are recognized in the plan and an Historic District is proposed to preserve a section of locally historic dwellings. A number of structures may be eligible for historic site status but have not yet been evaluated. The plan discusses the methods available to preserve and protect historic resources.

ALTERNATE PLAN ANALYSIS

According to the provision of the California Environmental Quality Act of 1970 (CEQA) any known alternative to a proposed project, including the mandatory "no project" must be evaluated with their environmental impacts. The three following alternatives each propose a different concept for land use utilization and are sufficiently diverse to warrant analysis.

1. Existing Zoning
2. No Project (Implement the adopted Park North-East and Southeast San Diego Community Plans)
3. Restricted Development (Maintain existing population)

ALTERNATIVE PLAN CONCEPTS

A. "Existing Zoning" Alternative

This alternative assumes that the existing zoning would be the guideline for development within Greater Golden Hills. Although the Park North-East and Southeast San Diego Community Plans recommended zoning changes, the rezoning was not fully accomplished.

In that section of Greater Golden Hills north of A St., the zoning varies from R-1-5 to R-3 for residential and includes C, CN, and CA for commercial areas. Most of the area is zoned R-2, with R-2A and R-3 near commercial strips. Most of the 34th St. canyon area is zoned R-1-5. The Hillside Review Overlay covers much of the 34th St. canyon and the 32nd St. canyon. The commercial zoning extends the length of the community along the 30th-Fern Sts. corridor.

recommended. Yet, guidelines or development incentives were not provided which would encourage the retention of canyons as open space. While the plan identified a need for a revitalization project area, it did not address a need for the Golden Hill section.

The Southeast San Diego Community Plan proposed residential development within two density ranges, two commercial areas, and an industrial area. The high residential density (45-75 DU/NRA) was to be located west of 30th St. and medium density (10-15 DU/NRA) was east of 30th St. Light industrial uses were proposed at Delevan Dr. A neighborhood commercial area was indicated at 25th St. between Broadway and B St. and a small convenience commercial area was proposed at 28th St. between B and C Sts.

The Southeast San Diego Plan recognized the impact of urbanization and proposed identification and preservation of structures of historic or architectural significance. Guidelines however, were not developed. In addition, the plan encouraged revitalization of the neighborhood commercial center at 25th St., through modernization, providing parking and landscaping as well as sign control. The plan recommended a general improvement of the appearance of the community. Conservation of high quality housing and rehabilitation of other housing were goals, but target areas in Greater Golden Hills were not identified.

C. "Restricted Development" Alternative

The "Restricted Development" Alternative would maintain the community at its existing density until the existing noise levels were compatible with residential development, (i.e. less than 65 dB CNEL). This could be accomplished through the application of a Planned District on the areas impacted by adverse noise levels or through the normal zoning authority. Because of the great variation of density on each block and from block to block, existing residential densities would have to be established on a block by block basis. Each block could then be rezoned to the residential density which the current level of development represents. This method would allow replacement of existing units but would not allow an increase. Commercial development could be located at five locations 1) 25th St. below B St., 2) the intersection of 30th St. and Broadway, 3) along Fern and 30th Sts., north of Grape St., 4) the vicinity of 30th St. and Beech St., and 5) the vicinity of 28th St. and B St. A center for light industrial uses could be located along Delevan Dr. in the southeast corner of the plan area.

Under a Planned District approach, guidelines could be developed for identification and maintenance of structures of historical and architectural significance. In the absence of a Planned District, there could be an historic district overlay applied to the plan area by the City's Historical Site Board. Such a program could

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This alternative would have beneficial effects upon the City's policy of concentrating residential land uses within the central city core. It would also contribute to increased energy efficiency and reduced air pollution due to energy efficient multi-family housing and reduced auto trips.

B. Effects of "No Project" Alternative

The impact of the "No Project" alternative would be more severe than the proposed Greater Golden Hills plan primarily because the higher residential density recommendations in the existing plans concentrate more people within the noise impact area.

Treatment of the open space canyons and park facilities is inadequate under the existing plans. The Southeast San Diego Plan did not address the issue of open space canyons and did not identify additional park needs for the plan area now encompassed by the proposed Greater Golden Hills Plan. The Park North-East Plan places the 32nd and 34th St. canyons on the plan map as open space but does not provide suitable low-density zoning for the canyons which could reduce the chance of over-development. In contrast, the Greater Golden Hills Plan supports acquisition of the 34th St. canyon through City of San Diego financing; proposes two mini-parks, and recommends improvements to the "Golden Hills Triangle" of Balboa Park. The "No Project" alternative would thereby have an adverse effect upon satisfaction of the park, recreation, and open space needs of the Greater Golden Hills community.

The "No Project" alternative would also adversely impact the historical resources of the Golden Hill area; while both existing adopted plans consider such resources, specific recommendations were not included. The proposed plan recommends the establishment of an Historical District for preservation of homes exhibiting architectural characteristics which reflect development trends in San Diego's history.

The Greater Golden Hills Plan provides an opportunity to develop specific circulation proposals to rectify localized traffic impacts such as the high accident rates, and circulation patterns on the heavily traveled B and C Sts. and 30th and Fern Sts. and in the vicinity of the industrial center. The existing plans could not address the current transportation and circulation problems of the area and thus their continuation would have adverse effects upon human safety.

The proposed Greater Golden Hills Plan provides greater flexibility in maintaining and preserving the beneficial environmental qualities of the community and correcting the existing adverse environmental conditions than the previous plans. The long-term productivity of the community is thus enhanced by the proposed plan and would be adversely affected by the "No Project" alternative.

accidents. If implemented these impacts could be substantially reduced. The noise impact of freeways is also addressed and methods are proposed to limit this impact to an insignificant level.

The adverse effect of this alternative include the potential increase in housing demand in peripheral areas of the city. Suburban housing is usually single-family housing which consumes more energy than multi-family housing usually found in core areas of the City. Suburbanization also encourages more auto trips which in turn contributes to congestion and air pollution. . Densification of core areas can minimize auto trips, thus aiding air quality and increasing the viability of mass transit systems, either bus or rail. A delay in densification of core areas will contribute to delays in downtown redevelopment and revitalization which depends in part upon the demand for goods and services by a stable, close-in population.

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Passed and adopted by the Council of The City of San Diego on _____,
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"/>
Maureen F. O'Connor	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Gade	<input type="checkbox"/>	<input checked="" 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.

(Seal)

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California.

By Barbara Berridge, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number 222821 Adopted FEB 13 1979