



Addendum  
to an  
Environmental Impact Report

Addendum to EIR No. 84-0721  
SCH. NO. 86010110

SUBJECT: Southeast San Diego Community Plan, Southcrest Redevelopment Plan, Central Imperial Redevelopment Plan and Dells Imperial Redevelopment Plan. ADOPT REVISED COMMUNITY PLAN to supersede the 1965 Southeast San Diego Community Plan, AMEND THE PROGRESS GUIDE AND GENERAL PLAN, and adopt land use designations for the SOUTHCREST REDEVELOPMENT PLAN, CENTRAL IMPERIAL REDEVELOPMENT PLAN, and DELLS IMPERIAL REDEVELOPMENT PLAN areas. Southeast San Diego is bounded by Interstate Highway 5 on the west and southwest, State Highway 94 on the north, Woodman Street, Imperial Avenue and the San Diego City boundary on the east and the San Diego City boundary and Paradise Creek on the south. The redevelopment areas are located within the boundaries of Southeast San Diego. Applicant: City of San Diego Planning Department and Southeast Economic Development Corporation.

I. PROJECT DESCRIPTION:

This addendum addresses changes in the land use proposals for portions of the Southcrest Redevelopment Plan area of the Southeast San Diego community. The changes have been made in response to community concerns. Residential densities have been reduced from 29-45 dwelling units per acre to 15-29 dwelling units per acre adjacent to National Avenue. Approximately 6.5 acres of land at the western side of the Route 252 corridor, which was previously designated for industrial use, is now designated as open space and residential, at a density of 15 to 22 dwelling units per acre. Land within the old Route 252 corridor which was designated for residential uses at a density of 15 to 29 dwelling units per acre has been reduced to 15 to 22 dwelling units per acre. Approximately nine acres at the eastern side of the Route 252 corridor which was designated for commercial use has been enlarged to 14 acres and will allow a mixture of commercial and light industrial uses. An open space corridor has been designated along the Las Chollas Creek from Southcrest Park to Interstate 5.


II. ENVIRONMENTAL SETTING: See EIR.

III. DETERMINATION:

The proposed changes will not result in environmental impacts not considered in the previous EIR. There will be an overall lowering of residential densities in the area. While approximately five

acres have been added to the commercial area at the eastern side of the Southcrest Redevelopment Plan area, and a mixture of commercial and light industrial uses are now proposed, potential impacts are considered to be less than under the original proposal.

Therefore, in accordance with Section 15164 of the State CEQA Guidelines an addendum shall be prepared. No public review of the addendum is required.

  
Diana L. Dugan, Deputy Director  
City Planning Department

March 13, 1986  
Date

Analyst: WILSON



Environmental  
Quality  
Division

236-5775

## Environmental Impact Report

SCH. No. 86010110  
Revised EQD No. 84-0721

**SUBJECT:** Southeast San Diego Community Plan, Southcrest Redevelopment Plan, Central Imperial Redevelopment Plan and Dells Imperial Redevelopment Plan. ADOPT REVISED COMMUNITY PLAN to supersede the 1965 Southeast San Diego Community Plan, AMEND THE PROGRESS GUIDE AND GENERAL PLAN, and adopt land use designations for the SOUTHCREST REDEVELOPMENT PLAN, CENTRAL IMPERIAL REDEVELOPMENT PLAN, and DELLS IMPERIAL REDEVELOPMENT PLAN areas. Southeast San Diego is bounded by Interstate Highway 5 on the west and southwest, State Highway 94 on the north, Woodman Street, Imperial Avenue and the San Diego City boundary on the east and the San Diego City boundary and Paradise Creek on the south. The redevelopment areas are located within the boundaries of Southeast San Diego. Applicant: City of San Diego Planning Department and Southeast Economic Development Corporation.

### CONCLUSIONS:

The proposed Southeast San Diego Community Plan addresses issues relating to provision of employment opportunities, absence of community commercial facilities, density and design of new development, deficiencies in the street system, design and appearance of existing development and provision and maintenance of public facilities. The Plan contains specific proposals which if implemented would alleviate present day problems and would avoid potential future problems. Timely implementation of the Community Plan proposals will be necessary to avoid significant impacts. Therefore, it is recommended that the City Council, in conjunction with the approval of the Community Plan adopt resolutions to initiate the following work programs:

- o Inclusion of the proposed street improvements in the next six-year Capital Improvements Program.
- o Planned District Ordinances for the five corridor areas.

Unless these work programs are adopted, project approval will require the decisionmaker to make specific and substantiated findings which state that: a) the recommended mitigation measure is infeasible; and b) these impacts have been found acceptable because of specific overriding considerations.

### ISSUES:

#### Land Use

- o Density/scale: The Community Plan proposes land uses which would generally result in lower density development than allowed under existing zoning. Although the density allowed by the Community Plan represents a slight decrease in density from existing zoning, some higher densities are proposed for the

planned district corridors. However, the residential designations proposed are not expected to adversely impact the community. The potential for higher density development in the planned district corridors is expected to ease pressure to push higher density development into the surrounding low density neighborhoods and to maintain their low density scale.


- o Community commercial: In response to the lack of community commercial facilities, the Plan designates four areas as community commercial centers. To facilitate their development, all of the proposed community commercial centers are situated within Redevelopment Agency project areas.
- o Industrial/Jobs: The Plan proposes five industrial centers totaling approximately 220 acres. All of the proposed industrial areas are within Redevelopment Agency project areas. The leadership role assumed by the Redevelopment Agency should facilitate industrial development in Southeast San Diego and increase employment opportunities.

#### Traffic

Many of the major roadways in Southeast San Diego are currently experiencing congestion. Implementation of the Plan would require many of these streets to carry over twice the volume of traffic they carry today. The Plan incorporates proposals to remedy present day deficiencies and provide roads which will adequately handle future traffic. To avoid traffic impacts, street improvements will have to be provided as need occurs. To ensure mitigation, it is recommended that the City Council adopt a resolution directing the City Manager to include the needed street improvements in the next six-year Capital Improvements Program or other work program.

#### Open Space

Most of the canyons proposed for open space in the City's Progress Guide and General Plan have been acquired or are proposed acquisitions which are in the appraisal process.

  
Diana L. Dugan, Deputy Director  
City Planning Department

3/26/85  
Date of Draft Report

February 19, 1986  
Date of Final Report

Analyst: WILSON

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

San Diego County Tax Assessor James E. Jones  
San Diego Unified School District  
San Diego Community College District  
San Diego County Department of Education  
City of San Diego Auditor - Ed Ryan  
San Diego County Water Authority  
State Board of Equalization - Valuation Division  
Metropolitan Water District  
Unified Port District  
City of National City  
Southeast Economic Development Corporation  
San Diego City College  
Encanto Hills Task Force  
Southeast San Diego Sponsoring Committee  
Southeast San Diego Development Committee  
Educational Cultural Complex  
Emerald Hills Neighborhood Committee  
Black Federation  
Voice News and Viewpoint  
CALTRANS  
SANDAG  
San Diego Transit  
SDG&E  
Metropolitan Transit Development Board  
San Diego City Schools

City of San Diego

Councilman Jones, District 4, M. S. 10A  
Engineering and Development Department - Schempers, MS 405  
Fire Department, MS 216  
Planning Department - Jones, MS 4A  
Police Department - Research and Analysis, MS 715  
Water Utilities, MS 43  
Engineering and Development - Bob Cain, MS 400  
Park and Recreation Department - Loveland, MS 9B

Copies of the draft EIR and any technical appendices may be reviewed in the office of the Environmental Quality Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW

( ) No comments were received during the public input period.

- ( ) Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814



Gordon Wilson  
City of San Diego  
202 C Street  
San Diego, CA 92101

(916/445-0613)

February 18, 1986

RECEIVED  
FEB 21 1986

ENVIRONMENTAL QUALITY  
DIVISION

Subject: Southeast San Diego Community Plan, Southcrest Redevelopment Plan, Central Imperial Redevelopment Plan, and Dells Imperial Redevelopment Plan  
SCH# 86010110

Dear Mr. Wilson:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Glenn Stober at 916/445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight digit State Clearinghouse number so that we may respond promptly.

Sincerely,

John B. Chanlan  
Chief Deputy Director  
Office of Planning and Research

CITY OF SAN DIEGO  
MEMORANDUM

FILE NO.: 382.1

DATE : May 6, 1985

TO : Gordon Wilson, Senior Planner, via Diana Mogan, Deputy Director, E.Q.D.  
FROM : Allen Holden, Jr., Senior Traffic Engineer, via Wm. Schempers, Jr., Deputy  
Director, Engineering and Development Department  
SUBJECT: DRAFT REVIEW SOUTHEAST SAN DIEGO EIR, E.Q.D. NO. 84-0721

We have reviewed the preliminary draft EIR of the Southeast San Diego Community Plan and found that there are some corrections that should be made in the traffic section. The corrections in the EIR are as follows:

At the bottom of page 21, Churchward Street and Kelton Road should be deleted from the listing of major streets and included in the listing of collector streets that follows the major streets. 43rd Street should be added to the listing of north/south major streets.

At the top of page 22, add Churchward Street, Roswell Street and Kelton Road as collector streets.

On page 22, fourth paragraph from top, correct the street listing as follows:

Churchward Street (collector) - San Jacinto to Las Flores  
Market Street (major) - Euclid Avenue to Iona  
Ocean View Boulevard (collector) - 28th Street to 40th Street

On page 23, figure 10, change the estimated volume on 43rd Street from 18.2\* to 11.2\* (see attached copy of figure 10).

On page 27, the 1983 volume for 43rd Street-Division to I-805 ramps should be changed from 18.2 to 11.2.

If these changes are implemented in the EIR, the traffic section of the EIR will meet with our approval.

We did not review the Southeast San Diego Community Plan sent with this EIR because we need an updated version that incorporates our previous comments. If you have any comments or questions, contact Clarence Shirkey at x7859.

*Allen Holden, Jr.*  
Allen Holden, Jr.  
Senior Traffic Engineer

AH:CDS:emw  
Attachment

RESPONSE TO COMMENTS

- 1 The corrections suggested by the Engineering and Development Department have been incorporated into the EIR.

CITY of SAN DIEGO  
MEMORANDUM

RECEIVED  
APR 19 1985  
PLANNING DEPT.

FILE NO.:

DATE : April 17, 1985

TO : Allen Jones, Deputy Director

FROM : D. Cruz Gonzalez, Director of Administration

SUBJECT: Comments On the Southeast Community Plan, Southcrest Redevelopment Plan, Central Imperial Redevelopment Plan and Dells Redevelopment Plan

The Draft Environmental Impact Report and the Southeast Community Plan state that adequate response times are being maintained for all portions of the community plan area. Technically, that is not correct. While the vast majority of the community is covered within the six-minute standard, there is a small pocket in the Encanto area that very slightly exceeds that standard. That area is in the northeasterly portion of the Encanto community bordering Lemon Grove.

D. Cruz Gonzalez

DCG:bb

2 The EIR has been corrected to indicate that a small area in Encanto slightly exceeds the six minute response time standard.



SAN DIEGO CITY SCHOOLS

MAY 15 1985

PLANNING, RESEARCH, & EVALUATION DIVISION

EDUCATION CENTER  
4100 NORTH 5th St., San Diego CA 92113 2682  
(619) 232-8633

May 15, 1985

Gordon L. Wilson  
City of San Diego  
Planning Department  
Environmental Quality Division  
City Administration Building  
202 C Street, Mail Station 5-A  
San Diego, CA 92101

Dear Mr. Wilson:

We have reviewed the Environmental Impact Report draft for Southeast San Diego Community Plan, Southcrest Redevelopment Plan, Central Imperial Redevelopment Plan and Dells Imperial Redevelopment Plan. Following are comments which we would like you to consider incorporating in the final version of the EIR.

In some instances revisions in housing density may have an adverse impact on elementary schools in those areas proposed for new development. Many of the elementary schools within the planning area are at or near their operating capacity and may require some mitigating measures to serve the increased population. These measures may include, but are not limited to, additional facilities, attendance area adjustments, and changes in educational programs.

