

(R-91-1914)

RESOLUTION NUMBER R- 278009

ADOPTED ON MAY 28 1991,

WHEREAS, The City of San Diego has proposed a revision to the Midway Community Plan, an amendment to the Progress Guide and General Plan, adoption of an implementation package including rezonings, and an amendment to the Local Coastal Program; and

WHEREAS, the plan revision and associated actions were set for a public hearing to be conducted by the Council of The City of San Diego; and

WHEREAS, the issue was heard by the Council on MAY 28 1991, 1991; and

WHEREAS, the Council of The City of San Diego considered the issues discussed in Environmental Impact Report No. 88-0927; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that it is hereby certified that the information contained in ENVIRONMENTAL IMPACT REPORT DEP NO. 88-0927, in connection with the Midway Community Plan Revision, amendment to the Progress Guide and General Plan, adoption of the implementation package including rezonings, and an amendment to the Local Coastal Program, on file in the office of the City Clerk, has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et


seq.), as amended, and the State guidelines thereto (California Administrative Code section 15000 et seq.), and that said report has been reviewed and considered by this Council.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and Administrative Code section 15091, the City Council hereby adopts the findings made with respect to the project, a copy of which is attached hereto and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Administrative Code section 15093, the City Council hereby adopts the Statement of Overriding Considerations, a copy of which is attached hereto and incorporated herein by reference, with respect to the project.

APPROVED: JOHN W. WITT, City Attorney

By


Frederick C. Conrad
Chief Deputy City Attorney

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05/08/91
Or.Dept.Plan.
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CANDIDATE FINDINGS

FOR THE AMENDMENTS TO THE MIDWAY COMMUNITY PLAN, AMENDMENT OF THE PROGRESS GUIDE AND GENERAL PLAN AMENDMENT OF THE CENTRE CITY LOCAL COASTAL PROGRAM LAND USE PLAN, INTRODUCTION OF PROPOSED CITY-WIDE MANUFACTURING - SMALL INDUSTRY ZONE; AND INITIATION OF ASSOCIATED REZONINGS AND AMENDMENTS TO THE LOCAL COASTAL PROGRAM IMPLEMENTING ORDINANCES. (DEP. NO. 88-0927 SCM NO. 90010953)

The following findings are made relative to the conclusions of the final environmental impact report for the Midway Community Plan Amendment Project and associated Plan amendments in the City of San Diego (DEP NO. 88-0927). These findings have been prepared pursuant to section 21081 of the California Public Resources Code and Sections 15091 and 15093 of the California Administrative Code.

FINDINGS

- A. The decisionmaker, having reviewed and considered the information contained in the final EIR and related documents and record, finds that the following changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. Specifically:

Traffic/Air Quality

Impact

The proposed project would have potentially significant impacts to traffic circulation. Without major regional traffic circulation system improvements, the 83,700 additional vehicle trips forecast to be generated by implementation of the revised community plan would result in Level of Service F at one intersection, Level of Service E at three intersections and Level of Service D at one intersection. Failure to improve traffic circulation to Level of Service C or higher would conflict with Tactic T-4 of the Regional Air Quality Strategies which calls for reduced idling times, and operation of arterial intersections at a Level of Service of C or above. Level of Service D or lower is considered a significant impact.

Finding

Partial mitigation of the traffic/air quality impacts will be accomplished by installation of traffic and operational improvements as recommended by the Engineering and Development Department and by implementing \$335,000,000 of recommended regional circulation system improvements. This will result in

R-278009

Level of Service D at two intersections and Level of Service E at two intersections. The improvement in traffic flow will lessen the significant environmental effect as identified in the final EIR, but it will not lessen it to below a level of significance.

- B. The decisionmaker, having reviewed and considered the information contained in the final EIR and related documents and record, finds that there are no changes or alterations which avoid or substantially lessen significant environmental effects which are within the responsibility and jurisdiction of another public agency.
- C. The decisionmaker, having reviewed and considered the information contained in the final EIR and related documents and record, finds that specific economic, social or other reconsiderations make the mitigating measures or project alternatives infeasible. Specifically:

Traffic

Impact

Traffic generated by implementation of the revised community plan would total approximately 83,700 additional vehicle trips. This would result in Level of Service F at one intersection. Level of Service E at three intersections, a level of Service D at one intersection. Implementation of all the recommended circulation improvements would improve the Level of Service to E at two intersections, D at two intersections, and B at one intersection. Level of Service E and D are considered significant impacts.

Finding

In order to raise the Level of Service to C, or higher, at the four intersections, a reduction of development intensity in the planning area would have to be accomplished. Such a reduction would negate the purpose of the plan and would leave many small properties with no redevelopment potential.

Air Quality

Impact

Traffic flow at Level of Service D, E, or F, in the community would conflict with Tactic T4 of the Regional Air Quality Strategies, which calls for reduced idling times, and operation of arterial intersections at a Level of Service of C or above.

Finding

Even with all the circulation system improvements proposed in the community, plus the \$335,000,000 in proposed regional circulation system, four major intersections would still be functioning at a Level lower than Level of Service C, . Funtler Street widening would probably be infeasible or prohibitively expensive. Implementation of the Regional Air Quality Strategies may not be possible at the four affected intersections.

R-278009

STATEMENT OF
OVERRIDING CONSIDERATIONS
FOR THE
MIDWAY/PACIFIC HIGHWAY CORRIDOR
COMMUNITY PLAN UPDATE

DEP NO. 88-0927

January 18, 1991

The decisionmaker, pursuant to the CEQA Guidelines, after balancing the benefits of the proposed Midway/Pacific Highway Corridor Community Plan Update against the unavoidable adverse cumulative impact of the project on traffic circulation and air quality which would occur from implementation of the plan unless development in the community is capped at the intensity as it exists in 1990, determines that the impacts are acceptable due to the following:

1. The development that would occur as a result of implementing the Midway/Pacific Highway Corridor Plan, as proposed, would be less intensive and of higher quality than that which would occur under the existing plan and zoning.
2. The level of traffic congestion that is projected for the Midway/Pacific Highway Corridor area is accepted by the community, as it is a historical occurrence in the community, and may ultimately serve as an incentive to utilize public transit.
3. The proposed Midway/Pacific Highway Corridor Community Plan contains a number of recommendations designed to improve traffic circulation and to facilitate the use of public transit. These recommendations can only be implemented by approving and adopting the Community Plan, the associated rezones, and the Public Facilities Financing Plan.
4. The proposed Community Plan incorporates development criteria and urban design guidelines that address community issues of visual character, excessive signage and minimal landscaping.

R-278009

334.2

MAY 28 1991

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

Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Wes Pratt	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tom Behr	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Bruce Henderson	<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"/>
Bob Filner	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mayor Maureen O'Connor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

MAUREEN O'CONNOR
Mayor of The City of San Diego, California.

(Seal)

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

By  Deputy.

Office of the City Clerk, San Diego, California

Resolution **R-278009** Adopted **MAY 28 1991**
 Number Adopted.....

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