

(R-99-552)

RESOLUTION NUMBER R- 291024

ADOPTED ON DEC 01 1998

WHEREAS, The City of San Diego, Community and Economic Development Department, has completed the Linda Vista Community Plan Update, related amendments to the Progress Guide and General Plan, and the Clairemont Mesa Community Plan, and associated rezonings and ordinance amendments; and

WHEREAS, the discretionary 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 DEC 01 1998; and

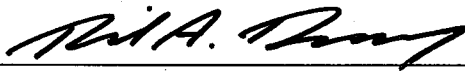
WHEREAS, the Council of The City of San Diego considered the issues discussed in Environmental Impact Report No. 96-0114 (SCH No. 98031037); NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that it is certified that Environmental Impact Report No. 96-0114 (SCH No. 98031037), 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 Code of Regulations section 15000 et seq.), that the report reflects the independent judgment of The City of San Diego as Lead Agency and that the information contained in said report, together with any comments received during the public review process, has been reviewed and considered by this Council in connection with the approval of the Linda Vista Community Plan Update.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and California Code of Regulations section 15091, the City Council adopts the findings made with respect to the project, a copy of which is on file in the office of the City Clerk and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Code of Regulations section 15093, the City Council adopts the Statement of Overriding Considerations, a copy of which is on file in the office of the City Clerk and incorporated herein by reference, with respect to the project.

APPROVED: CASEY GWINN, City Attorney

By   
Richard A. Duvernay  
Deputy City Attorney

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## EXHIBIT A

### FINDINGS (LDR NO. 96-0114)

The California Environmental Quality Act (CEQA) requires that no public agency approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant impacts unless such public agency makes one or more of the following findings:

- A. Changes or alternatives have been required in, or incorporated into, the proposed project which mitigate or avoid the significant environmental impacts identified in the completed environmental impact report.
- B. Such changes or alternatives are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency or can and should be adopted by such other agency.
- C. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

(Sec. 21081 of the California Environmental Quality Act)

CEQA further requires that, where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR, but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or information in the record (Sec. 15093 of the CEQA Guidelines).

The following Findings and Statement of Overriding Considerations have been submitted by the project applicant as candidate findings to be made by the decisionmaking body. The Environmental Analysis Section of the City of San Diego Development Services does not recommend that the decisionmaking body either adopt or reject these findings. They are attached to allow readers of this report an opportunity to review the applicant's position on this matter.

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DRAFT  
FINDINGS  
FOR THE LINDA VISTA COMMUNITY PLAN UPDATE

LDR NO. 96-0114  
August, 1998

The findings set forth below pertain to the proposed Linda Vista Community Plan Update (dated July, 1998). The proposed update has been prepared by the City of San Diego Development Services in cooperation with citizen advisory committees, public agencies and other interests.

The July 1998 Linda Vista Community Plan Update supersedes the currently adopted Linda Vista Community Plan (adopted in 1983). The proposed Plan is consolidated statements of policy for community growth and development over the next twenty years.

As indicated in EIR 96-0114, significant unmitigated environmental impacts could result if the proposed Linda Vista Community Plan Update was adopted and implemented. In response to the environmental impacts addressed in the EIR, the Linda Vista Community Plan Update has been prepared with Findings and a Statement of Overriding Considerations.

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Having reviewed and considered the information contained in the Final Environmental Impact Report (EIR 96-0114) and the related documents and record for the proposed Linda Vista Community Plan Update, the Council of the City of San Diego has made the following findings pursuant to Section 15093 of the California Administrative Code:

- A. The City Council finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental impacts as identified in Final EIR 96-0114.

1. MITIGATION MEASURES INCORPORATED INTO THE PLAN

a) TRAFFIC AND CIRCULATION

Impact: Development according to the Linda Vista Community Plan Update would result in significant direct and cumulative impacts to traffic and circulation within the community, with regard to the capacity of its roadway system.

Upon community buildout, a total of six roadway segments and five intersections are projected to function below LOS D under Alternative I, and a total of five roadway segments four intersections are projected to function below LOS D under Alternative II. This is considered to be a significant impact on the community's transportation system.