3

With the improvement of Skyline Drive to a 4-lane major street between 58th and 61st and Woodman, 2 school sites, Valencia Park and O'Farrell, may be adversely impacted by 1) property encroachments, 2) increased safety hazards, and 3) increased noise levels. With the improvement of National Avenue to a 4-lane major street between I-15 and 38th, the Emerson Elementary site may be adversely impacted by 1) loss of playground space and 2) increased noise levels. Identification of mitigating measures will be required to respond to the adverse impact.

4

Further analyses at the time of community plan implementation may identify additional factors affecting schools in the area. We would

3 The only areas in the Plan which are proposed for higher density development than allowed by existing zoning, are located along the major east-west corridors in the redevelopment plan areas. Residential densities in all the other areas are generally less, and in no case greater than existing zoning. The overall densities will be less than is possible under current zoning.

4 The Engineering and Development Department has indicated improvements to Skyline Drive and National Avenue will be made within the existing right-of-way and will not require any dedication of school property.

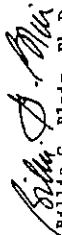
The Engineering and Development Department has indicated because accidents are largely random phenomena, it cannot be predicted what future accident rates in Southeast San Diego will be. Those streets in Southeast San Diego which have higher accident rates than the City-wide rate for similar type streets, and which are not being considered for additional permanent improvements, will be brought to the attention of the Traffic Operations Section, who will then for additional safety measures.

An increase in traffic will correspondingly increase noise levels adjacent to the affected streets. Year 2000 traffic volume on Skyline Drive may result in the 65 CNEL Noise contour being located approximately 15 feet onto school property from the property line. While the increased noise is considered an impact, it is not considered significant because it will not affect any areas of instruction.

Page 2  
May 15, 1985

expect, at that time, to be able to work with City Planning and the community in mitigating identified areas of adverse impact.

Yours truly,

  
Billie G. Blair, Ph.D.  
Planning Department

BGB:ek

cc: Nafziger  
Johnson  
Zeller

SUSAN K. LAY, AICP  
PLANNING CONSULTANT

3615 Kearny Villa Road, Suite 201  
San Diego, CA 92123  
619/560-1141

May 6, 1985

Mr. Gordon Wilson  
Environmental Quality Division, 5th Floor  
City of San Diego  
202 C Street  
San Diego, CA 92101

SUBJECT: Southeast San Diego Community Plan EIR  
EOD #84-0721

Dear Gordon:

Several months ago I wrote to Jim Hare requesting inclusion of the North Creek Homes PRD proposal (application #84-0763) in the planning and environmental review for the Southeast Community Plan update. As you may recall, the North Creek Homes PRD is a 599-unit apartment project proposed on a 30-acre site south of Imperial Avenue across from the Greenwood Memorial Park. The project was before the SESD Community Group last summer, and was formally submitted to the city current planning division on November 19, 1984.

I am therefore disappointed to discover that the EIR for the Plan Amendment makes no mention of our proposal. While Mr. Hare's response to my initial request did indicate that staff was not yet in a position to recommend in favor of our project, it nonetheless seems appropriate that the EIR for the plan amendment should take into account all the various plan alternatives being presented. I have recently discussed this same processing issue with Carolyn Barshman, Mr. Hare's replacement. I believe we agreed that a separate plan amendment and separate EIR for our project is duplicative in the face of upcoming hearings and an existing EIR on the City's proposal.

Two plan-level issues were identified in a scoping letter for a North Creek EIR: land use compatibility and traffic impact. We have a traffic study available, which essentially indicates no major impact to the street system from the project. The land use compatibility issue is easily addressed by examining the project site, which is bounded by a street and then a

continued/

Page Two  
May 6, 1985

cemetery on the north; a wide drainage channel on the east and south and single family homes on the west. Because there is no vehicular access on the west side near the single family homes, and a landscape buffer is planned, there should be no adverse impact of the site on the surrounding area. If anything, there will be a positive impact as the drainage channel is landscaped and maintained to provide a better continuity to the Educational Cultural Complex and park south of the channel.

In an area so in need of market rate (not low-income) rental housing, a site which also provides such excellent access to freeways, commercial areas, recreational and educational facilities and industrial parks should be welcomed.

We urge you to include an analysis or mention of our site in your EIR, in order to 1) appropriately consider all plan alternatives, and 2) help us to avoid a separate duplicative, and costly EIR analysis on what is essentially a plan land use issue.

I will be happy to go over the specifics of our PRD with you if it will aid in your EIR revision.

Thank you,

*Susan K. Lay*  
Susan K. Lay, AICP  
Planning Consultant

SKL:sds

cc: Jerry Swanger  
Paul Robinson

The North Creek project is not consistent with the RI-5000 density proposed in the Plan for the area. The environmental affects of the project will be addressed during environmental review for the specific project. There are no apparent special circumstances which would compel EOD to change normal processing procedures for this project. We would address only alternatives which are more environmentally sensitive, not less.



**City of National City  
Planning Department**

1243 National City Boulevard, National City, CA 92050-4397 (619) 474-8864  
ROGER G. POST - DIRECTOR

May 2 1985  
10:00 AM '85

April 30, 1985

Diana L. Dugan, Deputy Director  
City of San Diego Planning Department  
Environmental Quality Division  
202 "C" Street  
San Diego, California 92101

Re: Draft Environmental Impact Report EQD No. 84-0721  
SOUTHEAST SAN DIEGO COMMUNITY PLAN, SOUTHCREST REDEVELOPMENT  
PLAN, CENTRAL IMPERIAL REDEVELOPMENT PLAN, AND DELLS IMPERIAL  
REDEVELOPMENT PLAN.

We find the subject DEIR to be inadequate in that it does not address the impacts to traffic and circulation that the development of the Route 252 right of way will have on National City and adjoining South East and South Bay communities. The DEIR cannot adequately address the impact of the development of this right of way until such time as the study currently being conducted by SANDAG on Route 252 has been completed. No doubt there will be invaluable data in that report which should be included in the DEIR for any community plan which shows development of the right of way. It is apparent that certification of the DEIR as well as the approval of the subject community plans is premature.

National City's concerns regarding the development of the Route 252 right of way were expressed in the comments submitted to your office in response to EQD No. 83-0770. These concerns remain unchanged. A copy of that comment letter is attached.

Thank you for the opportunity to comment. Please inform us of any hearings regarding the certification of the DEIR or related matters.

Respectfully,

NATIONAL CITY PLANNING DEPARTMENT

APPROVED:

*Marilyn R. F. Ponceggi*  
Marilyn R. F. Ponceggi  
Assistant Planner

*Roger G. Post*  
Roger G. Post  
Planning Director

attached.

6 Potential impacts to traffic and circulation resulting from development of the former 252 right-of-way were addressed in EIR No. 83-0770, prepared by EQD and finalized on April 30, 1984. The City of San Diego Redevelopment Agency approved the project on February 12, 1985 and a Notice of Determination was filed with the County, and the State Office of Planning and Research. The Notice of Determination was not challenged in court during the 30-day statute of limitations.

The Executive Summary of the draft Route 252 Corridor Review prepared by SANDAG is included at the end of this EIR as Attachment A.



**City of National City  
Planning Department**

1243 National City Boulevard, National City, CA 92050-4397 (619) 474-8864  
ROGER G. POST - DIRECTOR

February 24, 1984

Allen Jones, Deputy Director  
City of San Diego - Planning Department  
Environmental Quality Division  
202 "C" Street  
San Diego, CA. 92101

Re: Draft Environmental Impact Report: EQD No. 83-0770  
SALE OF EXCESS RIGHT-OF-WAY OF the STATE OF CALIFORNIA DEPARTMENT OF  
TRANSPORTATION and its ACQUISITION by THE CITY OF SAN DIEGO for  
REDEVELOPMENT PURPOSES.

We find the subject DEIR totally inadequate in that it fails to identify and mitigate the significant environmental impacts of this project and to identify viable alternatives. It is not even clear what the "project" is. The title states that it is the sale and purchase of right-of-way. On page 4, we are told that "The proposals in the Southcrest West Precise Plan provide the framework for analysis in this EIR." On page 3, the document reveals that this plan "was in fact, in the process of being superseded by subsequent planning efforts." If this is so, why are the impacts of this plan being addressed and not those associated with the sale and purchase of public right-of-way? This flaw alone is fatal to the adequacy of the document. Assuming that the project is not the defunct Southcrest West Precise Plan, but rather the sale by the state and the acquisition by the City of San Diego of Route 252 right-of-way, serious environmental impacts on the population of the south San Diego and South Bay metropolitan area can be identified. It has been shown by certified environmental documentation, public hearing testimony, and staff analysis that the Route 252 right-of-way is a crucial element in the South East San Diego/South Bay circulation system. The potential impacts upon National City, South East San Diego, Encanto, Paradise Hills, Bonita, and the entire region by the deletion of Route 252 have been pointed out in past correspondence with your department.

Specifically, we find the unidentified and unmitigated impacts of this project to be as follows:

1. Local Traffic Congestion. As South Bay and areas eastward continue to urbanize, existing East-West routes connecting I-5 and I-805 will become increasingly impacted. As these Interstates and Freeway 94 reach a level of saturation commuters will be seeking alternative routes on surface streets. Not only will Plaza Boulevard, National City Boulevard, Eighth Street, Division Street and Palm Avenue in National City be affected,

Allen Jones, Deputy Director  
February 24, 1984  
Page three

It is interesting that pages 17-18 of the Draft EIR recognize and propose mitigation measures for traffic impacts on San Diego streets; no National City streets are considered. The assumption that these impacts will stop at the city limit line is patently absurd and violates the intent and letter of the California Environmental Quality Act.

It is readily apparent that the Draft EIR for the SALE OF EXCESS RIGHT-OF-WAY OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION and its ACQUISITION BY THE CITY OF SAN DIEGO FOR DEVELOPMENT PURPOSES is not adequate and should not be certified. Major revision of the document is needed to identify and mitigate the significant environmental impacts of this project and to identify viable project alternatives. Special attention should be given to defining the project and clarifying its relationship to the Southcrest West Precise Plan.

Please inform us of any hearings regarding certification of the Draft EIR or any other related hearings.

Thank you very much.

Respectfully,

NATIONAL CITY PLANNING DEPARTMENT

*Roger G. Post*

ROGER G. POST  
Planning Director

RGP:tcg

6708 Coariens Avenue  
San Diego, California  
May 21, 1985

Environmental Quality Division  
City Planning Department  
202 C Street  
San Diego, California

Re: E. Q. D. No. 84-0721  
Southeast San Diego Community Plan  
Southeast Redevelopment Plan  
Central Imperial Redevelopment Plan  
Dells Imperial Redevelopment Plan

We have reviewed the E. I. R. for the proposed Southeast Community Plan and its associated redevelopment plans and wish to submit the following comments and questions.

Subsequent to the publication of the draft versions of the Plan, an extensive review of the two documents has been completed by the Planning Committee. That review resulted in numerous changes, some of which are probably significant to this review process. For example, two community issues have been added: No. 7, Encouraging the development of economically balanced housing, avoiding further concentration of low income housing; and No. 8, Concentration of social service facilities, particularly those which are unrelated to community needs. Therefore, we would recommend further review when the revised document becomes available.

Page 4-Industrial The area along the north side of Federal Boulevard from 60th Street to the City boundary is also designated industrial, although not a redevelopment area, it is recommended for planned/district legislation.

Page 4-Parks Martin Luther King Park is now fully developed with a community recreation building ready to go to bid.

Page 11-Density The community is currently experiencing extreme pressures from applications for State mandated density bonus provisions. Concern for the integrity of the plan designations has led the Planning Committee to seek a 90 day delay to review the plan density provisions in view of this trend. Many of the proposals, all multifamily projects, will result in increases of 50 to 100% in density.

