

(R-92-1546)

RESOLUTION NUMBER R- 279880

ADOPTED ON APR 28 1992

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING THE FINAL MASTER ENVIRONMENTAL IMPACT REPORT FOR THE CENTRE CITY REDEVELOPMENT PROJECT (AND ADDRESSING THE CENTRE CITY COMMUNITY PLAN AND RELATED DOCUMENTS), AS IT PERTAINS TO THE CENTRE CITY REDEVELOPMENT PROJECT AND THE IMPLEMENTATION ACTIVITIES THEREFOR, AND TO THE AMENDMENT TO THE LOCAL COASTAL PROGRAM RELATED THERETO, MAKING CERTAIN FINDINGS REGARDING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED REDEVELOPMENT PROJECT, ADOPTING A REPORTING AND MONITORING PROGRAM AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS.

WHEREAS, the Redevelopment Agency of The City of San Diego ("the Agency") is engaged in the activities necessary and appropriate to carry out and implement the Redevelopment Plans for the Horton Plaza, Columbia, Marina and Gaslamp quarter Redevelopment Projects; and

WHEREAS, the Agency and the Council of The City of San Diego (the "Council") are considering amending the Redevelopment Plans for the Columbia, Marina and Gaslamp Quarter Redevelopment Projects to merge the Project areas and expand the boundaries of the merged Project within the Centre City area of San Diego, and to make certain other related revisions to the compiled Redevelopment Plan for the Centre City Redevelopment Project (the "Project") created thereby; and

WHEREAS, the proposed Redevelopment Plan for the Project, as applicable to the Coastal Zone in Centre City, is proposed to be submitted to the California Coastal Commission as part of an

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amendment to the Local Coastal Program of The City of San Diego;
and

WHEREAS, the Agency was designated as the lead agency to prepare a Master Environmental Impact Report ("Master EIR") to assess the environmental impacts which may result from the Centre City Redevelopment Project (and addressing the Centre City Community Plan and related documents); and

WHEREAS, the Centre City Development Corporation, Inc., acting on behalf of the Agency, prepared and circulated a Draft Master EIR for review, comment and consultation with citizens; professional disciplines and public agencies pursuant to the California Environmental Quality Act of 1970 ("CEQA") and state and local guidelines and regulations adopted pursuant thereto; and

WHEREAS, duly noticed public hearings were held by the Agency, the Centre City Development Corporation and the Planning Commission of The City of San Diego, with respect to the Draft Master EIR, at which all interested persons and organizations were given an opportunity to be heard; and

WHEREAS, the Final Master EIR relating to the proposed Redevelopment Plan for the Project, and responding to the concerns raised during the review period and at the public hearings, has been prepared pursuant to CEQA and said guidelines and regulations; and

WHEREAS, the Council in connection with its consideration of the approval of the proposed Redevelopment Plan for the Project and the proposed corresponding amendment to the City's Local

Coastal Program, has reviewed and considered the information contained in the Final Master EIR; NOW, THEREFORE,

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

1. That the Council hereby certifies that the Final Master EIR for the Centre City Redevelopment Project (and addressing the Centre City Community Plan and related documents) has been prepared and completed in compliance with CEQA and state and local guidelines and regulations adopted pursuant thereto.

2. That the Council hereby further certifies that the information contained in the Final Master EIR has been reviewed and considered by the members of the Council.

3. That the Council hereby finds and determines that:
a. The Project, and the corresponding amendment to the City's Local Coastal Program, will not result in significant environmental effects in certain respects identified in the Final Master EIR, as described in Section I of Attachment A (attached hereto and incorporated herein by this reference).

b. Changes or alterations have been required in, or incorporated into, the Project, and the corresponding amendment to the City's Local Coastal Program, which avoid or substantially lessen certain significant environmental effects of the Project, and the corresponding amendment to the City's Local Coastal Program, identified in the Final Master EIR, as described in Section II of Attachment A.

c. Changes or alterations which avoid or substantially lessen certain significant environmental effects of the Project, and the corresponding amendment to the City's Local

Coastal Program, identified in the Final Master EIR, are within the responsibility and jurisdiction of another public agency and not the Council or the Agency, and such changes have been adopted by such other agency, or can and should be adopted by such other agency, as described in Section III of Attachment A.

d. With respect to significant environmental effects of the Project, and the corresponding amendment to the City's Local Coastal Program, which cannot be avoided or substantially lessened, specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the Final Master EIR, as described in Section IV of Attachment A.


e. The significant environmental effects of the Project, and the corresponding amendment to the City's Local Coastal Program, which cannot be avoided or substantially lessened are acceptable due to overriding concerns, as described in Section V of Attachment A.

4. That the Reporting and Monitoring Program for the Centre City Redevelopment Project, and the corresponding amendment to the City's Local Coastal Program, in the form on file in the office of the City Clerk as Document No. ^{RR-}279880, is hereby approved and adopted to monitor and ensure that the mitigation measures identified will be instituted.

5. That the City Clerk (or his designee) is hereby authorized and directed to cause the filing of a Notice of Determination with respect to the Final Master EIR upon adoption of the proposed Redevelopment Plan for the Project, and the

proposed corresponding amendment to the City's Local Coastal
Program, by the Council.

APPROVED: JOHN W. WITT, City Attorney

By 
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ATTACHMENT A

I. The following discussion explains the reasons why, in certain respects, the Project, and the corresponding amendment to the City's Local Coastal Program, will not result in significant environmental effects.

A. With respect to Biological Resources:

The Centre City Project Area is located in the heavily urbanized setting of downtown San Diego, which is almost totally lacking in native vegetation and its associated wildlife. Ornamental trees, parkways, occasional lawns and gardens comprise the only perennial vegetation within the Project Area boundaries. Where vacant lots and exposed strips of soil are left undisturbed, invasions of weedy annual herbs and grasses will become established. No Federal or State designated rare, threatened or endangered species have been observed or are expected to occur within the boundaries of the Project Area. The Project Area is within proximity to San Diego Bay, which supports over 200 species of fish and invertebrates, as well as various waterfowl. Implementation of the Centre City Redevelopment Plan would not directly affect San Diego Bay, and would not result in any significant indirect environmental effects on San Diego Bay (see I.D.).