Moreover, it is assumed within the traffic projections that upon community buildout, a total increase of approximately 2,100 dwelling units would occur throughout Linda Vista, as allowed by the proposed land use plan. This increase in dwelling units alone could generate approximately 16,000 to 20,000 additional vehicle trips per day on community roadways, which is considered to be a significant impact on its transportation system.

Finding: The proposed Linda Vista Community Plan Update sets forth transportation goals and recommendations for specific roadway and intersection improvements in an effort to meet the future traffic demand, improve traffic flow, and reduce vehicle delay and congestion. The Plan Update also outlines community goals that include the upgrading of street lighting, promotion of transit and shuttle service usage, provision of adequate parking facilities, improvements of signage connecting I-5 and the Morena area, and provision of safe and pleasant pedestrian walkways and bikeways connecting residential neighborhood, schools, parks, and commercial areas.

b) AIR QUALITY

Impact: Adoption of the Linda Vista Community Plan Update would create significant direct and cumulative impacts on air quality within the San Diego Air Basin. This is primarily due to pollutants emitted from vehicle exhaust on roadways and at intersections that would function below LOS D.

Finding: The Community Plan Update sets forth transportation goals and recommendations to minimize impacts to air quality within the San Diego Air Basin. This includes recommendations for the upgrading of street lighting, promotion of transit and shuttle service usage, provision of adequate parking facilities, improvement of signage connecting I-5 and the Morena area, and provision of safe and pleasant pedestrian walkways and bikeways connecting residential neighborhoods, schools, parks, and commercial areas. Plan recommendations also include roadway and intersection improvements to occur in an effort to improve traffic flow, reduce vehicle delay, and reduce vehicle air emissions.

c) LAND USE

Impact: The Community Plan recommends several roadway improvements that would occur within or adjacent to the City's Multiple Species Conservation Program (MSCP) Subarea Plan, Multi-Habitat Planning Area (MHPA) boundaries: (1) the extension of Mesa College Drive as a two-lane collector street from the terminus near Armstrong Street to Genesee Avenue, and (2) the widening of Genesee Avenue as a four-lane major street from Osler Street to north of Marlesta Drive to provide four through lanes. There is a potential for significant direct and indirect impacts to occur with these roadway improvements to the compatibility of land uses within and adjacent to the City's MHPA. There is a potential for similar impacts to occur with residential canyon rim development/redevelopment adjacent to MHPA boundaries.

Finding: Future development and redevelopment to occur within the community of Linda Vista should adhere to general planning policies and design guidelines outlined within the City's MSCP Subarea Plan, to minimize impacts and maintain the function of the MHPA. Also, implementation of applicable guidelines from the MSCP Subarea Plan shall be adhered to, to the extent possible, as roadway designs are pursued that include construction and maintenance policies for roads as well as land use adjacency guidelines.

d) BIOLOGICAL RESOURCES

Impact: The following proposed roadway improvements which would occur within or adjacent to the City's MHPA boundaries: (1) the extension of Mesa College Drive as a two-lane collector street from the terminus near Armstrong Street to Genesee Avenue, and (2) the widening of

Genesee Avenue as a four-lane major street from Osler Street to north of Marlesta Drive to provide four through lanes, could directly impact sensitive biological resources.

Finding: The planning policies and design guidelines outlined within the City's MSCP Subarea Plan shall be adhered to for future development/redevelopment within Linda Vista. Future development shall also adhere to the City's Guidelines for Conducting Biological Surveys, the Amended Resource Protection Ordinance (January 1998) and other regulations stipulated within the City of San Diego Municipal Code, to avoid or minimize adverse impacts to sensitive biological resources.

e) CULTURAL RESOURCES

Impact: Future development and redevelopment to occur throughout Linda Vista as proposed by the Update's land use plan, could directly impact known and unknown prehistoric and historic archaeological resources. This development would include the recommended extension of Mesa College Drive and the widening of Genesee Avenue. Disturbance and damage to cultural resources often occurs during the excavation operations for a project, where unknown subsurface resources are uncovered. Redevelopment activities could also take place on properties which have not been previously surveyed for cultural remains.