Page 13-Residential The community has expressed a desire to maintain existing single family neighborhoods, regardless of zoning, and will be reviewing zoning for this reason too.

Page 24-Impact Traffic impacts on Division may be reduced by another change in plan recommended density for all undeveloped areas east of Euclid to O-5 with accompanying rezoning to R-1-8.

Page 29-Paragraph 6 The missing gaps of 69th Street were deleted from the plan by Planning Commission action several years ago. The plan text and map were not corrected because of publication costs.

7 The Environmental Quality Division has reviewed the revised Southeast San Diego Community Plan and has determined that there would be fewer potential environmental impacts than with the earlier draft plan.

8 The EIR has been corrected to reflect that most of the industrial designated areas are within redevelopment areas.

9 This has been noted in the revised plan.

10 The Plan draft has been changed to include strong guidelines and limitations concerning the development of density bonus projects.

11 In response to this concern, the Plan has been changed to retain single-family density in some areas where there is a preponderance of existing single-family development.

12 The comment has been noted. No response is required.

13 The changes have been made in the revised Plan.


14 Page 35 Is there a way to implement the HR overlay zone on slopes which qualify? Should the implementation be stated?

15 Figure 12 This figure fails to show the full area of the Euclid Branch. The Branch continues along the boundary of Lemon Grove to 69th Street between Mallard and McArthur Streets.

16 Page 44-VII Growth inducing impacts, Paragraph 3 What incentives does the General Plan encourage for urbanised areas?

We appreciate your understanding of our response time, and we strongly encourage further review of the plan after the anticipated changes.

Sincerely,

  
Verma K. Quinn, Chairperson  
Environmental Subcommittee  
Southeast San Diego Development Committee

14 Implementation of the HR (Hillside Review) Overlay Zone will proceed upon adoption of the Plan.

15 Figure 12 has been amended based upon the comment.

16 The incentives for development in the urbanized areas of the City which are identified in the Progress Guide and General Plan, are: Speeding up the land development process, elimination or reduction of impact fees, and the revision of existing codes and ordinances.

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## I. PURPOSE AND MAIN FEATURES:

The project consists of the adoption of a revised Southeast San Diego Community Plan which would supersede the Southeast San Diego Community Plan adopted on July 17, 1969. It would also amend the Progress Guide and General Plan for the City of San Diego. The Plan identifies community issues and goals with respect to land use, public facilities, social-economic conditions and environmental constraints. Specific findings based upon existing conditions are made, and proposals set forth to respond to issues. Specific implementation procedures are provided.

The community is bounded by Interstate 5 Freeway on the west and southwest, State Highway 94 on the north, Woodman Street, Imperial Avenue and the City boundary on the east and the City boundary and Paradise Creek on the south. Its location in relation to neighboring areas in the City is shown on Figure 1.

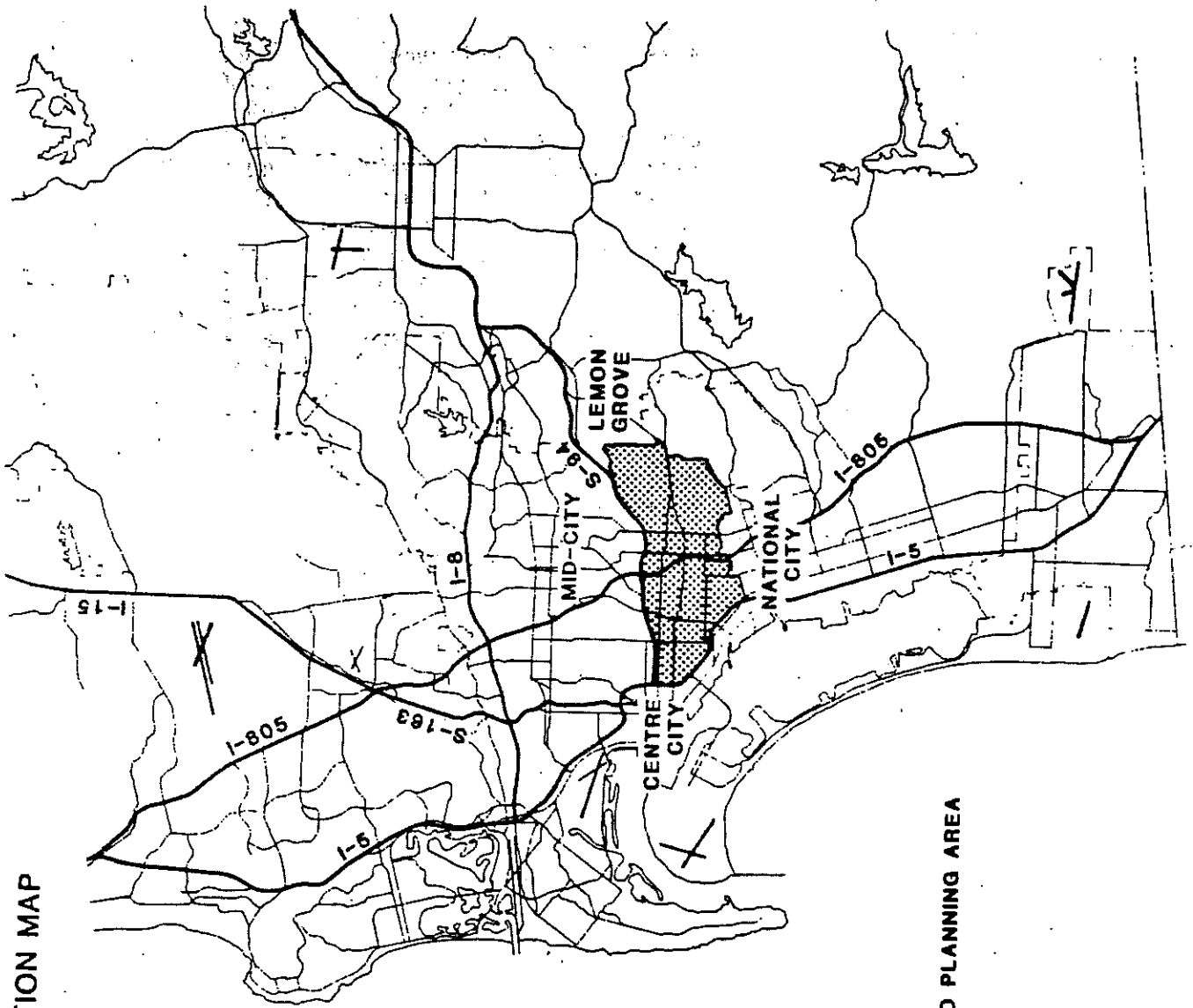
### Community Issues


The Southeast San Diego Development Committee, the City Council designated community planning group for the Southeast Community, identified six major issues which are addressed in the Plan. These are:

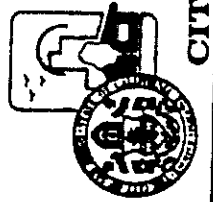
1. Employment Opportunities: Providing jobs is one of the key aims in improving the social and economic well-being of the community.
2. Commercial Centers: The absence of commercial shopping locations in the community is seen as a major problem by community residents.
3. Density and Design of New Development: Although Southeast is a predominantly urbanized community, several developable vacant tracts are located in the eastern portion of the community. The density and design of these parcels has the potential to affect the quality of the community to a great extent.
4. Access: Within several neighborhoods access on the community's surface street system is difficult. The lack of through north-south streets in many parts of the community is an issue of particular concern.
5. Community Design: Concerns about the appearance of developed areas is a manifestation of the pride that residents have in their community. Methods of improving existing developed areas have been actively sought by residents. In addition, the maintenance of public facilities can have a great influence on overall community design.

# SOUTHEAST SAN DIEGO

LOCATION MAP



 SOUTHEAST SAN DIEGO PLANNING AREA



6. Public Facilities: The provision and maintenance of public facilities, including parks, is repeatedly stressed by residents and policy-makers alike.

Southeast San Diego is one of the older communities in the City of San Diego. Portions of the western part of the 6,717-acre community were developed prior to the advent of zoning regulations. As a result, many portions of the community have developed in a somewhat haphazard manner. Portions of the community are isolated from surrounding areas and often community facilities are detached from the populations they are intended to serve. The community plan addresses these and other problems and proposes a variety of recommendations and possible solutions.

### Plan Synopsis

#### Residential

The proposed land uses feature residential development at five different residential densities, ranging from very low (0-5 du/ac) to medium-high (30-45 du/ac) density. Over 57 percent of the community will be developed as "very low," or "low" density residential. This reflects community desires to preserve the existing single-family character in much of the community. Areas designated for 10-15 dwelling units per acre coincide with areas presently zoned R-3000. Areas designated for medium-high density residential uses (30-45 du/ac) are situated along major streets and in the Sherman Heights area, which currently is zoned R-1000. No increase in the density which is allowed by existing zoning is proposed in any portion of the community with the exception of the planned district corridors and lands controlled and owned by the Redevelopment Agency of the City of San Diego.

#### Commercial

In response to a lack of commercial facilities in the community, the Plan proposes four community commercial centers. These are: Gateway East (northeast corner of Highway 15 at Market Street), Southcrest East (west side of 43rd Street south of National Avenue), Otto Square (National Avenue between 35th Street and 36th Street), and Imperial Center East (Imperial Avenue and 47th Street). These areas have been selected to emphasize their attractiveness for community commercial purposes. All of these sites are located within redevelopment project areas in order to facilitate the assembly of property. The Redevelopment Agency and the Southeast Economic Development Corporation (SEDC) will assist in the assemblage of these parcels. The involvement of the Agency and SEDC will allow for design control which will help in establishing these sites as community focal points. Existing commercially zoned land along major streets in the western portion of the community, which

is characterized by discontinuous strips of small stores, is proposed for planned district development. Redevelopment under the planned districts will give preference to residential development although lot consolidation and revitalization of commercial uses will also be permitted.

#### Industrial

To help generate employment opportunities in the community, the Plan proposes approximately 220 acres for industrial development. Most of the industrial areas lie within redevelopment project areas. The Redevelopment Agency will provide assistance for the assembly of land parcels in these areas. The Agency and SEDC will also assist in the application of design review.

#### Transportation

The Transportation Element includes projected traffic volumes and a future circulation system. Several major and collector streets in the community are currently operating with traffic in excess of the City's design standards. The community plan includes a list of traffic mitigation measures designed to lessen future traffic congestion. These measures include a variety of improvements, including simple restriping, capital improvements projects, roadway widenings in both existing right-of-way (ROW) and ROW's which must be acquired, and improvements which would occur at the time of redevelopment of frontage street property. Some of these measures are contingent upon the implementation of redevelopment projects.

With regard to public transit, the Plan stresses the east line extension of the San Diego Trolley, as a major transit facility in the community. It is also recommended that existing bus service be upgraded and that feeder bus service be introduced. These transit-related items are only recommendations and are not accompanied by specific implementation measures.

#### Park and Recreation

Southeast San Diego currently has sufficient park site acreage through the year 2000. There are currently 16 developed neighborhood park sites and four developed community park sites.

The implementation section of the proposed Plan includes measures that would have to be executed in order to put into effect policies of the Plan. Rezoning would be necessary to implement some of the proposed land uses.

## Redevelopment Projects

The Southeast San Diego Community Plan includes the land use proposals for all of the Redevelopment Agency's Redevelopment Plan areas. These include the Southcrest Redevelopment Plan area (Figure 2), the Dells Imperial Redevelopment Plan area (Figure 3), and the Central Imperial Redevelopment Plan area (Figure 4), which will be future redevelopment projects. The Mount Hope Redevelopment Plan area (Figure 5), and the Dells Industrial Park Redevelopment Plan area (Figure 3), which are already approved redevelopment plans, are also included. The Market Street Industrial Park, (Figure 5) which is managed by the City Property Department, is also included in the land use proposals of the Southeast San Diego Community Plan. The environmental impacts relating to the sale of excess right-of-way in the former State Highway 252 corridor by the State of California Department of Transportation, and its acquisition by the City of San Diego for redevelopment purposes, are discussed in a separate environmental document (EQD No. 83-0770).