B. With respect to Mineral Resources:

The potential for economically viable extraction of mineral resources is limited due to the urbanized nature of the Project Area. The Project Area has not been designated as having a high potential for mineral resources; therefore, no significant impacts would occur with the implementation of the Centre City Redevelopment Plan.

C. With respect to Solid Waste Collection:

Solid waste disposal in the Project Area is provided by the combined services of the City of San Diego and private contractors. Multi-family residences and commercial establishments utilize refuse collection bins for solid waste collection that are emptied by private contractors who are licensed to operate in the City of San Diego. New development will be required to contract with licensed private haulers for collection of waste and no significant impacts to solid waste collection services are expected.

D. With respect to Hydrology/Water Quality:

The closest surface water resource to the Project Area is San Diego Bay. Implementation of the proposed Plan has the potential to generate hydrology/water quality effects associated with four

issues: 1) stormwater runoff; 2) erosion; 3) dewatering; and 4) dredging. Each of these issue areas are discussed below.

Stormwater Runoff - The Project Area is a highly urbanized area, currently developed with low and high-rise buildings, streets, sidewalks, and parking areas. New development proposed under the Centre City Redevelopment Plan is not expected to increase the volume of stormwater runoff in the Project Area. No significant impacts will occur in relation to stormwater runoff, however the Agency and individual project applicants will be required to implement stormwater runoff control measures (both structural and non-structural) in compliance with any future applicable regulatory requirements developed under order 90-42.

Erosion - No significant impacts were identified in relation to erosion, however the implementation of standard erosion control procedures will be required in accordance with existing City of San Diego regulations.

Dewatering - All development activities shall be conducted in compliance with regulatory requirements pertaining to dewatering. Therefore, no significant impacts will occur.

Dredging - Dredging operations require that a Section 404 (Clean Water Act) permit be issued by the U.S. Army Corps of Engineers, and may also require a permit from the Regional Water Quality Control Board (RWQCB). Potential water quality impacts associated with dredging operations are the responsibility of the Port District (see Section III), however development in compliance with applicable regulations will ensure that no significant impacts will occur.

II. The following discussion explains the reasons why certain changes or alterations which have been required in, or incorporated into, the Project, and the corresponding amendment to the City's Local Coastal Program, will avoid or substantially lessen certain significant environmental effects of the Project, and the corresponding amendment to the City's Local Coastal Program.

A. With respect to Land Use:

Potentially significant land use incompatibilities (for example, where residences, parks or schools are proposed in proximity to land uses such as railroads, freeways, parking structures or industrial land uses that are noisy, hazardous or well-lit at night) will be mitigated to below levels of significance through project-specific measures required of individual projects on a case-by-case basis. These mitigation measures may include noise barriers, setbacks, specific building designs that will reduce interior noise, landscaped or fenced barriers along the railroad corridor, the restriction of access to industrial areas, landscaped buffers, and implementation of lighting plans that would prevent

light spillage beyond a site's own project boundary. Compliance with existing noise ordinances and health and safety regulations will also help to mitigate potential land use interface impacts.

Displacement impacts of the proposed Plan on existing residents, particularly minority, low income and elderly persons, and on existing businesses will be mitigated through implementation of the proposed Redevelopment Plan and the required relocation plan consistent with the California Relocation Assistance Law. The relocation plan will include provisions for moving cost reimbursement as well as assistance with relocation to a suitable dwelling or business site.

Loss of affordable housing due to redevelopment activities will be mitigated through the proposed Redevelopment Plan which provides for the replacement of all low and moderate housing that is removed by implementation of the proposed Plan. Through implementation of the proposed Redevelopment Plan, the Agency will also coordinate with other implementing agencies such as the Housing Commission, and other state and federal agencies to expand incentives for low and moderate income housing programs downtown.

B. With respect to Transportation and Circulation:

Nine street segments would operate at an LOS of F, and eight street segments would operate at an LOS of E in the AM peak hour which would constitute significant impacts. The potential for significant adverse impacts due to auto/bicycle conflicts exist on streets designated as bikeways but which are also key traffic arteries. The measures outlined below would reduce impacts to transportation and circulation, however, not to a level of insignificance.

Increased Transit Ridership - Mitigation of street segment, freeway and freeway ramp impacts requires implementation of a 60 percent peak period transit mode. However, even with this mitigation measure, significant impacts would remain on SR-163 and I-5 and on eight freeway ramps providing access to downtown from SR-163 and I-5 (see Section IV and V). Implementation of necessary freeway ramp improvements and increased transit ridership are under the jurisdiction of other agencies and are discussed in Section III.

Street Segments - To mitigate an LOS F on westbound Beech Street, the planned configuration of Beech Street will be altered to provide an additional lane in each direction during peaks by banning on-street parking during those time periods.

Bicycle Routes - Bicycle routes on key traffic arteries (i.e., Ash Street, Broadway, Market Street, Pacific Highway, Kettner Boulevard, Front Street, First Avenue, Tenth Avenue and Eleven Avenue) will be removed and re-routed to minor streets and transit/pedestrian oriented streets to the greatest extent possible

to minimize potential impacts to bicycle safety.

C. With respect to Air Quality:

Air quality impacts for the Project Area were assessed for both construction-related impacts and vehicular impacts. Construction-related impacts are related to demolition, grading, and other activities associated with building. These impacts are temporary, however they are considered significant and require mitigation. With respect to vehicular impacts, significant adverse localized air quality impacts are associated with CO hotspot occurrence on all street segments, ramps, and freeway segments that will operate at an LOS of D or below even after traffic mitigations are implemented (see Section IV and V).