Finding: In compliance with cultural resources requirements of the City of San Diego, future development/redevelopment projects may require additional archaeological archival research, intensive surveys, excavations, resource evaluations of discovered remains, or archaeological monitoring. All future projects which may alter or impact a designated, or eligible, historic site would undergo environmental review and review by the City's Historic Site Board.

- B. The City Council finds that there are no changes or alterations within the responsibility of another public agency which are necessary to avoid or substantially lessen significant environmental effects. The control of air pollutants from confined point sources are the responsibility of the Air Pollution Control District. On-board control of motor vehicle air pollutants are the responsibility of the State Air Resources Board.
- C. The City Council finds that specific economic, social or other considerations make infeasible the project alternatives identified in Final EIR 96-0114 to reduce the significant impacts to traffic and circulation, air quality, land use, biological resources

and cultural resources.

1. TRAFFIC AND CIRCULATION

Impact: Future development/redevelopment according to the Linda Vista Community Plan Update would result in significant direct and cumulative impacts to traffic and circulation within the community, in relation to the capacity of its roadway system.

2. AIR QUALITY

Impact: Adoption of the Community Plan Update would create significant direct and cumulative impacts on air quality within the San Diego Air Basin, primarily through the increase of vehicle trips and concomitant vehicle exhaust on community roadways.

3. LAND USE

Impact: Future development/redevelopment of recommended roadway improvements and residential canyon rim uses could directly impact the compatibility of land uses within and/or adjacent to the City's MHPA.

4. BIOLOGICAL RESOURCES

Impact: Future development/redevelopment of recommended roadway improvements and residential canyon rim uses could directly impact sensitive biological resources.

5. CULTURAL RESOURCES

Impact: Future development/redevelopment could directly impact known and unknown archaeological resources existing on or underneath the ground's surface.

Finding: Environmental Impact Report 96-0114 addresses three project alternatives which reduce some of the significant unmitigated impacts associated with the proposed Linda Vista Community Plan Update. The environmental benefits of each of these alternatives and the reasons for their rejection are described below:



a) NO PROJECT

Adoption of the "No Project" alternative would allow the continued implementation of the goals and recommendations of the existing 1983 Linda Vista Community Plan.

**This alternative is infeasible for the following reasons:**

The No Project alternative would not implement the newly proposed transportation improvements to alleviate congested roadways and intersections. With this alternative, the following goals and policies of the proposed Plan would not be implemented as well: limit traffic congestion by designating appropriate land uses and intensity of residential, commercial, and industrial development within the community; maintain and improve the street system to permit an efficient flow of traffic; promote the use of transit and shuttle service; provide safe and pleasant pedestrian walkways and bikeways to connect residential neighborhoods, schools, parks, and commercial areas; and provide adequate parking facilities (even though some of these improvements are provided for in the adopted 1983 community plan).

With no implementation of the proposed roadway improvements, many streets and intersections would continue to operate at less than the acceptable LOS D upon community buildout, assuming existing lane configurations at all locations. The adverse impacts on traffic and circulation created by roadways and intersections operating below LOS D within the community would continue to be considered significant. The associated impacts to air quality created by vehicle emissions on congested roadways and intersections would continue to be significant as well.

b) ELIMINATING THE EXTENSION OF MESA COLLEGE DRIVE

The existing Mesa College Drive is a four-lane major street carrying approximately 16,000 to 28,000 vehicles per day, and terminates at Mesa College Circle on its western end. It has a width of about 66 feet west of Linda Vista Road and 82 feet from Linda Vista Road east to SR-163. Mesa College Drive connects the campus of Mesa College to both SR-163 and I-805 and serves business, school, park land and residential uses. Traffic signals operate at the intersections of Mesa College Drive with Armstrong Street, Linda Vista Road, and the northbound off-ramp from

SR-163.

All of the ADTs for various segments of Mesa College Drive would achieve at least an acceptable LOS D or better, whether this roadway is extended to Genesee Avenue or not. However, the signalized intersection at Mesa College Drive at Linda Vista Road is projected to operate at an unacceptable future LOS of below D: under roadway Alternative I, with the extension of Mesa College Drive to Genesee Avenue, this intersection would operate at LOS E, and without the extension under roadway Alternative II, this intersection would operate at LOS F.