The redevelopment projects are one method of implementing some of the proposals set forth in the Community Plan. Section 700 of the CEQA Guidelines of the Redevelopment Agency states that the Agency may employ a single EIR to describe more than one project if such projects are essentially the same in terms of environmental impact.

The redevelopment projects proposed in the Southeast area are implementation vehicles to expedite the development changes proposed in the Community Plan. The environmental impact of these redevelopment projects cannot be differentiated from the impacts of the plan as a whole. Further, the impacts of the plan are determined in this EIR not to have a significant negative impact on the environment. The land use designations within each redevelopment project area are the same as those of the Community Plan. It is anticipated that the Southcrest Redevelopment Project will be adopted prior to the adoption of the Community Plan. The Dells/Imperial and Central Imperial Projects will be adopted at a later date. At the time of their adoption, these two projects will be subject to a Secondary Study to determine whether the EIR covers the impacts of the plans as then proposed. Changes are not anticipated at this time which would require further environmental documentation. Relocation issues are discussed in the redevelopment plan itself and are subject to the requirements of the Community Redevelopment Law. Such issues are not considered to have a significant effect on the environment (Redevelopment Agency CEQA Guidelines, Section 604).

Because the general environmental setting, the environmental impacts, alternatives and mitigation measures related thereto for the Southcrest Redevelopment Plan are essentially the same as those for the Southeast San Diego Community Plan, the Redevelopment Agency



# SOUTHEAST SAN DIEGO

DELLS INDUSTRIAL PARK

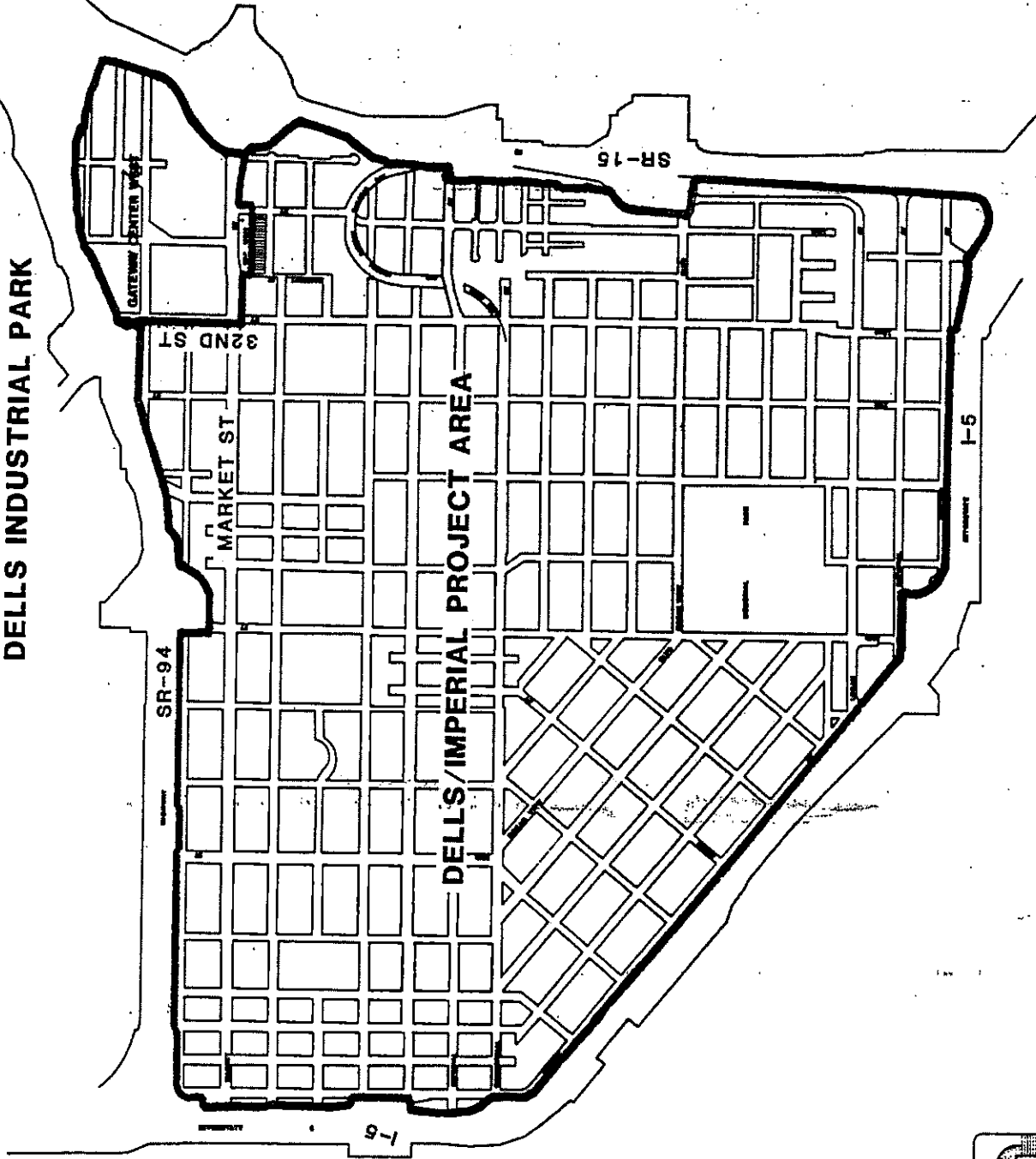
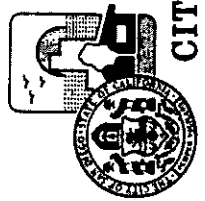
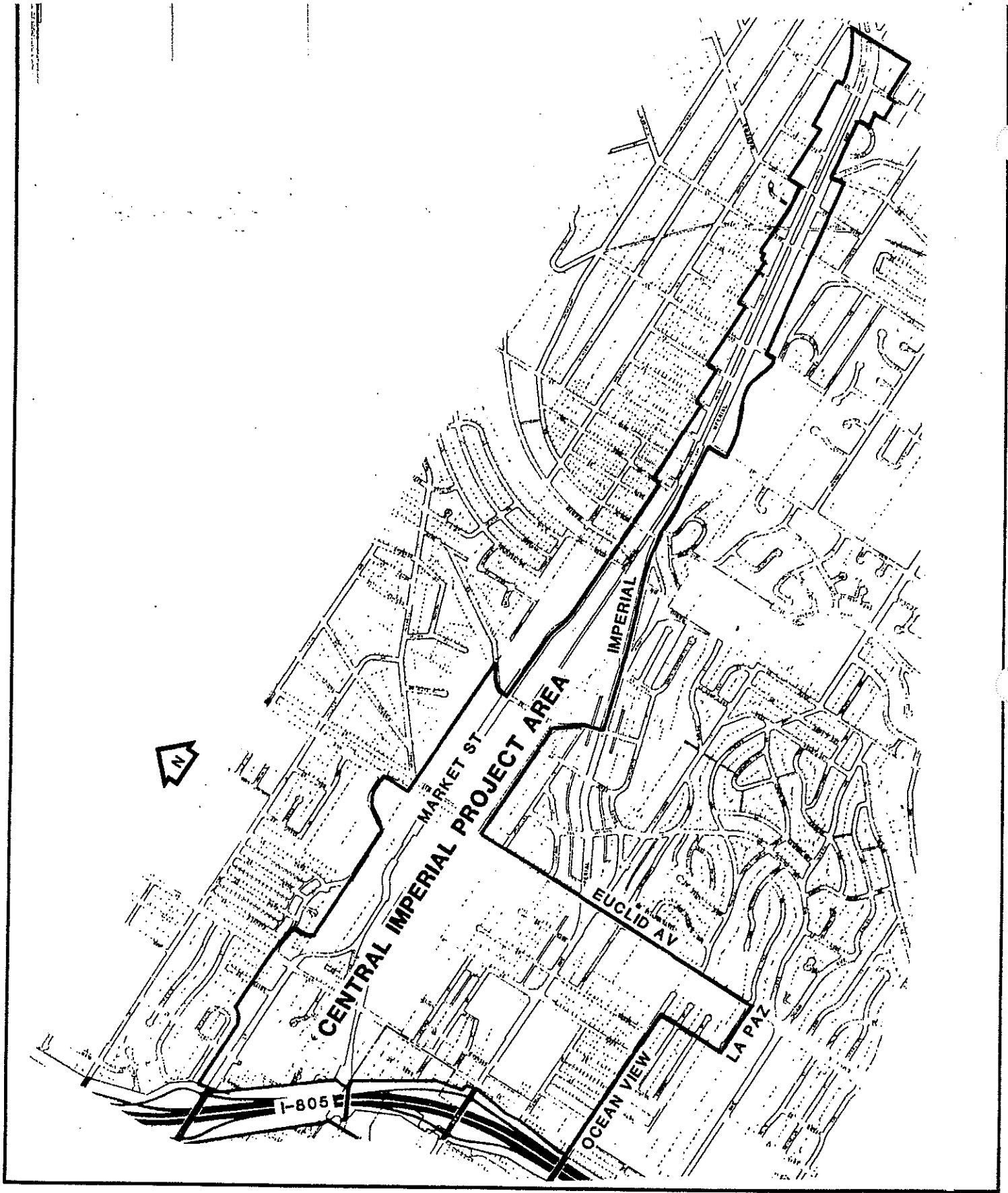


Figure 3



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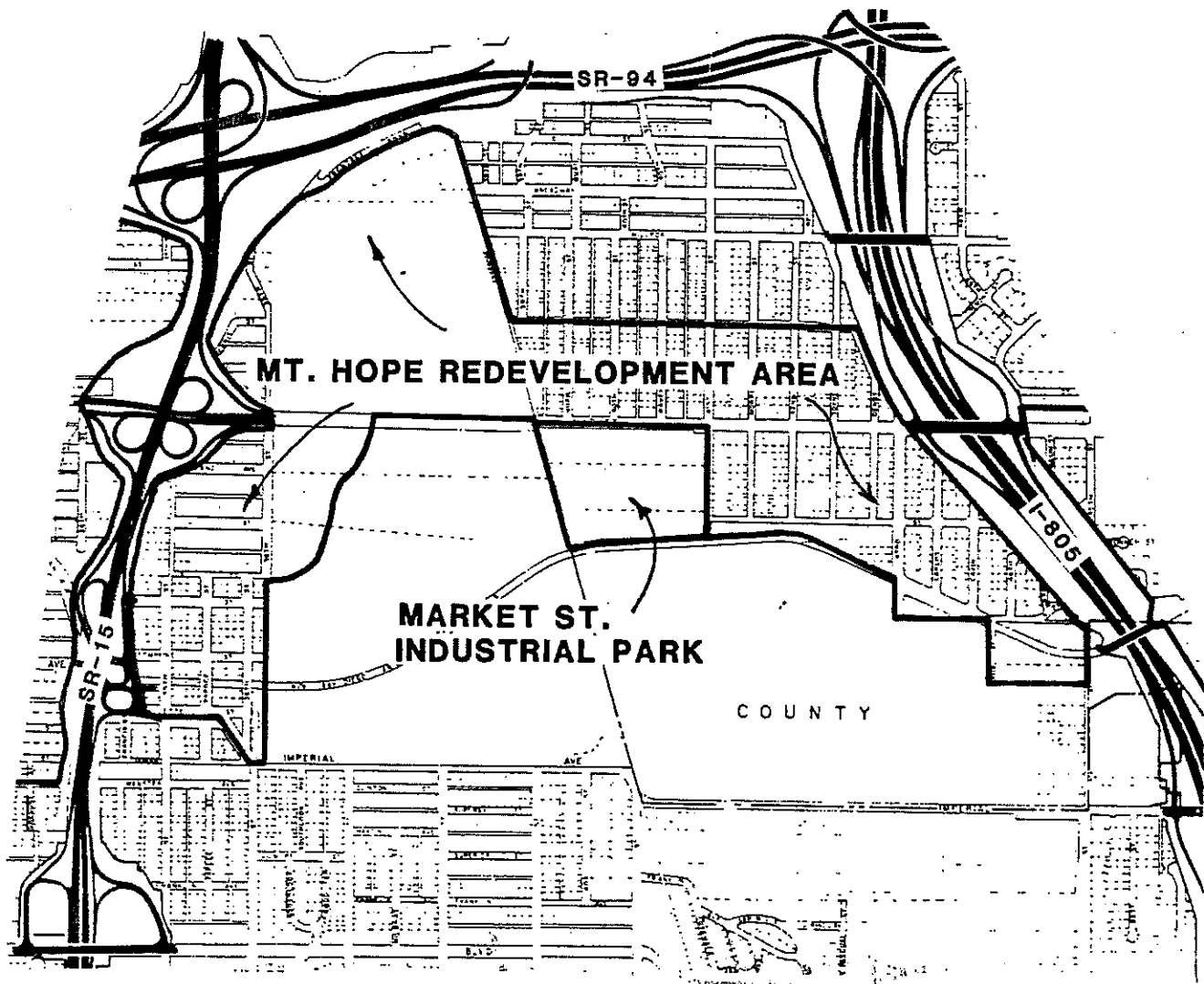
# LOCATION MAP

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

4



# LOCATION MAP

Environmental Quality Division  
 CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

5

of the City of San Diego is utilizing this Environmental Impact Report in connection with the Agency's adoption of the Southcrest Redevelopment Project. The California Environmental Quality Act of 1970 at Public Resources Code Section 21090 states: "For all purposes of this division, all public and private activities or undertakings pursuant to or in furtherance of a redevelopment plan shall be deemed a single project."