Air quality impacts during construction phases of the proposed Plan will be mitigated through the use of the following techniques to the greatest extent possible:

- minimize simultaneous operation of multiple construction equipment units;
- use low pollutant-emitting construction equipment;
- use electrical construction equipment;
- use catalytic reduction for gasoline-powered equipment;
- use injection timing retard for diesel-powered equipment;
- water the construction area to minimize fugitive dust; and
- minimize idling time by construction vehicles.

The potential for carbon monoxide (CO) hotspots will be mitigated through the implementation of the transportation and circulation measures discussed above in Section II.B as well as through the use of transportation control measures such as carpools, vanpools, staggered work hours, the provision of on-site bike storage and shower and locker facilities, and the implementation of a bicycle path plan in the Project Area.

Increased Transit Ridership - Implementation of a 60 percent peak period transit mode split, freeway and freeway ramp improvements listed in the preceding paragraphs reduce air quality impacts but not to a level of insignificance and are under the jurisdiction of other agencies (see Section III, IV, and V).

D. With respect to Noise:

The required usable outdoor living space of residential land uses,

hotels, and motels along 74 of the 107 roadway segments will be significantly impacted by exterior noise levels above 65 dBA CNEL standard. Significant interior noise impacts may occur to any proposed residential land uses, hotels, and motels along 94 of the 107 roadway segments where exterior noise levels exceed 60 dBA CNEL. Proposed residential land uses, hotels, and motels within the 60 dBA CNEL aircraft noise contour, and/or adjacent to the Amtrak, Santa Fe, or San Diego-Imperial Valley rail operations, and/or within 50 feet of the Light Rail Transit (LRT) at-grade crossing bells may also result in significant impacts.

All residential units, hotels and motels exposed to an exterior noise level of 60 dBA CNEL and professional office and commercial business land uses exposed to an exterior noise level of 70 dBA CNEL, whether due to vehicular noise or railroad noise, will be required to conduct a site-specific acoustical noise study to determine appropriate mitigation measures. These measures will be incorporated into the project design on a case-by-case basis and could include setbacks or barriers such as a noise wall, earthen berm, architectural treatments or a combination of these between the noise-sensitive land use and the noise source.

Interior acoustical analyses will also be required for all residential units, hotels and motels exposed to an exterior noise level of 60 dBA CNEL to ensure that building design would limit interior noise to 45 dBA CNEL. Similar analyses will be necessary for professional office and commercial business land uses exposed to an exterior noise level of 65 dBA CNEL to ensure that building design will limit interior noise to 50 dBA CNEL.

Where necessary, excessive noise from industrial land uses within the Project Area will be mitigated to a level of insignificance through the use of setbacks from the noise generators, the enclosure of noise generating operations, limitation of noise generating operations to normal business hours, and the routing of industry and commercial related truck traffic away from sensitive land use areas.

E. With respect to Cultural Resources:

Demolition of buildings previously identified as historically significant would constitute a significant impact. There is also the potential that subsurface historic archaeological remains exist under existing buildings and parking lots. Impacts that would occur to these remains during development are considered significant. Implementation of the measures outlined below will mitigate any impacts to important cultural resources to below a level of significance.

Standing Historic Resources - Impacts to any designated historic structure, as determined by project-specific review, will be reviewed by qualified Agency staff and mitigation enforced

according to the following criteria:

1. National Register Structures

Structures listed on the National Register of Historic Places, and structures identified as contributing structures within a National Register Historic District, will be retained on-site, and any improvements, renovation, rehabilitation and/or adaptive reuse of the historic property will ensure its preservation according to applicable guidelines. Two guidelines relevant to structures listed on the National Register of Historic Places are the Secretary of the Interior Standards for Rehabilitation of Historic Buildings and Guidelines for Applying for Federal Executive Order Projects.

2. Potential National Register Eligible Structures

The Agency will complete a Part I Evaluation of Significance for the 22 structures within the Project Area that were identified as "Category 1" structures by the 1989 historic buildings survey conducted by Dr. Ray Brandes and Marie Lia, as referenced in this EIR, which have not yet been subject to a determination of eligibility for the National Register of Historic Places. As a means of ensuring adequacy and to arrive at preliminary determinations, the Agency will submit the Part I evaluations to the State Historic Preservation Officer (SHPO) with a request for preliminary determination.

3. City of San Diego Historic Sites

Structures listed on the City of San Diego Historical Sites Register by the San Diego Historical Site Board, that are not listed on the National Register of Historic Places, will be retained on-site to the extent feasible. Any development that proposes to remove a locally designated historic structure will:

a) prepare an analysis to the satisfaction of the Agency that retention of the historic structure or substantial portions of the historic structure, such as its facade, and incorporation into the proposed development is infeasible. Such analysis will be reviewed and commented on by the Historical Site Board (HSB) staff. When it has been determined by the HSB staff to be the appropriate action, the project shall be sent to the Historical Site Board for review;

b) provide for relocation and preservation of the historic structure at a site and in a manner acceptable to the Agency, unless such relocation and preservation are proven infeasible to the satisfaction of the Agency, upon consideration of the Historical Site Board staff's review and comments on the issue. The staff's review and comment may include further review and action by the Historical Site Board. Such relocation effort will

include making the structure available to any known interested, responsible party under procedures to be established by the Agency. Any improvements, renovation, rehabilitation and/or adaptive reuse of a locally designated historic structure will ensure its preservation according to applicable guidelines; and,

c) in the event that the Agency finds that the historic structure cannot be feasibly retained on-site or relocated, the applicant/developer will provide for documentation of the historic structure before it is removed from the development site, including but not limited to photographic documentation of the exterior and interior of the structure, and "as built" drawings of the structure according to the standards of the Historic American Building Survey (HABS). Such historic documentation will be provided to the Agency and the Historical Site Board before a demolition permit is issued by the City for said structure.

4. Review of developments using the FAR incentive for rehabilitation of a designated historic structure.

The Historical Site Board will review new developments that propose to use FAR incentives for incorporation/preservation of a designated historic structure in the new development. This incentive represents a compromise between the rehabilitation of a designated historic building and potentially significant adverse impacts to its historic scale and setting. Review of those proposed projects by the Historical Site Board for compatibility of design and sympathetic treatment of the designated historic structure would serve as a mitigative measure without the loss of the incentive to rehabilitate and adaptively reuse designated historic structures.

