

RESOLUTION NUMBER R- 265359

ADOPTED ON APR 1 1986

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO THE SOUTHCREST REDEVELOPMENT PROJECT; AND MAKING CERTAIN FINDINGS WITH RESPECT TO THE ENVIRONMENTAL IMPACTS OF SAID PROJECT.

WHEREAS, the City of San Diego (the "City") in cooperation with the Redevelopment Agency of The City of San Diego (the "Agency") has caused to be prepared an Environmental Impact Report (EQD No. 84-0721) in connection with its consideration of certain amendments to the Southeast San Diego Community Plan and the adoption of redevelopment plans conforming thereto, all pursuant to the California Environmental Quality Act of 1970 ("CEQA") and State and local guidelines and regulations adopted pursuant thereto; and

WHEREAS, a Draft Environmental Impact Report was prepared and circulated pursuant to CEQA, and State and local guidelines, rules, regulations and procedures; and

WHEREAS, during the environmental assessment process the City and Agency have encouraged open and broad public participation, and have provided the opportunity for citizens, professional disciplines and public agencies to critically evaluate the environmental documents and the environmental impacts of the proposed actions through a public hearing and meetings and consultations with public agencies and private persons and organizations; and

WHEREAS, a Final Environmental Impact Report has been prepared pursuant to said statute, guidelines, rules, regulations and procedures, which Final Environmental Impact Report incorporates and includes the Draft Environmental Impact Report, together with comments and responses on the Draft Environmental Impact Report; and

WHEREAS, as contemplated by the Final Environmental Impact Report, this Council of The City of San Diego (the "Council") has approved and adopted an amendment to the Southeast San Diego Community Plan as it pertains to the Southcrest area; and

WHEREAS, as contemplated by the Final Environmental Impact Report, this Council and the Agency now have before them for consideration the proposed Redevelopment Plan for the Southcrest Redevelopment Project; and

WHEREAS, the Agency and the Council have, this date, held a duly noticed public hearing to consider the Draft Environmental Impact Report (and in its form as a proposed Final Environmental Impact Report) in connection with the adoption of the proposed Redevelopment Plan; and

WHEREAS, the Council has reviewed and considered the information contained in said Final Environmental Impact Report with respect to the proposed Redevelopment Plan; NOW, THEREFORE,

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

1. The Council hereby certifies that the Final Environmental Impact Report with respect to the proposed Southcrest Redevelopment Project has been prepared and completed in

compliance with the California Environmental Quality Act of 1970 ("CEQA"), and State and local regulations adopted pursuant thereto and the Agency has so certified.

2. The Council hereby further certifies that the information contained in the Final Environmental Impact Report has been reviewed and considered by the members of the Council.

3. The Council hereby finds with respect to the possible significant environmental effects discussed in the Final Environmental Impact Report:

a. That all possible significant environmental effects of the proposed Redevelopment Plan set forth in the Final Environmental Impact Report, including those raised in comments on the Draft Environmental Impact Report, have been considered and recognized by the Council.

b. That based on information set forth in the Final Environmental Impact Report and the record of the proceedings herein, and for the reasons set forth in Attachment "A" (attached hereto and incorporated herein by this reference), the Council finds and determines that each of the possible significant environmental effects identified in the Final Environmental Impact Report related to land use, traffic, open space, public facilities, flooding and noise are insignificant, or that measures have been incorporated into the Project and its implementation which will mitigate or avoid each such possible effect so that each is insignificant.

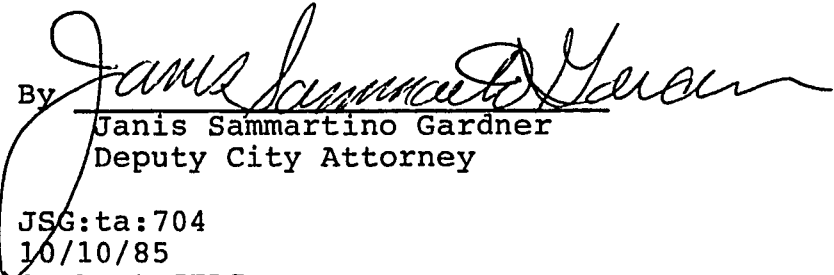
c. That the Project will not have a significant effect or result in a substantial or potentially substantial adverse change in the environment.

4. The Council hereby finds and determines that all significant environmental effects identified in the Final Environmental Impact Report have been reduced to an acceptable level in that all possible significant environmental effects have been or will be eliminated or substantially lessened as determined through the findings set forth in paragraph 3.b of this resolution.