Accordingly, the preparation and adoption of an Environmental Impact Report for a redevelopment project may be considered to preclude the necessity for the preparation and adoption of further and Subsequent Environmental Impact Reports, Negative Declarations, or other determinations by the Agency Board and/or City Council with respect to the environment for any public and/or private activities or undertakings pursuant to or in furtherance of such projects. However, an Environmental Impact Report may be only the first of many environmental reviews that will occur during implementation of the project. For example, if the Agency proposes to amend the plan, execute or approve any contracts for site improvements, disposition and development agreements, participation agreements or any other documents, or undertake other implementation activities which may result in substantial changes in the environmental impacts anticipated and covered in the EIR prepared for the project, the Agency would conduct a Secondary Study to determine if the proposed action would have additional significant effects on the environment.

A Negative Declaration would be prepared by the Agency for a proposed amendment to the plan or plan implementation activities where the amendment or implementation activity could potentially have a significant effect on the environment, but which the Agency finds on the basis of a Secondary Study will not have a significant effect on the environment.

A Subsequent EIR would be prepared where the Agency finds, on the basis of a Secondary Study, that substantial changes are proposed to be made to the plan, or to the implementation of the plan, or substantial changes in circumstances, or availability of new information of substantial importance which involve environmental impacts not considered in the original EIR.

The Agency would prepare a Supplement to the EIR where in implementing the plan, additional information or data regarding such impacts, mitigation measures or reasonable alternatives which was not previously considered in the original EIR becomes available.

#### Plan Implementation

Plan implementation will require fewer rezonings than in many other communities. Most of the residential densities which are proposed can be accommodated under existing zoning. Planned districts will

be implemented where the Plan calls for areas of mixed development along major transportation corridors. No increase in the density which is allowed by existing zoning will take place in any portion of the community with the exception of the planned district corridors and lands controlled and owned by the Redevelopment Agency of the City of San Diego.

## II. ENVIRONMENTAL SETTING:

### General Description

The Southeast San Diego planning area comprises approximately 6,700 acres and is situated in the southeastern portion of the City, east of downtown San Diego, and north of National City. It is bounded by the communities of Barrio Logan on the west, Golden Hill and Mid-City on the north, Skyline-Paradise Hills and South Bay Terraces on the east, and the City of National City on the south.

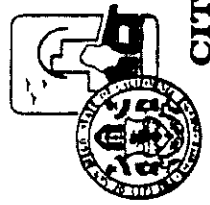
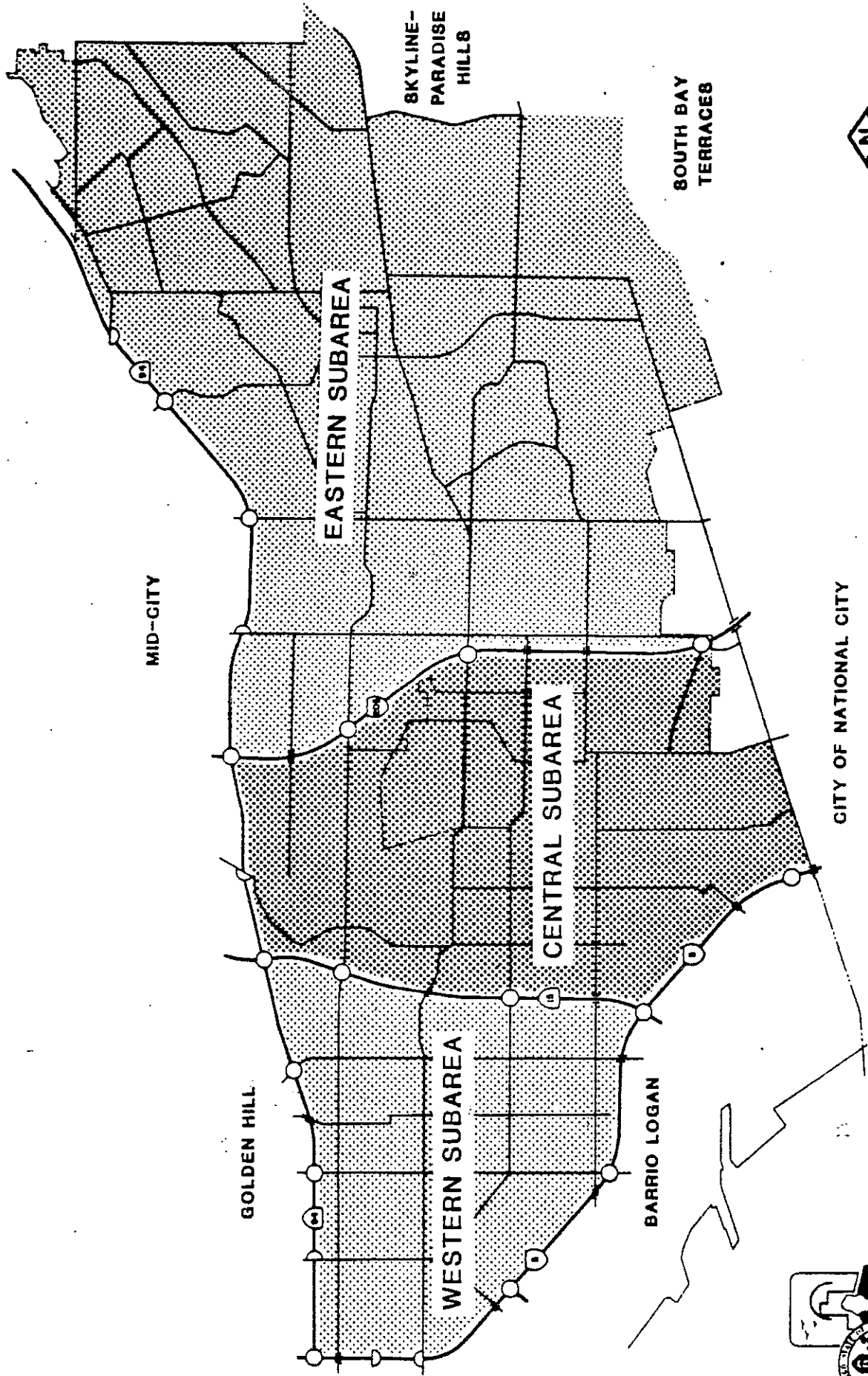
The area has been divided into three main subareas (Figure 6) by freeway construction in recent decades, so that each major subarea retains certain identifiable characteristics. The first subarea, situated west of State Route 15 (formerly Wabash freeway), is roughly triangular and is bounded by Interstate 5, State Route 94 and State Route 15. This area is the oldest part of the community and contains a mix of land use. While basically a residential area, industrial and commercial development are scattered throughout. Single-family dwellings, many on narrow lots and many with two on a lot, as well as multi-family dwellings occur widely throughout the subarea. Residential density (the number of dwelling units per acre of land) is relatively high compared to other subareas of the Southeast community.

The second, or central, subarea lies between State Route 15 and the Interstate 805 Freeway. In this subarea more distinct areas of residential, commercial and industrial land use are evident. This subarea also has considerable acreage devoted to cemetery use, which presents a barrier to north-south movement. The predominant land use is in single-family dwellings, but there are a few clusters of multi-family dwellings.

The third, or eastern, subarea is considerably larger and less densely developed. It extends east from Interstate 805 to the boundaries of the plan area. The subarea is characterized by typical suburban single-family dwellings on moderate to large lots, with the lot sizes generally increasing as one moves from west to east. At present the large lots in the easterly (Encanto) portion are under intensive pressure for development by splitting oversize lots in accordance with the existing zoning.

# SOUTHEAST SAN DIEGO

## COMMUNITY SUBAREAS



An expanded Environmental Setting based upon an Environmental Setting and Environmental Constraints/Opportunities report prepared for the Southeast San Diego Community by the Environmental Quality Division in 1981, is included in Appendix A.

### III. ENVIRONMENTAL ANALYSIS:

This section examines the potential for significant environmental impacts which could be associated with the project. Only issues which are potentially significant are addressed. All other impacts were found to be clearly insignificant and do not require further analysis. The issues focused on are: land use, traffic, open space, public facilities, flooding, and noise.

#### A. LAND USE

##### Existing Conditions

A comparison of the existing land use/zoning for the Southeast San Diego community is shown on Figure 7. Existing zoning is shown on Figure 8.

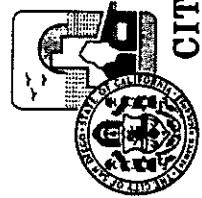
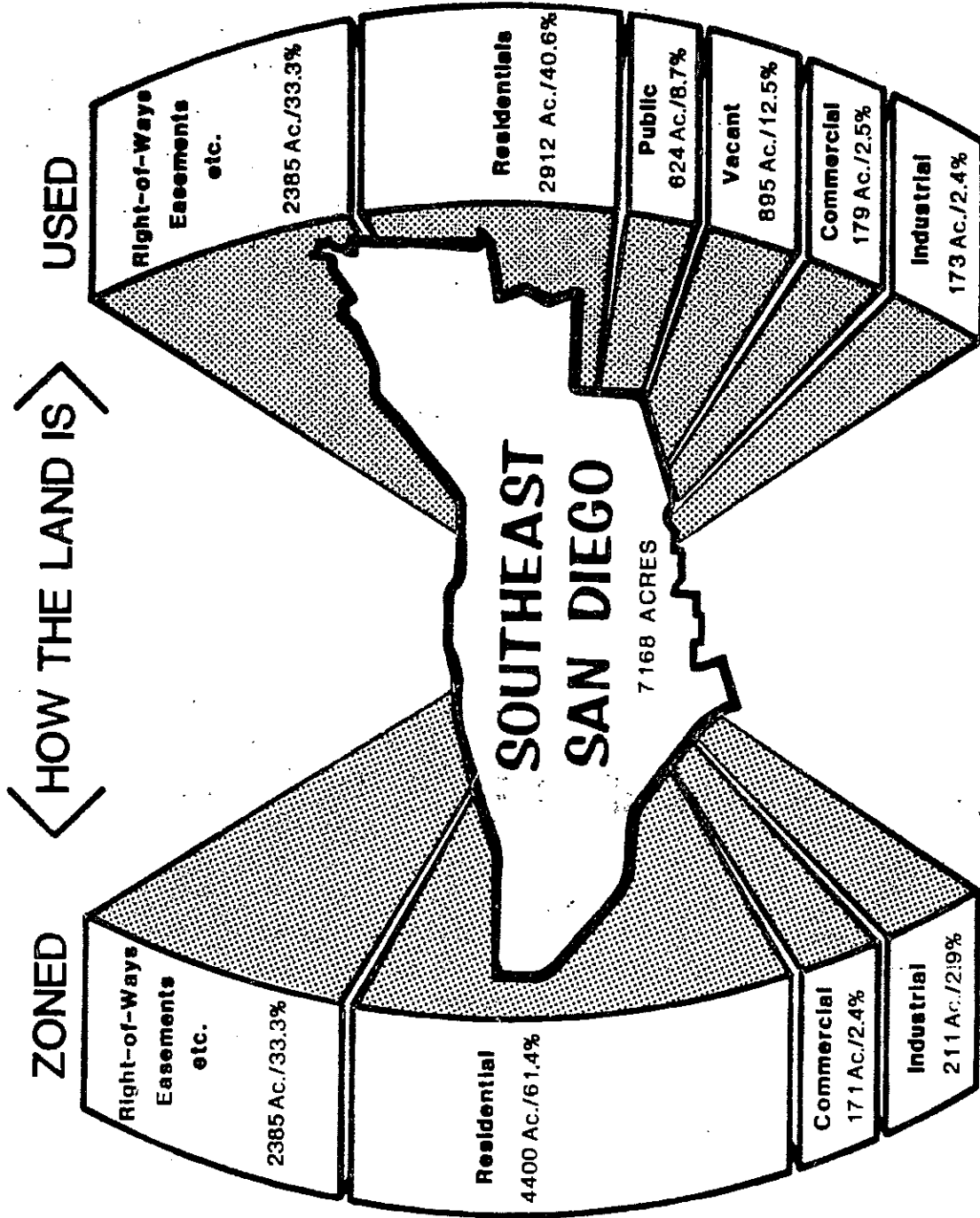
##### Residential