Subsurface Resources - In areas with high potential for subsurface cultural resources, prior to issuance of building permits and well in advance of construction, the developer shall have a qualified archaeologist conduct an in-depth study of the particular block or portion thereof where the project is located. This study shall include a detailed review of Sanborn fire insurance maps, a directory search, and, if warranted, limited testing of the zones within the block having the highest potential within the area to be impacted. Testing shall include removal of small areas of asphalt, backhoe excavation, limited controlled excavation, and preliminary review of cultural materials recovered from the excavation. The testing data would be used to formulate a more specific mitigation plan. This plan, which would be project specific, may include data recovery excavation and monitoring if important resources are encountered. Data recovery may include relatively large-scale excavation, cataloging, analysis, and interpretation. Mitigation of the project also requires both obtaining cultural resource record searches and a review of aerial photographs.

F. With respect to Urban Design:

Development within the Project Area could result in potentially significant, long-term wind acceleration impacts if appropriate wind studies are not conducted.

Wind studies will be required for all high-rise buildings to analyze wind acceleration impacts and recommend appropriate design recommendations to reduce wind acceleration. The wind studies will take into consideration not only the building-specific effects on wind acceleration, but the cumulative effect of the proposed building in conjunction with other existing, planned or proposed development that may effect wind patterns in the Project Area.

G. With respect to Public Facilities/Services:

Potentially significant impacts have been identified in the areas of Police and Fire Protection, Gas and Electricity, Libraries, Parks, Potable Water Distribution, Stormwater Collection and Disposal and Wastewater Collection Systems, Public Restrooms, Solid Waste Collection, Solid Waste Disposal, Potable Water Supply, Wastewater Treatment System, Courts and Jails, Health and Social Services, Senior Services, and Educational Facilities/Services. These impacts will be mitigated to below levels of significance by implementation of the following measures:

Police and Fire Protection - Implementation of the Redevelopment Plan and related documents would provide for Agency participation in the provision of judicial and detention facilities, improvement of living and social conditions within the Project Area, and rehabilitation and replacement of obsolescent structures which will reduce the demand for these services. Funding of police and fire facilities and services within the Project Area would be available to the City of San Diego through implementation of the proposed Redevelopment Plan, repayment of debt by the Agency to the City, and new sales tax and transient occupancy tax (TOT) revenues generated by new increased development within the Project Area. The City of San Diego will also receive property tax revenues generated by the Centre City Redevelopment Project pursuant to Section 33676 of the Health and Safety Code. Therefore, although implementation of the Redevelopment Plan and related documents would result in an increase in the demand for the above-mentioned public facilities and services, additional revenues would be generated and no significant impacts would occur.

Gas and Electricity - Project-specific plans will be subject to further review by SDG&E and City staff to determine availability of gas and electricity service. The gas and electric facilities which will be required to serve new development as it occurs over the redevelopment period will be determined as individual development proceeds and as portions of the Project Area are redeveloped. Development which occurs in the Project Area will be subject to SDG&E fees and/or responsible for facility upgrades needed to serve the specific development. No significant impacts would result in

the areas of gas and electricity with development of the Project Area.

Library Facilities - Existing library services will not be adequate to serve the Project Area. To mitigate impacts to library facilities, implementation of the proposed Redevelopment Plan provides Agency participation with public and private entities in development of a new central library in the Project Area. Construction of the new library will mitigate impacts to library services to below a level of significance.

Parks - Existing park facilities will not be adequate to serve the Project Area. The Redevelopment Plan recommends the construction of neighborhood and community based parks that would be implemented through the proposed Redevelopment Plan. Construction of new park facilities will mitigate impacts to below a level of significance.

Potable Water Distribution, Stormwater Collection and Disposal, and Wastewater Collection Systems - Buildout of the Project Area is expected to create additional demand on potable water distribution, stormwater collection, and wastewater collection systems. Detailed engineering studies will be conducted as development is proposed in the Project Area to examine the existing systems in both the specific area of the proposed development and the region as a whole. These systems will be upgraded as needed, based on the results of these analyses.

Public Restrooms - The proposed Redevelopment Plan provides for three additional public restrooms within the Project Area which represents a 42 percent increase in the number of restrooms currently provided. The provision of additional public restrooms will result in a beneficial impact to the Project Area.

Solid Waste Disposal - To mitigate impacts to solid waste disposal, developers within the Project Area will provide areas in which to store recyclable materials as required by the City of San Diego. The Agency will also encourage the City of San Diego Waste Management Department to increase its promotion of effective recycling programs in the Project Area.

Potable Water Supply - Given the present water shortage in Southern California and the scarcity of new water sources, water availability to ensure growth is a major concern to the County Water Authority and the City of San Diego Water Utilities Department. It is unknown whether twice as much water as is currently available can be delivered 35 years from now. However, region-wide system improvements to meet future demand are already underway, and it is expected that all necessary measures will be taken to modify the existing water distribution system in the Project Area to assure adequate water supply line pressure, to the satisfaction of the City Engineer. Therefore, potential impacts on the water distribution system are not considered significant.

Because of the scarcity and uncertainty of new water resources and the potential doubling of water demand in the Project Area over the next 35 years, an adverse but not significant impact on water supply is identified. However, to the extent that population and development growth within the Project Area would have occurred otherwise in suburban areas, the Redevelopment Plan has a beneficial impact by directing growth toward urban development which uses less water than comparable suburban development.