5. The Council hereby authorizes and directs that a Notice of Determination with respect to the Final Environmental Impact Report be filed upon adoption of the proposed Redevelopment Plan for the Southcrest Redevelopment Project by the Council.

APPROVED: John W. Witt, City Attorney

By


Janis Sammartino Gardner
Deputy City Attorney

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10/10/85
Or.Dept:SEDC
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ATTACHMENT "A"

REASONS FOR DETERMINATION OF NO SIGNIFICANT EFFECT

1. Land Use

The Redevelopment Plan will not cause a significant environmental effect on land use related to the Southcrest area. Except for the rescinded 252 corridor the Project area is generally entirely developed. The emphasis of the Plan in developed areas will be on infilling and rehabilitation of existing neighborhoods (EIR, p.44). Higher densities are allowed under the Plan along some major streets to reduce pressure for increased densities in single family and low density areas. The Southcrest area now contains about 1530 dwelling units. The Redevelopment Plan would allow approximately 4000 dwelling units. Of the 2470 dwelling unit increase, about 770 dwelling units are anticipated to be developed in the rescinded 252 corridor. Development of the higher densities in planned district corridors will permit strict design review as provided for under the Redevelopment Plan and Southcrest Community Plan Amendment in order to assure compatibility with highway commercial uses and traffic, and even replace some unsuccessful strip commercial and industrial uses. Southeast San Diego has 23,500 dwelling units in 1984 (EIR, p. 16). The maximum permitted increase of 2470 dwelling units in the Southcrest area is a relatively nominal increase in this total, and will permit continuation of the current lower density neighborhood character of the area, but in an improved aesthetic environment.

Southeast San Diego is extremely deficient in community/neighborhood shopping areas (EIR, p.3). The Redevelopment Plan proposes to rectify this by developing and improving the Southcrest East (43rd Street) and Otto Square shopping areas. The redevelopment process would allow site assembly and design control to permit modern commercial (and parking) development. Strip commercial uses will be improved through the planned district procedure (EIR, p.4). There would be a nominal increase in commercial use from about 23 to 35 gross acres (Southeast Community Plan Amendment, p. 4), but it would be considerably upgraded and reorganized. About 10 new gross acres would be developed as a cohesive shopping area in the rescinded 252 corridor.

2. Traffic

The Redevelopment Plan will not cause a significant environmental effect on traffic within the Southcrest area or the surrounding area.

Major streets which traverse the Southcrest area are National Avenue, Logan Avenue and 43rd Street. National Avenue (I-5 to 43rd Street) and 43rd Street (Division to I-805 ramps) are now at traffic volumes in excess of City standards (EIR, p.23). Some streets exceed the City wide average accident rates: National Avenue, Logan Avenue, 43rd Street (EIR, p.53). The proposed improvements to streets under the Redevelopment Plan and Southcrest Community Plan Amendment will result in capacities in the year 2000 sufficient to carry projected traffic volumes. National Avenue would be improved to four lanes, 43rd Street would be improved to four lanes, and the National Avenue/Logan Avenue intersection with 43rd Street would be reconfigured (EIR, pp. 27, 28 and 29; Southcrest Community Plan Amendment, P. 9-10; Redevelopment Plan,

Section 500.10). Some of the required street improvements are proposed to be made with redevelopment funds (Agency Report to City Council, pp. 23-24) and others will require CDBG or CIP funding (EIR, p. 30). The National Avenue/Logan Avenue intersection improvement will require new right of way with any land use reconfiguration and/or relocation impacts being fully mitigated through the controls and requirements of the Redevelopment Plan. Some parking may be lost along National Avenue and 43rd Street (EIR, p. 33) in connection with street improvements, but redevelopment and upgrading of adjacent uses will require adequate off street parking as a substitute.

The effect of the Redevelopment Plan on the regional traffic system will not be significant. As discussed under Land Use above increases of land use intensity in Southcrest will be nominal:

- (a) Residential use from 1530 to 4000 dwelling units at the most; with only 770 new dwelling units planned and the rest only possibilities over a number of years due to infilling and redevelopment;
- (b) Commercial use from some 23 to 36 gross acres, with all such uses planned to be local serving community/neighborhood retail to reduce the need of residents to travel outside the Project area.