Single-family development is the predominant land use in the Southeast San Diego community. Approximately 2,240 acres in the community are developed with single-family residences. Almost a quarter of the single-family development is on land zoned for higher density residential uses. Approximately 77 acres of residential development occupies land zoned for nonresidential purposes. The community offers considerable opportunity for new residential development on vacant single-family zoned land and on multi-family zoned property which currently is developed with single-family uses.

##### Housing

At the time of the 1975 Special Census, the last date for which the information was gathered City-wide, the percentage of "sound" housing stock varied between 64.5 percent and 98.2 percent of the dwelling units for the thirteen census tracts which make up the Southeast San Diego community. Three of the thirteen tracts had a percentage of "sound" housing above City-wide rates. The other ten tracts, however, had a percentage of "deteriorating" or "dilapidated" housing in excess of the City-wide norms. While there are examples of excellently maintained homes in all parts of the community, the highest percentages of unsound housing are found in the western census tracts. These tracts also contain some of the oldest houses in the community, many dating back to before 1900.

# SOUTHEAST SAN DIEGO



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Figure 7


# SOUTHEAST SAN DIEGO

## EXISTING ZONING


### SINGLE FAMILY

 R-1-40, R-1-20, R-1-15, R-1-10, R-1-6, & R-1-5

### MULTI FAMILY

 R-2, R-2A, R-3, R-3A, R-4 RV

## COMMERCIAL ZONES

 G, C-1, CA, CC, CN & CP

## INDUSTRIAL ZONES

 M-1, M-1A, M-1B & M-2

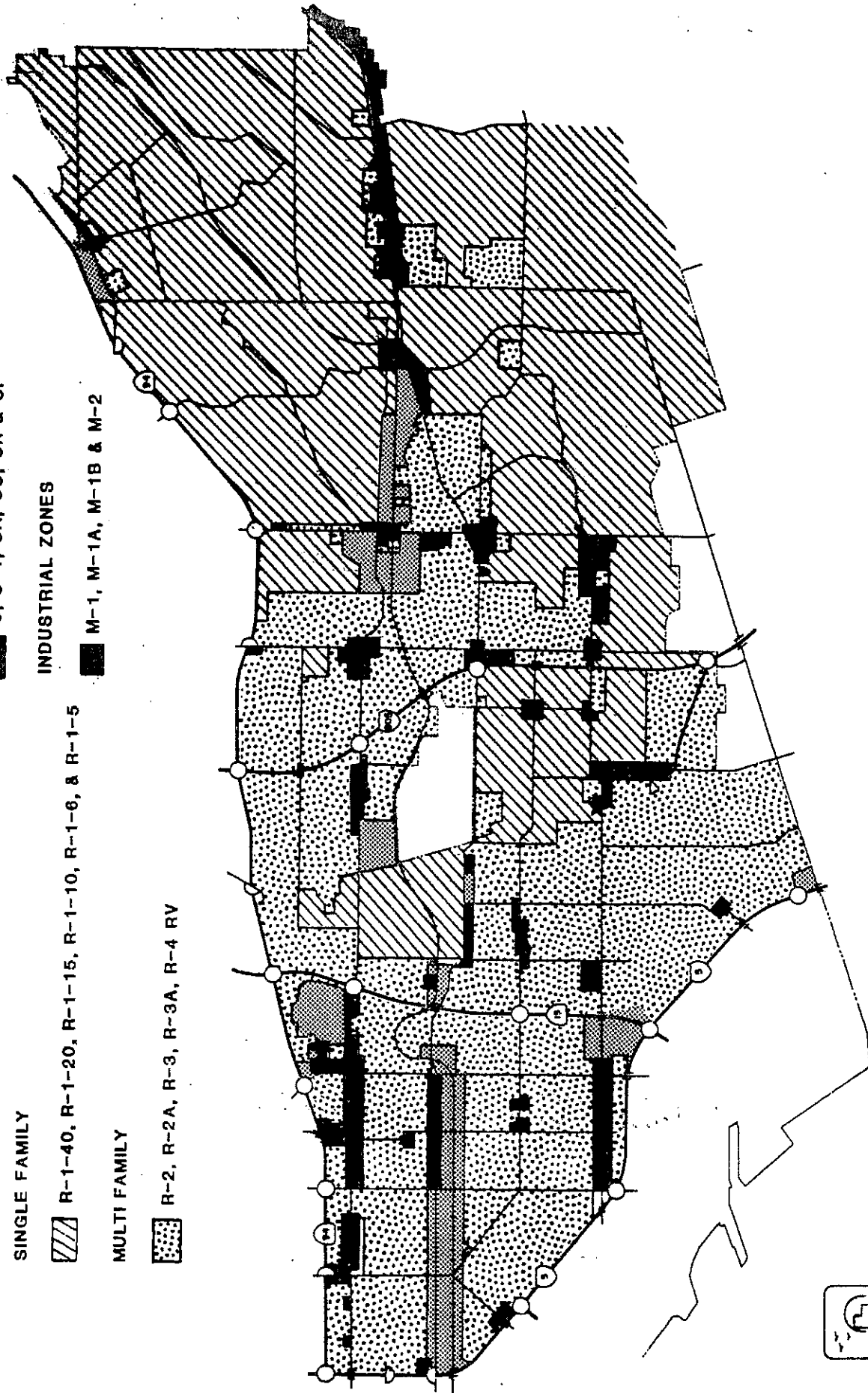
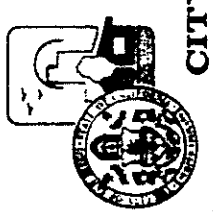


Figure 8



## Housing and Population Growth

As indicated in Table 1, Southeast San Diego grew more slowly between 1970 and 1980 than the remainder of the City or the region. The growth pattern of Southeast San Diego over this period was typical of other older communities. Southeast San Diego decreased in population from 68,688 in 1960 to 65,316 in 1970. From 1970 to 1980 the population rose to 71,912. This represents an 10.1 percent increase, which is much lower than the 25.6 percent increase for the entire City and the 37.1 percent increase for the region over the same period of time.

Growth in numbers of housing units in Southeast San Diego was greater than population growth over this period. This reflects a three percent decrease in average household size. The average family size in the community is currently 3.23 persons, which is well above the 2.53-person City average.

TABLE 1

## POPULATION/HOUSING 1960-1984

Population

	<u>1970</u>	<u>1980</u>	<u>1970-1980 Increase</u>	<u>January 1984</u>	<u>1980-1984 Increase</u>
Southeast San Diego	65,316	71,912	10.1%	76,950	7.0%
San Diego	697,027	875,538	25.6%	953,900	9.0%
Region	1,357,854	1,861,846	37.1%	2,040,900	9.6%

Housing Units

	<u>1970</u>	<u>1980</u>	<u>1970-1980 Increase</u>	<u>January 1984</u>	<u>1980-1984 Increase</u>
Southeast San Diego	19,599	21,859	11.5%	23,500	9.1%
San Diego	240,976	321,060	33.2%	345,116	1.4%
Region	447,739	720,346	60.9%	764,122	6.1%

## Commercial

Southeast lacks such commercial facilities as supermarkets, pharmacies, clothing stores and other outlets for shopping goods. The community has only one shopping plaza, the five-acre Otto Square located on National Avenue near Highway 15. Smaller

convenience stores and "corner markets" provide most of the remaining shopping opportunities in the community. The lack of appropriate sites is an additional factor affecting the development of new commercial centers. Although the community contains approximately 171 acres which are commercially zoned, only a few of the parcels are large enough to accommodate a significant commercial center. In the western subarea commercially zoned strips are situated along major east-west corridors. These strips are characterized by discontinuous commercial storefronts interspersed with residential units and vacant land. The commercial uses in these areas are difficult to access due to the lack of off-street parking and their location fronting busy streets. Unlike many other communities, Southeast San Diego has no commercial development which functions as community focal points.

### Industrial

Southeast San Diego has approximately 180 acres of industrially zoned land. As is the case with commercial land, large industrial parcels have not been assembled and developed in Southeast San Diego. Most of the land assemblage for industrial parcels has occurred in the Dells project and in the Market Street Industrial Park. These were accomplished through the redevelopment process. Industrial zoning in the western subarea along Imperial Avenue between Interstate 5 and 22nd Street, and along Commercial Street between Interstate 5 and Bancroft Street is in a similar situation as the commercial strips. They are developed with warehouses, distribution businesses, and automotive dismantling yards. Many residential uses are intermixed with the industrial development.

