

BE IT RESOLVED, by the Council of The City of San Diego, that pursuant to California Public Resources Code, Section 21081, the following determinations are made with respect to Environmental Impact Report No. 78-03-42C:

A. The Council of The City of San Diego, having reviewed and considered the information contained in the final Environmental Impact Report (EIR) of the proposed Barrio Logan/Harbor 101 Community Plan, including its appendix and addendum, finds that changes or alterations due to impacts associated with the Plan are generally not required, or have been incorporated into the project to mitigate or avoid the significant environmental effects thereof as identified in the final EIR. Specifically:

1. Air Quality

Impact: The Plan proposes additional development through the more efficient use of the land. Because of this additional traffic may be generated. Also, the plan-proposed growth of industrial activity will produce more air emissions. Comments have been received to the effect that a negative impact will be created by allowing the side-by-side development of residential and industrial uses.

Finding: As indicated in the EIR, air emissions from stationary industrial sources would be controlled through the Plan proposals for strengthening zoning "external effects" through standards equivalent to the M-1B Zone. Impacts resulting from residential/industrial side-by-side development will also be protected by the application of M-1B zoning regulations controlling "external effects and buffers," thereby considerably improving the existing situation. Automobile-related

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emission increases, resulting from growth projections in this plan area, will be minimized and mitigated by the use of other transportation modes as proposed in the Plan.

2. Noise.

Impact: The existing continuing industrial development, as well as the proposal to maintain the housing use, would result in noise impacts on the residential development due to industrial development and transportation.

Finding: As indicated in the Plan, adverse noise levels resulting from traffic and industry would be significantly reduced through plan proposals addressing "external effect controls" and buffer separations on the industrial development, and identifying through-truck routes to avoid bisecting the residential sections of the community.

3. Visual Quality

Impact: The Plan proposal for areas of continued residential/industrial mix use are considered to affect and be of further detriment to the overall visual quality of the community.

Finding: As indicated in the Plan, residential development will be regulated with decreased density over the development density possible under present zoning and requirements for front yard, backyard and side yard setback will be established. The industrial development will be regulated by specific development controls in the area of "external effects," buffers and landscaping, and

employee parking provisions. The Plan, in addition, requires the organization of circulation modes into specific corridors and the organization of employee parking areas, avoiding and changing the present haphazard conditions which have a blighting effect on the community as a whole. In addition, the Plan includes an urban design element designed to provide technical means to mitigate poor design relationships in the community and between otherwise conflicting land uses.

#### 4. Urban Support Systems

Impact: Comments have been received to the Plan's effect on industrial rail access to the community and the potentially negative impacts on this very important industrial service due to the proposals in the Plan.

Findings: As discussed in the Plan, the proposals relative to rail access address a concern for better and more efficient use of the areas presently dedicated to such activity. Potential reductions in size would be contingent on the railroad area needs, specifically in support of Centre City industrial development which is undergoing a major change in land use to residential and commercial.

#### 5. Bay Access Concept

Impact: The Plan recommends the development of open space bay access as an extension of existing open space commitments in the community at Chicano Park. Comments have been received addressed to this subject and to the potential conflicts of this development proposal in terms

of its effect on other jurisdictions, such as the Port District and the U. S. Navy, affecting safety, security, and much needed waterfront industrial areas.

Findings: As discussed in the Plan, the open space bay access proposal responds to community residents' aspirations in an attempt to avoid further polarization of the issues related to this proposal which has been in the mind of the community residents prior to the successful development of Chicano Park in 1970. The Plan recognizes that the actual implementation of such a project is dependent on the willingness of the Port District and the U. S. Navy to pursue it, and in the findings by the California Coastal Commission that it is a worthwhile community objective. Conflicts of safety, security, and preemption of waterfront industry are specifically related to detailed designs for the area and therefore to be worked out in that stage of the development process. The related issue of preemption of much needed industrial-water-oriented use is not borne by the Plan recommendation which acknowledges the need for water-oriented-industrial facilities in this area and proposes their expansion.

6. Loss of Much Needed Waterfront Industry

Impact: The Plan recommends the continuation of residential development in an area presently zoned industrial for the most part. This Plan recommendation

is considered by some groups to preempt further industrial development and, therefore, to impact negatively the area's unique qualities for this type of industrial development.

Findings: The Plan recommends continuation of residential use since this activity performs an important urban development social and economic function in this community. Its removal would create major hardships-- physically, socially and economically. The Plan proposals would result in the rehabilitation of all the existing dwelling units, plus the potential development of the new units, involving the commitment of an additional 16.7 acres to this use. This should be compared to the Plan's continuing industrial development in the remaining 600+ acres in addition to the U. S. Navy facility of approximately 300 acres.

B. The City Council, 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 on the project are within the responsibility and jurisdiction of another public agency.