Wastewater Treatment System - Impacts on the Project Area's wastewater treatment system will not be significant assuming planned rehabilitation and/or replacement occurs. These improvements will be determined as a result of specific engineering studies and to the satisfaction of the City Engineer. On the regional level, the San Diego Clean Water Program is responsible for upgrading the sewage treatment facilities for the entire San Diego metropolitan area. The system upgrade is required by the federal Clean Water Act, which mandates that all wastewater dischargers throughout the nation upgrade their treatment facilities to at least the secondary treatment level. The future upgrade will increase the capacity of the existing collection system, modify the treatment system at the Point Loma Water Treatment Plant (WTP), and construct new treatment facilities to handle future growth. The scheduled reduction in capacity of Point Loma WTP, due to upgrading to a secondary treatment facility, is not expected to impact the Project Area. Flows from other areas in San Diego County that are currently treated at the Point Loma WTP will be diverted to new treatment plants, thereby providing the required capacity at Point Loma for the sewage from the Project Area. Therefore, development in the Project Area in accordance with the Centre City Redevelopment Plan, the Centre City Planned District, the Centre City Parking Regulations, the Ordinance Relating to the Provision and Preservation of Transit and Parking Facilities for the Centre City Redevelopment Plan, the Centre City Streetscape Manual, and the corresponding amendment to the City's Local Coastal Program will not significantly impact the Point Loma Water Treatment Plant.

Courts and Jails - Implementation of the Centre City Redevelopment Plan is not anticipated to cause an adverse impact on courts and jails. Many of the implementation activities of the Redevelopment Plan such as the provision of adequate shelter beds, mental health and social service facilities, and other improvements such as adequate lighting are designed to reduce the impacts of criminal activities and improve the conditions of associated facilities. The Agency has analyzed the possible impacts on the County of San Diego during the redevelopment adoption process, and has proposed an agreement with the County of San Diego which would eliminate any significant impacts. Provision of the judicial and detention facilities would be in coordination with the County of San Diego. Therefore implementation of the proposed Plan will not result in a significant impact to courts and jails.

Health and Social Services - The proposed Redevelopment Plan authorizes the Redevelopment Agency to participate in the provision of publicly owned facilities which may include various social service facilities geared toward improving the health and social conditions within the Project Area. The Agency has analyzed the possible impacts on the County of San Diego during the redevelopment adoption process, and has proposed an agreement with the County of San Diego which would eliminate any significant impacts. Provision of the social services facilities would be in coordination with the County of San Diego.

In implementing the Redevelopment Program it is possible that some removal of low income housing and/or displacement, or other disruptive impact, may occur for some of the local population. However, a principal objective of the Redevelopment Plan, which will be adopted in conjunction with the proposed Redevelopment Plan and other related documents, is to accommodate the necessary changes in eliminating blight and causing new development in a way that allows people now in the area to benefit from the improved services and conditions, so that any relocation that is necessary is accomplished with the least adverse affect possible. Therefore, no significant adverse impacts on health and social programs should result.

Senior Services - Implementation of the proposed Redevelopment Plan may potentially increase the demand on senior services in the Project Area. However, these impacts will not be significant because it is anticipated that as additional senior housing is developed within the Project Area, "community rooms" which can function as day centers, service centers and nutritional centers, will be provided as an integral part of such senior housing.

Educational Facilities/Services - The Redevelopment Agency is authorized under Sections 33445 and 33401 of the Community Redevelopment Law, to assist school districts to provide facilities to accommodate growth from the Project Area during the redevelopment period, provided such growth is not mitigated by other sources of revenues (such as school fees on new development). The Agency has analyzed the possible impacts on school entities through the Fiscal Review Committee and individual consultations during the redevelopment adoption process, and has proposed agreements with the affected school entities which would eliminate any significant impacts. Therefore implementation of the proposed Plan will not result in a significant impact to school services.

H. With respect to Geological Resources:

Implementation of the Plan has the potential to generate geological resource impacts associated with four issue areas: 1) lithology; 2) faulting and seismicity; 3) soils; and 4) ground water. Each of these issue areas, and measures which will mitigate potentially significant impacts to below levels of significance, are discussed

below.

Lithology - The lithological (rock type) impacts are generally adverse. The impacts created by the compactive and expansive nature of artificial fill are considered significant and adverse. Detailed geotechnical field studies will be required per the Seismic Safety Plan for San Diego. Specific mitigation measures will be selected after this study has been completed. Mitigation measures may include: removal of artificial fill, recompaction of artificial fill, or support structures sunk below the artificial fill.

Faulting and Seismicity - Seismically-induced ground acceleration and liquefaction could cause significant adverse impacts in the Project Area. To mitigate seismically-induced ground acceleration and liquefaction impacts to below levels of significance, the proper geotechnical investigations for each individual development site will be identified through consultation with the City Engineering and Development Department and be conducted prior to construction. Following the proper geotechnical investigations, project approvals will be contingent on the suitability of the proposed land use to the risk zone or modified risk zone of the proposed site. Effects of seismic shaking may be mitigated by adhering to the Uniform Building Code (UBC) or state-of-the-art seismic design parameters of the Engineering Association of California.

Soils - Native soil impacts are expected to be minimal, however, without site-specific geotechnical examination the potential for significant impacts cannot be eliminated. Possible adverse impacts would be identified on a site-by-site basis. To mitigate potential impacts associated with native soils to below a level of significance, site-specific geotechnical studies will be prepared, as required by the City Engineering and Development Department to support structural design and obtain a building permit, to identify and require the necessary mitigation for any identified specific soil problems.

Ground Water - High ground water levels (25 feet or less from ground surface) would cause temporary impacts during construction and long-term impacts with respect to hydrostatic pressure on below-ground structures. Dewatering of the main water table and perched zones during construction would mitigate impacts of high ground-water levels on construction to below a level of significance. However, the dewatering necessary to complete construction may cause a temporary localized lowering of the ground-water table and could result in land subsidence and/or the movement of contaminants in the ground water. Therefore, site-specific ground-water investigations will be undertaken on a site-by-site basis in areas identified as problematic by the hazardous materials site assessment. Any necessary site-specific studies will include ground-water level monitoring and aquifer

characterization by aquifer testing. Dewatering near any plume of free product contamination will be kept to a minimum and of short duration to prevent movement of any plume. Structures will be designed to withstand hydrostatic pressures, and buildings constructed above any areas of free product contamination may require active or passive vapor barriers to prevent migration of toxic and explosive vapors into building foundations.