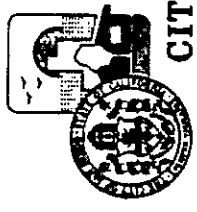
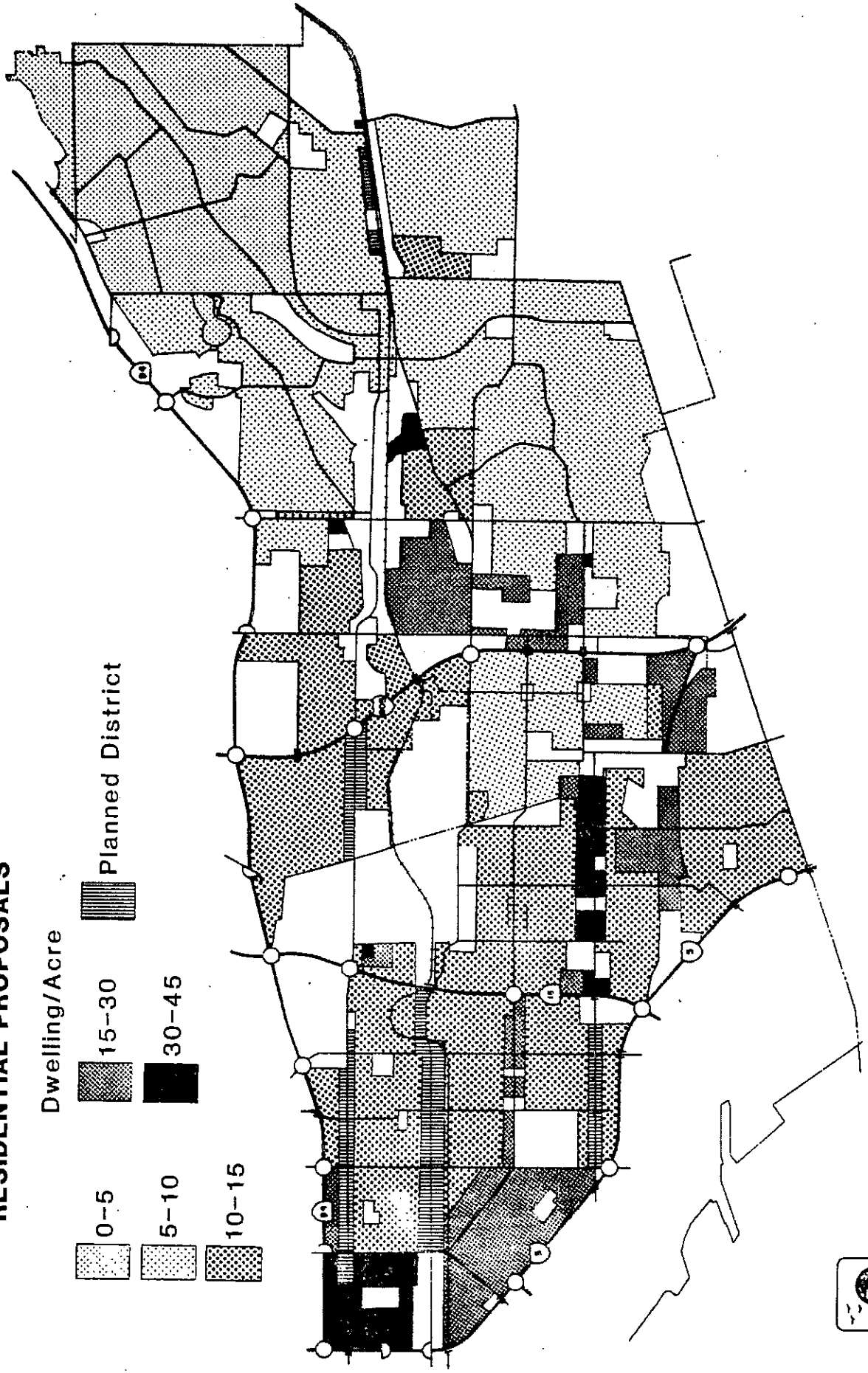
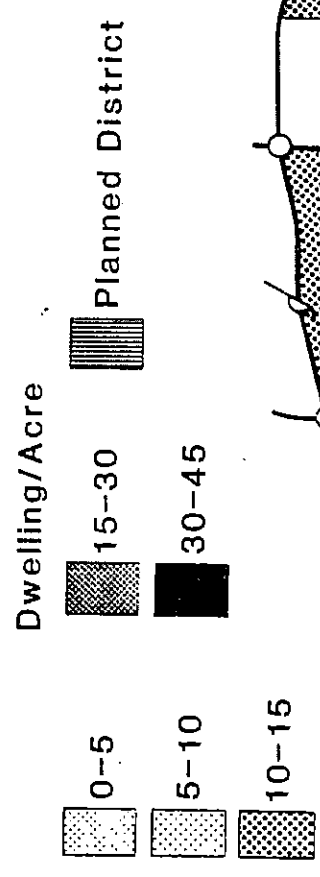
Issue Number 1: Would implementation of the land use designations in the Southeast San Diego Community Plan result in a significant increase over existing residential density?

### Impact:

Proposed residential land uses are shown on Figure 9. No increase in the density which is allowed by existing zoning would take place in any portion of the community with the exception of the planned district corridors and lands controlled and owned by the Redevelopment Agency. The community plan land use would result in a reduction of development intensity about 23 percent less than the existing zoning capacity. In many areas of the community the proposed residential land use densities have been lowered to more closely match existing development density.

# SOUTHEAST SAN DIEGO

## RESIDENTIAL PROPOSALS



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Figure 9

Significance of Impact:

The proposed residential designations are not considered to have a significant adverse impact upon the community. For the most part, the residential designations are consistent with, or lower than existing zoning. In the few areas where higher density development is proposed, in the planned district areas and in the redevelopment areas, the higher densities are part of plan proposals which address and attempt to mitigate existing adverse conditions in those areas. The residential uses proposed for the planned district corridors are intended to replace unsuccessful commercial and industrial strip development in those areas. By creating opportunities for higher density residential development adjacent to transportation corridors there is expected to be less pressure to push higher density development into the surrounding low density neighborhoods.

Mitigation:

No mitigation is required.

Issue Number 2: What impacts would implementation of the proposed Southeast San Diego Community Plan have on the existing scale and character of residential areas in the community?

Impact:

As expressed under the previous issue, the Southeast San Diego Community Plan proposes residential densities which are, for the most part, consistent with, or lower than the existing zoning. The Plan's impact upon existing residential neighborhoods should be beneficial. The scale and character of existing low- and low-medium density residential areas are not anticipated to be changed.

The residential proposals of the Plan will strengthen the integrity of existing low density residential areas. Over 57 percent of the community will be developed with low or very low density residential uses. The Plan proposes strict adherence to the densities shown on the plan map, and denial of any discretionary actions if they are designed to allow residential development in excess of the density shown on the plan map.

In addition to the Plan's intent to maintain the low density character of much of the community, it also contains proposals which could avoid potential impacts to historical or high quality residential neighborhoods which are located in zones which would allow greater density. In the R-3000 zoned areas located west of State Route 15, the Plan proposes that any use

of public funds shall be limited to rehabilitation efforts on private residences and not for demolition and redevelopment projects. The Plan further proposes that capital improvement funds and Community Development Block Grant funds shall be used within the residential areas west of Highway 15 to enhance private rehabilitation efforts. These funds would be used for public facilities upgrading and historic street treatments in support of private rehabilitation efforts.

Significance of Impact:

The Plan's impact upon existing residential neighborhoods is considered to be beneficial.

Mitigation:

No mitigation is required.

Issue Number 3: What will be the effect of the Plan upon community commercial facilities?

Impact:

In response to the lack of such commercial facilities as supermarkets, pharmacies, clothing stores and other outlets for shopping goods, the Plan designates four areas as community commercial centers. These are:

- o Southcrest East (West side of 43rd Street south of National Avenue)
- o Otto Square (National Avenue between 35th Street and 36th Street)
- o Gateway Center East (Northeast corner of Highway 15 at Market Street)
- o Imperial (Imperial at 47th Street)

All the proposed community commercial centers are located within redevelopment project areas, under the jurisdiction of the Redevelopment Agency. The inclusion of these proposed centers in redevelopment areas should facilitate assemblage of parcels and construction of the facilities.

Significance of Impact:

Implementation of the Plan would provide significant beneficial commercial services currently not available in the community.

Mitigation:

No mitigation is required.

Issue Number 4: How will implementation of the Southeast San Diego Community Plan affect industrial development in the community and related employment opportunities?

Impact:

The Plan will provide for about 220 acres of industrial land use, a slight increase in the total acreage allowed by existing zoning.

The five industrial centers proposed by the Plan are all within Redevelopment Agency project areas. The Agency will provide assistance for the assembly of land parcels in these areas. The Agency and SEDC will also assist in the application of design review for industrial parks in these areas. The leadership role assumed by the Redevelopment Agency should facilitate industrial development in Southeast San Diego and increase employment opportunities.

Significance of Impact:

Implementation of the industrial proposals will be beneficial.

Mitigation:

No mitigation is required.

B. TRAFFIC

Existing Conditions

Freeways

Southeast San Diego is served by four major freeways. The northern boundary of the planning area is State Route 94, and the western boundary is Interstate 5. State Highway 15 crosses the community in a north/south direction, approximately one and one-quarter miles east of Interstate 5, and Interstate 805 crosses the community in a north/south direction, approximately two and one-third miles east of Interstate 5.

Major and Collector Streets

Major streets which traverse the community in an east/west direction, are: Market Street, Imperial Avenue, National Avenue, Logan Avenue, and Skyline Drive. Major streets which cross the community in a north/south direction, are: 47th Street, Euclid Avenue, Roswell Street and 43rd Street. Collector streets are: Crosby Street, 25th Street, Kelton Road, Roswell Street, Churchward Street, 28th Street, 30th Street,



32nd Street, Ocean View Boulevard, Olvera Avenue, Division Street and 61st Street.

#### Existing Traffic Volumes

Existing traffic volumes for selected streets in Southeast San Diego are shown on Figure 10. Several major and collector

streets in the community are currently carrying traffic volumes in excess of the City's design standards. These streets include:

Churchward Street (Collector) - San Jacinto to Las Flores  
Crosby Street (Collector) - Interstate 5 to Commercial  
Division Street (Collector) - west City limit to 61st Street  
Federal Boulevard (Collector) - State Route 94 to east City limit  
Imperial Avenue (Major) - Wabash to 38th Street  
Market Street (Major) - Euclid Avenue to Iona  
National Avenue (Major) - I-5 to 43rd Street  
Ocean View Boulevard (Collector) - 28th Street to 40th Street  
Skyline Drive (Major) - 58th Street to Woodman  
28th Street (Collector) - National to State Route 94  
43rd Street (Major) - Division to Interstate 805 ramps

#### Accident Rates

In 1983, seven major streets and six collector streets in the community had accident rates which exceeded city-wide averages. See Appendix A for specifics.

#### Deficiencies

Because the development of the community has taken place over a long span of time, during which differing street improvement standards have been required of subdividers, many street segments vary in improved width or are not fully improved within their right-of-way. This situation has led to "bottlenecks" which constrict the flow of traffic through the system. Prime examples are: Imperial Avenue between Highway 15 and 40th Street, Market Street east of Euclid Avenue, and Ocean View Boulevard between 45th Street and 47th Street.

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North/south access is difficult in many areas of the community. In the central subarea, north/south access is cut north of Imperial Avenue by cemeteries and freeway alignments. The only penetration of this barrier is 36th Street. In the eastern subarea the major north/south access is provided by Euclid Avenue. Other north/south routes, such as 60th Street, 69th

Street, Valencia Parkway and Woodman Street aid in providing access to Imperial Avenue for some parts of the Encanto highlands; however, many through trips are forced onto a circuitous, discontinuous and confusing pattern of local streets.

Issue Number 1: How will implementation of the Southeast San Diego Community Plan affect traffic?

Impact:

The Transportation and Traffic Engineering Division of the Engineering and Development Department prepared a horizon year

(2000) forecast for the Southeast San Diego community. The projected Average Daily Trips are shown on Figure 11. Many street segments will carry substantially more ADT's than they do in 1984. Table 2 shows existing and forecast traffic volumes for streets in the community which are currently experiencing congestion. The mitigation measures necessary to adequately handle future traffic are indicated in the right-hand column.

The figures indicate that traffic will increase dramatically on many of the major streets in the community. While the increased traffic reflects implementation of plan proposals, it should be noted that without a Plan, development under the existing zoning would probably generate somewhat higher traffic volumes.

The largest increase in traffic upon plan implementation is on Division Street. The increase here is attributable to large areas of vacant developable land to the east. Division Street will be one of the primary access routes.

The large increases of traffic on Imperial Avenue and Market Street are partly due to the proposed redevelopment projects along these routes. The Community Plan recognizes that street widening will be required to provide the necessary roadway capacity. Proposed improvements are discussed in the Mitigation section.