Assuming eight trips per dwelling unit, the new residential uses on the rescinded 252 corridor would create an additional 6,160 trips: the total for all 2470 new dwelling units would be 19,760. This is considered a nominal amount of new traffic to put on the streets which will then be improved through the Redevelopment Plan, particularly since much of it will represent local travel made possible by new land use patterns.

The volume of traffic expected in year 2000 on the three surface streets extending to the south into the City of National City from the Project area, can be absorbed and diffused into the street system serving National City without an adverse traffic impact (Responses No. 4 and 10 to National City letter of February 24, 1984).

The regional transportation issues of not constructing Route 252 and an analysis of alternatives have already been addressed in the State's review process which culminated in the rescinding of Route 252 (Responses No. 3,5,6,7,8,9 and 11 to National City letter of February 24, 1984).

Potential impacts to traffic and circulation resulting from development of the rescinded 252 corridor were also addressed in EIR No. 83-0770 certified by the San Diego Redevelopment Agency on February 12, 1985.

3. Open Space

The Redevelopment Plan will not cause a significant environmental effect on open space related to the Southcrest area. The Redevelopment Plan will be implemented consistently with the City's Progress Guide and General Plan and the amended Southeast San Diego Community Plan, which provide for a lineal open space system along South Los Chollas Creek (EIR, p.35). The open space would serve the new residential development proposed for the areas and provide a link to adjacent open space elements. The Land Use Development Guidelines

of the Southeast Community Plan Amendment contain specific guidelines on the treatment of open space. Section 510.3 of the Redevelopment Plan requires at least 17.7 acres of landscaped open space in the Project area.

4. Public Facilities

The Redevelopment Plan will not cause a significant environmental effect on public facilities related to the Southerest area. A survey of public facilities in the Southeast area, including Southcrest, (EIR, pp 36-37) determined that all types of public facilities in the Southcrest area would be adequate to serve the projected population through the year 2000. Section 460.10 and 500.11 of the Redevelopment Plan authorize the construction or reconstruction of parks, landscaping and lighting, sewers, drainage and water utilities and other public improvements as needed. The Agency's Report to City Council (p. 24) at section 4. shows that a program of improving and replacing certain public facilities will be undertaken to meet all of the anticipated need in the Southcrest area.

5. Flooding

The Redevelopment Plan will not cause a significant environmental effect by way of flooding as related to the Southerest area. There is a potential for flooding along the South Chollas Creek east of Interstate 5 in the undeveloped rescinded 252 corridor (EIR, pp 38-39). City regulations for new development in any flood prone area will require flood protection measures. Specific projects will have to provide for flood protection and assure that they will not exacerbate flood problems off-site. The Redevelopment Plan (Sections 440.2 and 460.10) authorizes the Agency to participate in the improvement of required drainage facilities. In order to enhance the visual appearance of the Southerest area, flood control under the Plan should, whenever feasible, be accomplished through the use of natural and/or landscaped facilities (EIR, p. 40). The Land Use Development Guidelines of the Southeast Community Plan Amendment contains specific guidelines to assure compatible development along the South Chollas Creek.

6. Noise

The Redevelopment Plan will not cause a significant environmental effect by way of noise as related to the Southerest area. Dominant noise sources within the Southerest area are Interstate Routes 5 and 805 and State Route 15 where 65 db CNEL noise levels generally reach 200 feet on either side of the highway (EIR, p. 41). National Avenue, among local streets, generated this noise level. Also expected to reach this level is 43rd Street from Division Street to Logan Avenue (EIR, p. 42). Open space is proposed at the west end of the rescinded 252 corridor to put an acceptable distance between I-5 and new residential developments. Protection from noise will be incorporated into specific developments as they are considered, particularly along freeways and major streets, both by requirements for planned development permits and Agency review of building and development plans in accordance with the Redevelopment Plan. Section 510.11 of the Redevelopment Plan restricts the location in the Southerest area of uses which would generate noise incompatible in the community. Uses which may continue to be impacted by noise levels above General Plan standards will be minimal (EIR, p. 42).

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Passed and adopted by the Council of The City of San Diego on APR 1 1986,
by the following vote:

Councilmen	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<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"/>
Gloria McColl	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
William Jones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ed Struiksma	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mike Gotch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Uvaldo Martinez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> VACANT

AUTHENTICATED BY:

ED STRUIKSMA
Deputy Mayor of The City of San Diego, California.

(Seal)

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

By *June G. Blackwell*, Deputy.

Office of the City Clerk, San Diego, California	
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