Bay Access: Responsibility for developing and implementing bay access is primarily the responsibility of the San Diego Unified Port District and the U. S. Navy as the government entities that have jurisdictional control on development in the areas affected. In addition, the California Coastal Commission

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is the agency that will review the Port and Navy plans for those areas in relation to their conformance with the policies of the Coastal Act and federal consistency, respectively.

Air Quality: Responsibility for establishing and enforcing air quality standards for major industry rests with the Air Pollution Control Board through its permit process.

#### SUMMARY AND CONCLUSIONS OF ENVIRONMENTAL IMPACT REPORT

The Environmental Quality Division has determined that the selected plan concept minimizes all adverse impacts with the exception of those related to residential/industrial land use mix. In terms of the basic, inherent conflicts between the two uses, these conflicts were better and more effectively minimized in the totally industrial and totally residential alternatives reviewed as part of the Plan and EIR evaluation studies. However, the proposed Plan is more feasible because of social, economic, and planning policy considerations, particularly with respect to the compliance with the policies of the California Coastal Act of 1976. Implementation feasibility was also found simpler in the chosen plan than in the other alternatives evaluated.

Continued residential/industrial mix use: The Plan proposes continued residential and industrial use in a portion of the area. The Plan would continue these uses and allow their further development and growth of one use to the expense of the other based on future economics. The Plan would result in major rehabilitation of the total community and a general reduction of allowable, individual, residential development density over that possible at the present time.

Mitigation: The major mitigation measures available to reduce the industry's impact on residential development quality relate to the establishment of proper development controls on industrial development designed to produce a better quality environment, not only relative to adjoining areas but relative to its own internal development and its environmental effects on employees. Development standards should stress controls on external effects, air pollution, noise, dust, fumes, etc. Proper development separation buffers, such as walls, landscaping and enclosures, where necessary, and controls designed to provide employee parking are also proposed.

These development standards affect new development and would not immediately affect present untenable environmental conditions in this community. Therefore, as an additional mitigation the Plan should include development-standard compliance for existing uses, being pursued in a manner which is efficient and which will not create a sudden economic strain on the businesses. This should be resolved in terms of "time" allowed for full compliance, economic incentives and funding availability for these uses based on investment, ability to pay, and obtaining a proper return on the investment.

ALTERNATIVE PROJECTS

NO PROJECT: This alternative would involve the retention of existing zoning in the area, resulting in significant adverse environmental effects in the areas of air pollution, noise, floodplain development, heritage resources, energy conservation, visual quality, traffic congestion, parking conflicts, odors, and other safety hazards because existing zoning regulations do not provide development controls to resolve most of the problems.

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INDUSTRIAL REDEVELOPMENT: This alternative envisions the full redevelopment of the area for water-oriented uses, resulting in significant adverse impacts in the areas of heritage resources.

The major problem area in relation to this alternative's development resulted more from other urban development considerations than the environmental impact one.

COMMUNITY IMPROVEMENT STUDY: Envisioned some residential and some industrial and commercial development with some mix-use areas. The residential development proposed was of medium-high density resulting in adverse impacts in the areas of floodplain development and heritage resources.

RESIDENTS ASSOCIATION PLAN: This Plan was developed by the Residents' Association Group proposing major residential rehabilitation and new development together with new cultural facilities and bay access. There were no major adverse environmental impacts found in relation to this plan. Major problems to this alternative development resulted from urban development considerations other than environmental.

RESIDENTIAL/INDUSTRIAL: This Plan proposed a comprehensive approach to transportation and development of supportive community facilities to both the residential and industrial components of the plan while emphasizing residential and industrial rehabilitation. There were no major adverse environmental impacts found in relation to this Plan. Generally speaking, this Plan takes into account elements proposed in

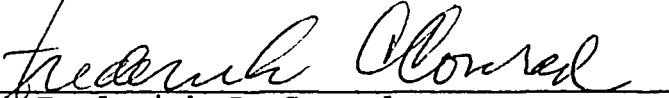


the Industrial Redevelopment Plan, the Community Improvement Study and the Residents' Association Plan. Other urban development considerations were reviewed and are supportive of this alternative. This is the alternative that was further developed into the proposed Plan.

NAVY CONSOLIDATION PLAN: This alternative is based on the closure of Harbor Drive at 28th Street. Land use impacts of this action were evaluated, resulting in significant environmental impacts in the area's heritage resources, noise, traffic, congestion, parking conflicts and safety.

NAVY HOSPITAL PLAN: This alternative evaluated the proposal that was made during the course of this study on locating the Navy Hospital in the community readily adjacent to the Naval Base. There were no major adverse impacts found in relation to this alternative. The viability of the alternative, however, was affected by social and economic considerations and the unrealistic expectation that the Navy would be willing to locate its hospital in the area.

APPROVED: JOHN W. WITT, City Attorney

By   
Frederick C. Conrad  
Chief Deputy City Attorney

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JUN 26 1979

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 type="checkbox"/>	<input checked="" 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 *Rita Andrews*, Deputy.

Office of the City Clerk, San Diego, California

Resolution

Number 223844 Adopted JUN 26 1979