I. With respect to Hydrology/Water Quality:

No significant impacts would occur (see Section I.D).

J. With respect to Hazardous Materials Contamination:

The impacts resulting from hazardous waste release sites, hazardous materials, underground storage tanks, and asbestos within the Project Area are potentially significant and can only be ascertained during project-specific review. Assuming all sites are significant, the following mitigation is required to reduce impacts to below a level of significance.

Hazardous Waste Release Sites - Hazardous waste release sites within the Project Area will be delineated and remediated to the satisfaction of the designated lead agency.

Hazardous Materials - A Phase I hazardous materials site assessment will be conducted on individual development project properties to assess the potential for a hazardous materials release, and incorporated into the project implementation documents. The Phase I assessment will include a site-specific land use survey, a review of regulatory agency records, and a physical inspection. A site-specific historic land use survey for a particular parcel will be conducted. In addition, a review of regulatory agency records concerning the particular parcel will be conducted to provide more detailed information. In addition, an inspection of the property by qualified individuals will be conducted. If evidence of environmental contamination is found during the Phase I hazardous materials site assessment, confirmation will be made through collection of samples of suspected contaminated environmental media, and laboratory analysis of the samples. Mitigation of environmental contamination would then be required pursuant to applicable federal, state and local regulations.

Underground Storage Tanks - An assessment of the significance of underground storage tanks will be conducted on individual development project properties as specific development plans are submitted to the Agency.

First, on a site-specific basis, a review of underground tank information provided in the Hazardous Materials Contamination Technical Report will be supplemented by a review of permits recorded at the City of San Diego Fire Department and other

historic documents of the specific property to identify locations of underground hazardous materials storage structures. In addition, geophysical methods may be utilized to identify suspected locations of underground hazardous materials storage structures as oftentimes record searches will not indicate their presence.

Second, permits to close (or operate if a tank is to remain in use) must be obtained by the tank owner or operator. Closure permits for hazardous materials storage structures must be filed if a tank will no longer be used. Requirements of the closure permit include the pumping and purging of the structure to eliminate all residual hazardous substances, the collection of confirmatory soil samples, and the proper disposal of the structure and any associated piping. Permits to operate underground hazardous materials storage tanks must be obtained for those that will remain in operation in the Project Area. If the tanks do not meet operating and construction requirements such as leak detection monitoring, and corrosion and overflow protection, the existing tanks would need to be closed and replaced.

Lastly, remediation of environmental contamination due to underground storage tanks will be required.

Asbestos - A thorough asbestos survey of buildings to be demolished or renovated will be undertaken on a case-by-case basis as specific development plans are submitted to the Agency.

Existing buildings that are to be demolished or renovated must be thoroughly inspected for the presence of asbestos-containing building materials (ACBM). The inspector must be qualified to identify building materials that may contain asbestos. Samples of suspect building materials must be collected, and submitted to a analytical laboratory that is certified by the State Department of Health Services for asbestos analysis. Results of the inspection must reveal locations, types, and amounts of friable and non-friable ACBM.

Should the inspection reveal friable and/or non-friable ACBM, proper notification must be made prior to demolition or renovation activities. Public health may be protected by performing proper abatement of the ACBM prior to building demolition or renovation, altering demolition or renovation techniques to prevent non-friable ACBM from becoming friable, and/or by complying with National Emission Standards for Hazardous Air Pollutants (NESHAPS) procedures for asbestos emissions control, and standards for waste disposal.

Only a California Licensed Contractor, certified in asbestos abatement, will be used for any ACBM removal activities. The abatement project must be monitored by an independent third party to insure that the work is performed properly and in compliance with all regulatory standards, to insure a safe and healthful

environment prior to re-occupancy, and to document all of the abatement activities. Abatement activities must comply with all federal and state occupational safety and health requirements.

K. With respect to Paleontological Resources:

The physical destruction of important fossil remains during construction activities results in the loss of a non-renewable resource, and is considered to be a significant impact. If construction and excavation activities are conducted using the mitigation program described below, impacts will be mitigated to below levels of significance.

A qualified paleontologist will be retained by the building developer to carry out an appropriate mitigation program. (A qualified paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology, who is familiar with paleontological procedures and techniques).

The developer will be required to submit evidence of retaining the appropriate required professional as a condition of approval by the Agency, and the developer will certify that the required mitigation or monitoring personnel will be given adequate advance notice of the start of the subject activities and adequate coordination with the contractor will be guaranteed by the developer.

When fossils are discovered, the paleontologist or paleontological monitor (an individual who has experience in the collection and salvage of fossil materials who works under the direction of a qualified paleontologist) will recover them. In most cases this fossil salvage can be completed in a short time. However, some fossil specimens may require extended salvage time. In these instances the paleontologist (or paleontological monitor) will be allowed to temporarily direct, divert, or halt excavation work to allow recovery of fossil remains in a timely manner.

A paleontologist or paleontological monitor will be present on-site at all times during the original cutting of previously undisturbed sediments within the San Diego Formation which is known to have a high resource sensitivity, to inspect the excavation and spoils for the presence of fossil remains. A paleontologist or paleontological monitor will be on-site at least half-time during the original cutting of previously undisturbed sediments in the Bay Point Formation which is known to have a moderate resource sensitivity, except if a representative initial sample of the site reveals no significant fossil remains to the satisfaction of the paleontological monitor, then such monitoring may be terminated. A monitor is not required for cutting operations in zero sensitivity deposits (i.e., artificial fill).

Fossil remains collected during the monitoring and salvage portion of the mitigation program will be cleaned, sorted, and cataloged

and then with the owner's permission, deposited in a scientific institution with paleontological collections.

A final summary report will be prepared outlining the methods followed and summarizing the results of the mitigation program. This report will also include a list of the kinds of fossils recovered, and a summary of the stratigraphic context of all collecting localities. This report will be submitted to the Agency, the San Diego Natural History Museum and any scientific institution that received salvaged fossils from the project.