The overriding purpose for presenting this option is to avoid potential significant adverse impacts the construction of this roadway extension would have on sensitive biological resources within the City's MHPA. Other potential impacts to visual quality, landform alterations, cultural resources and drainage would be lessened with this project alternative as well.

**This alternative is infeasible for the following reasons:**

The disadvantages associated with this alternative would be the City's ability to construct Mesa College Drive at some future point in time (unless the community plan is later amended), should funding become available and should the need for this roadway extension become a community priority.

c) ELIMINATING RESIDENTIAL DENSITY INCREASES AND NEW RESIDENTIAL ZONES

This project alternative would proceed with the proposed Community Plan Update, but eliminate the proposed residential rezonings that either increase residential densities or create new residential zones within Linda Vista. Presently, the proposed Plan Update would allow for increases in residential densities mostly within the central portion of the community, in neighborhoods along Linda Vista Road, Comstock Street and Tait Street. Overall, the affected areas include Central Linda Vista with relatively minor changes in a few other neighborhoods. As a result of these rezonings, approximately 2,100 new residential units would be constructed upon community buildout.

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This alternative would allow for all of the proposed changes in commercial and industrial zones to occur, without the changes proposed within the residential zones. As a result, adoption of this alternative would prohibit the projected growth of approximately 2,100 new residential units within the community during the life of the Plan Update (even though some growth would still occur in conformance with existing community plan residential designations and their underlying zones). Concurrently, this alternative would avoid generating at least 16,000 additional average daily vehicle trips from these dwelling units on community roadways, thus lessening potential adverse impacts, both direct and cumulative, on traffic/circulation and air quality.

**This alternative is infeasible for the following reasons:**

This alternative would not encourage the revitalization of older deteriorating neighborhoods. It would not help meet the region's demand for housing that is centrally-located, accessible to transit and serving a variety of affordability levels. While the new commercial development would be permitted, it would be questionable that such development would occur without the proposed increased residential population.

## EXHIBIT B

### DRAFT STATEMENT OF DRAFT OVERRIDING CONSIDERATIONS FOR THE LINDA VISTA COMMUNITY PLAN UPDATE

LDR NO. 96-0114

August, 1998

The decisionmaker, pursuant to the CEQA Guidelines, after balancing the benefits for the proposed Linda Vista Community Plan Update against the unavoidable adverse impacts of the project on traffic and circulation, air quality, land use, biological resources and cultural resources, which would occur from the implementation of the Plan, notwithstanding the mitigation measures incorporated within the project, determines that the impacts are acceptable due to the following:

1. The recommended draft of the Linda Vista Community Plan Update should be adopted rather than the Project Alternatives. The "No Project" alternative would result in continuation of the 1983 Linda Vista Community Plan, which would not implement necessary transportation improvements and would not encourage the revitalization of older deteriorating neighborhoods. It would also not help meet the region's demand for housing that is centrally-located, accessible to transit and serving a variety of affordability levels. It would not permit the development of new commercial uses, thereby precluding the possibility that new services could be attracted to serve the community.
2. The "Eliminating the Extension of Mesa College Drive" alternative would eliminate the City's ability to construct Mesa College Drive at some future time (unless the community plan is later amended) should funding become available and the need become a community priority.
3. The "Eliminating Residential Density Increases and New Residential Zones" alternative is similar to the "No Project" alternative except that it would permit the new commercial development. This alternative would not encourage the revitalization of older deteriorating neighborhoods. It would also not help meet the region's demand for housing that is centrally-located, accessible to transit and serving a variety of affordability levels. While the new commercial development would be permitted, it would be questionable that such development would occur without the proposed increased residential population.

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4. The recommended Plan permits a modest amount of new development, most of which will occur with the redevelopment of older multifamily areas. This will encourage the revitalization of the community's oldest housing stock and will provide a market for needed commercial activity. The Plan will also allow a modest amount of new commercial development to serve the existing and projected population, so that additional services can be procured within the community. The new development will be centrally-located within the community, adjacent to commercial and civic uses, and along transit corridors.