

(R-86-2019)

RESOLUTION NUMBER R- 265655

ADOPTED ON MAY 6 1986

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE COLLEGE GROVE 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. 85-0747; SCH No. 85111309) in connection with its consideration of certain amendments to the Mid-City Community Plan and the adoption of a Redevelopment Plan for the College Grove Redevelopment Project 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, the Council of the City of San Diego (the "Council") has approved and adopted an amendment to the Mid-City Community Plan as it pertains to the College Grove Redevelopment Project area; and

WHEREAS, as contemplated by the Final Environmental Impact Report, the Council and the Agency now have before them for consideration the proposed Redevelopment Plan for the College Grove Redevelopment Project; 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 College Grove 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 Traffic, Circulation, Noise, Light/Glare, Geology/Soils and Visual Aesthetics 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, except for a possible short term parking shortage.

d. 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 Section II. of Attachment "A" hereto, the Council finds and determines that specific economic and other considerations make infeasible the mitigation measures and possible alternatives identified in the Final Environmental Impact Report with respect to the possible short term parking shortage.

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:

a. All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened as determined through the findings set forth in paragraph 3.b of this Resolution.

b. Based upon the Final Environmental Impact Report and the documents in the record, the remaining unavoidable significant effect of the proposed Project is overridden by the considerations described in Section III. of Attachment "A" hereto, and the Council hereby approves and adopts said Section III. as a Statement of Overriding Considerations for the proposed Project.

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 College Grove Redevelopment Project by the Council.

APPROVED: John W. Witt, City Attorney

By


Janis Sammartino Gardner
Deputy City Attorney

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ATTACHMENT "A"

I. ADVERSE IMPACTS WHICH ARE MITIGATED

Traffic Circulation: Traffic congestion caused by increased traffic generated by the enlarged center would be minimized by construction of the new Highway 94 interchange west of the center. This proposed street improvement and other measures including traffic signals along College Drive, College Grove Drive, and College Grove Way; widening along College Avenue; and closures to certain existing driveways and medians would mitigate potential impacts to localized circulation patterns to a level of insignificance. It is noted that the proposed freeway ramp will also require environmental review by the Federal Highway Administration and Caltrans.

Noise: Future traffic noise from the proposed freeway interchange would result in noise levels which exceed 65 db CNEL at the adjacent apartment building. The applicant will construct a four-foot-high noise attenuation wall along the interchange in order to reduce noise to an insignificant level.

Light/Glare: The applicant has incorporated screening vegetation along the edge of the proposed offsite parking lot in order to mitigate potential glare impacts on two adjacent residences.

Geology/Soils: The preliminary geotechnical survey indicates potential ground stability impacts due to the presence of artificial fills onsite. A more detailed geotechnical investigation will be required to incorporate specific structural engineering mitigation features into final design plans.

Visual Aesthetics: The project includes crib walls with vine plantings, vegetation screening of the noise walls and hydroseeding of manufactured slopes in order to mitigate potentially adverse impacts associated with proposed grading.

II. SIGNIFICANT UNMITIGATED IMPACT

Parking: The proposed project is deficient in parking based on zoning requirements for a shopping center of this size. The applicant has agreed to mitigate potential long-term parking shortages by PCD conditions which require provision of the additional parking unless parking studies conducted after the center is fully built out demonstrate that the spaces are not needed. However, the project as proposed would not mitigate a potential short-term parking impact (several years or longer) which could occur between the time a parking shortage occurred until the additional spaces could be provided. Mitigation of this potentially significant short-term impact would require adoption of a project alternative through which either: 1) the required parking is provided concurrent with the buildout of the project, or 2) the square footage of proposed development is reduced.

The proposed project would provide a parking ratio of 4.8 spaces per 1,000 square feet of gross leasable area, which would general 4,830 spaces, 199 spaces less than the zoning ordinance requires. This constitutes a potentially significant impact to parking.

Potential parking shortages in the long term would be mitigated by agreed-to conditions on the project which require provision of the additional parking unless parking studies acceptable to the City demonstrate that the additional spaces are not

needed. Potentially significant short-term parking impacts could result between the time the project is fully built out and the additional spaces, if needed, are provided. Potential parking shortages in the short-term could only be mitigated by alternatives which require either (a) provision of all the parking required at the ratio of 5.0 spaces per 1,000 square feet concurrent with full build out of the project or (b) reduction of the project's area proposed for construction to the extent that the ratio of 5.0 to 1,000 square feet is met.

Feasibility of Mitigation: The proposed parking would result in a potentially significant short-term impact. This potential short-term impact cannot be mitigated as long as the project is constructed as proposed. Implementation of a smaller project alternative would avoid the potential significant long-term and short-term impacts. However, this alternative would not realize the full development of the project, as proposed. Implementation of a full parking ratio alternative would avoid the potential significant long-term and short-term impacts. However, this alternative is not considered to be feasible since the construction of parking structures sufficient to provide all required parking spaces is economically infeasible. The project's initial costs include construction of the new on/off ramp for eastbound Highway 94 and all required improvements on streets surrounding the project, approximately \$7,000,000. These initial costs occur when project income is at its lowest. At a cost of \$5,000 per parking spaces, the 199 space structure would cost approximately \$1,000,000. Elimination or postponement of this portion of the initial project costs makes the remaining project first costs economically feasible.

III. STATEMENT OF OVERRIDING CONSIDERATIONS

The purpose of the zone requirement of 5.0 parking spaces per 1,000 square feet of building area include insuring that there is sufficient on-site parking available and insuring that on-site traffic congestion is minimized and does not cause traffic entering the site to back up onto public streets, thereby creating congested project entrances and unsafe conditions on the adjacent streets.

The redevelopment of College Grove Center proposes a 4 percent reduction in the parking required by the zoning, from a parking ratio of 5.0 to a ratio of 4.8, a reduction of 199 spaces.

The applicant has determined that the construction of the structure to provide the required 199 spaces is economically infeasible. The developer has agreed to provide the 199 parking spaces following construction of the proposed project, should a need be demonstrated.

The benefits to the community and the City from the project as proposed include: Increased local commercial activity in the project area resulting in creation of additional jobs, increase in property values and increased taxes to the City; enhanced environment through upgrading of project landscaping and reduction of existing visual blight; improved infrastructure through construction of a new on/off ramp at Highway 94 and improvements to surrounding streets.

For the reasons cited above, the benefits to the community in having College Grove Center redeveloped as an economically viable regional commercial center override the potential short-term impact on parking.

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MAY 6 1986

Passed and adopted by the Council of The City of San Diego on _____ ,
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 Ellen Boward, Deputy.

Office of the City Clerk, San Diego, California

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