III. The following discussion explains the reasons why changes or alterations which avoid or substantially lessen certain significant environmental effects of the Project, and the corresponding amendment to the City's Local Coastal Program, are within the responsibility and jurisdiction of another public agency and not the City Council or the Agency, and how such changes have been adopted by such other agency or can and should be adopted by such other agency.

A. With respect to Project-Specific Mitigation for Projects within the Planning Jurisdiction of Government Agencies other than the City of San Diego:

As discussed in Section II, project-specific mitigation would be required for a number of potential impacts including potentially significant land use incompatibilities, air quality impacts during construction, CO hotspots, noise impacts, demolition of historically significant buildings, potential loss of subsurface cultural resources, wind acceleration, impacts to public facilities and services, geological hazards, ground-water impacts, hazardous materials contamination and potential loss of paleontological resources. However, for those projects that are located within the planning jurisdiction of government agencies other than the City of San Diego, project approval, and thus the implementation of project-specific mitigation, is not the responsibility of the Agency, but rather the responsibility of the applicable jurisdiction in which the project is proposed.

Other government agencies with planning jurisdiction in the Planning Area include the San Diego Unified Port District (Port District), the County of San Diego, the U.S. Navy, the San Diego Association of Governments (SANDAG) and the California Coastal Commission. The County of San Diego has planning jurisdiction over County-owned property in Centre City used for a County purpose; the U.S. Navy controls a large developed parcel adjacent to the waterfront (the Broadway Complex) and an adjacent pier; and SANDAG is the designated Airport Land Use Commission for Lindbergh Field. Lindbergh Field's Airport Influence Area extends across a portion of the Planning Area. The Centre City waterfront is under the jurisdiction of the San Diego Unified Port District and the California Coastal Commission. However, the Coastal Commission has

delegated its coastal zone authority to the City of San Diego and the Port District as a result of their certification of the Local Coastal Program and Port Master Plan, respectively.

The Port has coordinated with the Agency and the City in a number of specific public improvements and development proposals including the relocation of the Navy from Navy Field, the realignment of Harbor Drive, the Martin Luther King Jr. Promenade, and the development of the Central Bayfront Design Principles. Because of the cooperative relationship between the City and the Agency with the Port District it is expected that these mitigation measures can and should be adopted by the Port District.

The U. S. Navy and County of San Diego have incorporated, or can be expected to incorporate these measures. The U.S. Navy has entered into a memorandum of understanding (MOU) with the City of San Diego providing for cooperation in the future development of the Navy Broadway Complex. The County of San Diego has coordinated extensively with the Agency and the City regarding the redevelopment of County properties. Through the redevelopment process, the Agency has proposed an agreement with the County of San Diego which would provide payments to reduce any significant impacts and would provide cooperation between the Agency and County in the development of judicial, social service, parking and park facilities within the Planning Area.

B. With respect to Transit Ridership:

Traffic related impacts would be mitigated primarily by increasing the percent of transit ridership to 60 percent by the year 2025. It is estimated that an additional 440 buses, 305 trolley cars and 55 commuter rail cars would be required for the routes serving the Project Area during the AM peak hour. This mitigation measure would be the responsibility of the Metropolitan Transit Development Board (MTDB).

MTDB has cooperated extensively with the Agency and the City of San Diego in the development of light rail transit, bus and transit stations and shelters, and related pedestrian improvements in downtown. These improvements include light rail transit on "C" Street, Twelfth Avenue and former railroad right-of-way, extensive pedestrian improvements on "C" Street and participation in the development of the Martin Luther King Jr. Promenade, the Santa Fe Station and America Plaza Station. Through the Redevelopment Plan and related documents, the City intends to coordinate further with MTDB to increase transit ridership to downtown by collecting a transit impact fee for transit improvements, and transit station, transit right-of-way, and pedestrian improvements. Because of the cooperative relationship between MTDB and the City and Agency it is expected that these mitigation measures can and should be adopted by MTDB.

C. With respect to Freeways:

Impacts to key freeway segments and ramps will need to be mitigated through measures such as ramp metering, ramp widening and providing additional lanes for both freeways and ramps. These measures would be the responsibility and jurisdiction of the California Department of Transportation (Caltrans). The Redevelopment Plan provides Agency participation with Caltrans to widen various freeway ramps in the Project Area and these mitigation measures can and should be adopted by Caltrans.

D. With respect to Air Quality:

Similar to traffic impacts, the mitigation of CO hotspots is dependent in part on the implementation of a 60 percent transit mode split by the year 2025. Provision of the needed additional buses, trolley cars and commuter rail cars is not within the jurisdiction of the City or Agency, but rather the Metropolitan Transit Development Board. For the reasons cited in Section III-C it is expected that these mitigation measures can and should be adopted by MTDB.

IV. The following discussion explains the reasons why specific economic, social or other considerations make infeasible the mitigation measures or project alternatives with respect to each significant environmental effect of the Project, and the corresponding amendment to the City's Local Coastal Program, which cannot be avoided or substantially lessened.

A. With respect to significant traffic circulation and traffic-related land use impacts:

All traffic mitigation measures identified in the Final MEIR, will be incorporated into implementation of the Redevelopment Projects. However, even with implementation of the identified mitigations, the following significant traffic impacts would occur: level of service F on Harbor Drive and Broadway, SR-163 and I-5 and on eight freeway ramps providing access to downtown from SR-163 and I-5. Further mitigation would require a significant reduction in the scale or volume of future development in the Project Area. The Final MEIR assessed the effect of alternatives which would provide for: development of remote parking in the Project Area; implementing reversible lanes on Harbor Drive; decreased intensity of development at the waterfront; a no project alternative; and a reduced density alternative.

The Redevelopment Plan recommends the development of joint-use remote parking within downtown. Approximately 4,000 spaces are incorporated in the analysis of the final MEIR. In addition to these remote parking spaces, the construction of approximately 4,200 additional remote parking spaces in downtown was considered to mitigate a level of service F on Harbor Drive and Broadway. The

construction of additional remote parking is economically infeasible resulting in substantial land acquisition and construction costs. The construction of additional remote parking would also negatively impact surrounding blighted areas slated for residential development and would hamper the reintroduction of residential neighborhoods and the improvement of existing social conditions. The construction of additional remote parking in downtown will also fail to reduce freeway and freeway ramp congestion worsening the problems discussed above.

The construction of reversible lanes on Harbor Drive was considered to mitigate a level of service F on Harbor Drive. This mitigation measure is economically infeasible requiring the enlargement of Harbor Drive which would require the demolition of recently constructed Martin Luther King Jr. Promenade improvements made at a cost of 26 million dollars. The Martin Luther King Jr. Promenade is a narrow linear park. Any expansion of Harbor Drive will significantly reduce the useable area and the loss of park space in downtown is socially infeasible.

The scale or volume of development in the Project Area could be reduced by reducing development at the waterfront and by both the reduced- and no-project alternatives. However, reduction of intensity at the waterfront is not within the jurisdiction of the City of San Diego. Reduction of intensity through the no project and reduced density alternatives would be economically infeasible. The no project alternative would eliminate the guidance of future determined downtown development by the Community and Redevelopment Plans. The reduced density alternative would provide significantly reduced revenues but still requires significant public expenditure for facilities and services.

The analysis contained in the Final MEIR finds that anticipated Centre City development with no redevelopment plan would result in traffic and related noise increasing, and corresponding air quality decreasing over time, with none of the coordinated planning and mitigation mechanisms available with the use of a community or redevelopment plan. The demand for public facilities and services would continue without the resources of redevelopment available. Furthermore, the loss of a coordinated plan for redevelopment would result in an underutilization of land within the urban core, thereby encouraging further development pressure in outlying areas, with the attendant potential significant impacts on regional traffic, air quality, energy consumption, public services, loss of open space and potential loss of agricultural land. The no project alternative would not encourage the objectives and goals of the Redevelopment Plan, and other related documents, with respect to elimination of urban blight and incompatible land uses within the urban core. Physical, economic and social conditions would not be improved and could worsen placing a greater drain on city and county resources. The no project alternative would further endanger the City's ability to promote the identified goals.

B. With respect to significant air quality impacts:

All air quality mitigation measures identified in the MEIR will be incorporated into implementation of the Redevelopment Projects. However, even with implementation of the identified mitigations, significant air quality impacts associated with CO occurrence on all street segments, ramps, and freeway segments that operate at an LOS of D or below, would occur even after traffic mitigations are implemented. Further mitigation would require a significant reduction in the scale or volume of future development in the Project Area. The MEIR assessed the effect of alternatives which would provide for decreased intensity of development; and the no project alternative. The scale or volume of development in the Project Area could be reduced by both of the alternatives. The social, economic and other considerations which make these alternatives infeasible are the same as those described under paragraph IV.A. above and are hereby included in this finding by this reference.

V. The following discussion explains the benefits of the Project, and the corresponding amendment to the City's Local Coastal Program, which outweigh the significant environmental effects of the Project, and the corresponding amendment to the City's Local Coastal Program, which cannot be avoided or substantially lessened.

A. The significant unavoidable traffic and circulation and traffic-related land use impact is partially offset by the benefits of implementing the Redevelopment Plan which provides for the reintroduction of residential development in downtown and a synergistic mix of land uses that will reduce the number and length of regional trips as well as the number of trips made into downtown. Implementation of the Redevelopment Plan will redirect regional growth that would have otherwise occurred in outlying areas creating greater regional impacts on the transportation system and will create a greater balance between job and housing opportunities in the Project Area which will provide greater access to those who hold low and moderate income jobs to more affordable public transit.

B. The significant unavoidable air quality impact is partially offset by the implementation of an aggressive transit improvement program serving downtown. Not only will these improvements facilitate the movement of people to downtown, they will serve to reduce local and regional air quality impacts by reducing the number of vehicle trips that would have otherwise been made absent the implementation of the Redevelopment Plan.

C. Implementation of the Redevelopment Plan and related documents also partially offsets unavoidable traffic and circulation impacts by providing for transit, pedestrian, street, freeway ramp and parking improvements that would not otherwise be made due to a lack of public resources and coordination with multiple jurisdictions.

Through the Redevelopment Plan, the Redevelopment Agency is authorized to participate in the provision of publicly owned facilities that will substantially improve the living, cultural and social conditions in downtown.

D. The Redevelopment Plan and related documents will allow the use of redevelopment methods to eliminate blight and to encourage development of new buildings and businesses which conform to the land use goals stated in the Centre City Redevelopment Plan. The Plan will improve administration of the existing redevelopment projects as well as facilitate coordinated planning and infrastructure improvements between multiple jurisdictions for the benefit of the entire area, including the improvements on and adjacent to property owned by the Unified Port District, the federal government, and the Metropolitan Transit Development Board.

E. Public involvement through the redevelopment process would stimulate private reinvestment in the area and aid the neighborhoods in effectively competing in the city-wide demand for needed public improvements and services. The economic environment in and around the Redevelopment Project Area and Planning Area will thus be revitalized through new development, including continued increases to the property tax base and resultant increases to the tax increment available for redevelopment. Redevelopment will bring residents, employees and visitors into downtown, with associated increases in spending and consumption of services. Properties adjacent to the redeveloped areas will have the incentive to improve their facilities to capitalize on the increase in activity downtown.

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APR 28 1992

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

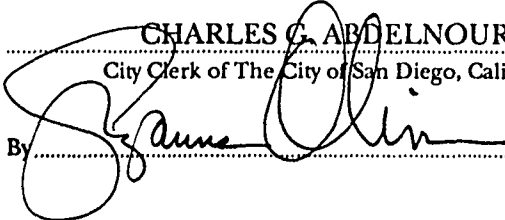
Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Behr	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Maureen O'Connor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

(Seal)

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

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

By  Deputy.

Office of the City Clerk, San Diego, California

Resolution **R-279880** Adopted **APR 28 1992**
 Number Adopted

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SAN DIEGO, CA