TABLE 2  
FUTURE TRAFFIC ON EXISTING CONGESTED STREETS

<u>Street Segment</u>	<u>1983 ADT (Thousands)</u>	<u>2000 ADT (Thousands)</u>	<u>Mitigation</u>
Churchward Street San Jacinto to Los Flores	5.6	4	None
Crosby Street *I-5 to Commercial	6.7	12	Improve to 4-lane collector street
Division Street *I-5 to 40th	5.3	16	Improve to 4-lane major street
*40th to 43rd	5.3	14	Improve to 4-lane major street
43rd to 47th	5.3	16	Improve to 4-lane major street
47th to Euclid	8.8	16	Improve to 4-lane major street
*Euclid to Valencia	5.3	16	Improve to 4-lane major street
*Valencia to 61st	7.5	5	Improve to 4-lane major street
Federal Boulevard *SR 94 to Mallard	13.9	16	Improve to 4-lane major street
Imperial Avenue *Wabash to 38th	6.6	10	Improve to 4-lane collector street
Market Street 47th to Euclid	7.3	18	Improve to 4-lane major street
*Euclid to Iona	9.1	22	Improve to 4-lane major street

National Avenue			
*I-5 to I-15	11.0	14	Improve to 4-lane major street
*I-15 to 38th	11.1	12	Improve to 4-lane major street
*38th to 43rd	11.2	14	Improve to 4-lane major street
Oceanview Boulevard			
28th to 30th	3.0	7	None
30th to 32nd	6.8	4	None
*32nd to SR-15	6.8	10	Improve to 4-lane major street
*SR-15 to 36th	7.4	16	Improve to 4-lane major street
*36th to 40th	7.4	14	Improve to 4-lane major street
Skyline Drive			
*58th to 61st	8.7	22	Improve to 4-lane major street
*61st to Woodman	8.6	20	Improve to 4-lane major street
28th Street			
National to Oceanview	6.3	5	None
Oceanview to Imperial	7.0	5	None
Imperial to SR-94	7.0	8	None
43rd Street			
*Division to I-805 ramps	11.2	12	Improve to 4-lane major street

\*Proposed to be improved in future.

Significance of Impact:

Implementation of the proposed land uses in the Southeast San Diego Community Plan would result in an increase in traffic. The Southeast San Diego Community currently contains a number of streets which are experiencing congestion and have high accident rates. Future increases in traffic are expected to further impact congested streets such as Division Street, Market Street, Imperial Avenue and Skyline Drive. Failure to mitigate traffic congestion on these roadways could have a significant

adverse impact on traffic circulation. The issue of implementation is discussed in the subsequent issue in this analysis.

Mitigation:

The following proposals were incorporated into the plan to mitigate potential traffic problems:

- o Valencia Parkway (formerly Radio Drive) should be built as a four-lane major street from Division Street on the south to Market Street on the north.
- o 43rd Street will need four through lanes with left turn lanes at selected intersections in order to adequately handle 20,000 weekday trips projected for 2000 adjacent to the Interstate 805 ramp. These lanes can be accommodated by selected widening within the existing 80-foot right-of-way, or by the prohibition of parking and restriping the existing roadway.
- o Skyline Drive should be a four-lane major street with a median (or left turn lanes at all intersections) east of Valencia Parkway because of a forecast volume of 26,000 per day.
- o Woodman Street should be a four-lane major street.
- o 47th Street should be improved to become a four-lane major street from Market Street to Imperial Avenue, in order to adequately handle the 18,000 weekday trips expected in 2000. This may require widening, additional right-of-way, and some prohibition of parking.
- o Capacity on Mallard Street may need to be increased from Federal Boulevard to 69th Street when volumes approach the 10,000 weekday trips expected in 2000.
- o The portions of Division Street within the City of San Diego should be improved to become a four-lane major street to handle the 18,000 trips per weekday that are expected by 2000.
- o Imperial Avenue, from 32nd Street to 40th Street, should be a four-lane collector street because of volumes beyond the desirable capacity of the existing two-lane street. West of 32nd Street, Imperial Avenue should be a four-lane major street.
- o Future improvements to Crosby Street should be coordinated with any improvements to Crosby Street in the Barrio Logan community.

- o Market Street should be improved to become a four-lane major street with a median, or left turn lanes at all intersections, from Euclid Avenue to Valencia Parkway because of 24,000 trips per weekday projected in 2000.
- o National Avenue should be widened to become a four-lane major street between State Route 15 and 43rd Street to accommodate 18,000 expected weekday trips in 2000. At selected intersections, this may require the prohibition of parking for left turn lanes.
- o Logan Avenue should be striped for four through lanes east of 43rd Street when traffic volumes so warrant.
- o Ocean View Boulevard should be improved to accommodate four travel lanes from 32nd Street to 40th Street because of volumes of 18,000 per day forecast in this section. The section of Ocean View Boulevard between 25th Street and 32nd Street should be improved to become a four-lane collector street.
- o A large projected increase in weekday traffic volumes on Federal Boulevard near Highway 94 makes it necessary to construct a Federal Boulevard extension from the intersection of 60th Street and Federal Boulevard on the east to Kelton Road on the west. This alternative would provide access to Highway 94 (at Kelton Road) or to the section of Federal Boulevard west of Kelton for westbound Federal traffic. As a result, the Federal Boulevard interchange with Highway 94 would have less congestion than if the Federal extension were not built.
- o The missing gaps of 69th Street (between Broadway and Madera, and between San Miguel and Federal) should not be completed. Instead of constructing 69th Street as shown in the 1969 Southeast San Diego Plan, 60th Street should be completed as a two-lane collector street between Imperial Avenue to the south and Federal Boulevard to the north to accommodate 4,000 to 7,000 expected year 2000 weekday trips. In addition, 60th and 61st Streets should be connected at Imperial Avenue, thereby creating one intersection instead of the two that exist, and creating a continuous north-south facility from Division Street to Federal Boulevard. This connection of 60th and 61st Streets can be accomplished between Akins and 200 feet south of Imperial; or, if preferable, could be accomplished on the north side of Imperial Avenue (with minimal property acquisition). Additional preliminary engineering work will be required before a specific design is recommended.
- o Federal Boulevard should be improved to become a four-lane major street in order to handle future volumes as high as

18,000 vehicles per day. This should be coordinated with improvements to Federal Boulevard by the City of Lemon Grove.

Funding of traffic improvements in Southeast San Diego will be from several sources. Many of the necessary street improvements will be part of redevelopment projects and will involve CDBG funding. The City's ongoing Capital Improvements Program will provide funding for some of the improvements, and some will be the responsibility of adjacent new development. It should be noted, however, that new subdivision activity along major streets in Southeast San Diego will be much less than in newly developing areas of the City and that CIP funding will be required for most of the transportation improvements.

#### Accident Rates

Many of the street segments with high accident rates in 1984 are on streets which will be improved upon plan implementation. These street segments are noted by an asterisk on the table in Appendix A. Those street segments with high accident rates and which are not being considered for roadway improvements will be brought to the attention of the City Traffic Operations Section who will study them for additional safety measures. These measures include parking prohibitions, painting left turn pockets, selective police enforcement of traffic laws, and any other operational measures available to them.

In addition to street improvements, the proposed east line extension of the San Diego Trolley through the Southeast San Diego community will provide an alternative to use of the private automobile and reduce congestion.

Issue Number 2: Will the proposed Southeast San Diego Community Plan effectively implement the recommended necessary traffic improvements? What impacts to existing street frontage will result if recommended traffic improvements are implemented?

#### Impacts:

##### Timing of Street Improvements

At this point in time, the Fiscal Year 1986 six-year Capital Improvement Program budget lists four projects for Southeast San Diego.

1. Construct unfinished portions of Radio Drive/Valencia Parkway to four-lane major street from Division Street to Imperial Avenue (CIP #52.121.3).

2. Realign and construct 60th Street as a two-lane modified collector roadway between Federal Boulevard and Imperial Avenue (CIP #52-322.0).
3. Construct Federal Boulevard extension as a two-lane (or future four-lane) collector street between 60th Street and Kelton Road (CIP #52.321.0).
4. Construct Federal Boulevard as a two-lane (or future four-lane) collector street between 60th Street and MacArthur Drive (CIP #52-341).

The other street improvements proposed in the Plan will either be implemented as development occurs, or will be funded through the normal CIP process, which is reviewed annually.

#### Street Widening

In analyzing the street and high improvements necessary to accommodate the land uses proposed in the Community Plan, the City Transportation and Traffic Engineering Division identified a number of necessary traffic improvements which would require street widening. In many cases, these improvements can be accommodated in existing right-of-way, however, some areas would require acquisition of additional right-of-way. Streets where major acquisition of additional right-of-way may be needed, are:

1. Woodman Street north of Skyline Drive.
2. Valencia Parkway between 59th Street and Market Street.
3. 47th Street between Imperial Avenue and Market Street.
4. Market Street from 100 feet east of 54th Street to future Valencia Parkway.
5. 60th Street between Imperial Avenue and Federal Boulevard.
6. Boundary Street between Highway 94 and Hilltop Drive.
7. 43rd Street at National Avenue and Logan Avenue will need new right-of-way for the proposed intersection improvement at 43rd Street/National Avenue/Logan Avenue.

The following is an analysis of the potential impacts upon street frontage property adjacent to the street segments listed above, where additional right-of-way may be required to accommodate future traffic. Design studies for the future street improvements will determine how much property will be needed. Future Capital Improvement Projects for street widening would be subject to additional environmental review.

1. Woodman Street north of Skyline Drive

Street widening would affect residential development which fronts on Woodman Street near the intersection with Benson Avenue. North of Benson Avenue there are fewer residences which may be affected.

2. Valencia Parkway between 59th Street and Market Street

This new street would not affect existing development except possibly where it would intersect Market Street; however, it would pass through an area shown in the Plan for open space.

3. 47th Street between Imperial Avenue and Market Street

Street widening in this area should not create any problems. This street segment is within the Central Imperial Redevelopment Area.

4. Market Street from 100 feet east of 54th Street to future Valencia Parkway

Street widening in this area should not create any problems. The north side of Market Street in this segment is not developed. This street is within the Central Imperial Redevelopment Area.

5. 60th Street between Imperial Avenue and Federal Boulevard

Street widening in this area would affect existing residential development which fronts 60th Street on the east and west between Imperial Avenue and Broadway. North of Broadway there is more vacant land and fewer residences would be affected.

6. Boundary Street between Highway 94 and Hilltop Drive

This would be a new street and would impact existing residential development south of Highway 94. The street would be part of the Mount Hope Redevelopment Area.

7. 43rd Street at National Avenue/Logan Avenue

New right-of-way will be needed to improve the intersection. Existing development will be affected. The project would be part of the Southcrest Redevelopment area.

There may be other areas in the community which will require street widening in the future. Any such future actions included in the Capital Improvements Program would be subject to additional environmental review.

### Loss of Parking

The City Transportation and Traffic Engineering Division has indicated that street improvements may result in a loss of some on-street parking on the following streets:

- o Crosby Street
- o National Avenue between Highway 15 and 43rd Street at select intersections for left turn pockets (30th Street, 35th Street, 36th Street, 38th Street, 40th Street and at 43rd Street).
- o 43rd Street between Logan Avenue and Division Street.
- o Imperial Avenue between Interstate 5 and 40th Street.
- o 47th Street between Market Street and Imperial Avenue.
- o Market Street between Highway 15 and Euclid Avenue.

In addition, there may be other parking prohibitions at select locations to provide room for separate turn lanes and/or Class II bike lanes. Streets proposed for "No Parking" for Class II bike lanes include:

- 47th Street from north of Imperial Avenue to south City limits.
- Euclid Avenue between Market Street and south City limits.
- Federal Boulevard between 60th Street and east City limits.

### Significance of Impacts:

#### Timing of Street Improvements

Many of the proposed street improvements are for street segments within proposed redevelopment areas and would be implemented as a part of redevelopment plans. Others would be implemented as adjacent property develops. The balance would be included in the six-year Capital Improvements Program. CIP projects would be ranked as to their priority along with projects in other areas of the City and would be scheduled as funding becomes available. Impacts could occur as traffic volumes increase while a project awaits its turn in the CIP. Also, there is no guarantee that funds will be available in the future.

### Street Widening

Street widening in conjunction with redevelopment projects, or where vacant property abuts the streets, should not result in significant impacts. Street widening where needed will be incorporated in the specific redevelopment area plans. Significant impacts are probable, however, on property abutting three of the street segments where existing residential development occurs. These areas are: Woodman Street north of Skyline Drive, 60th Street between Imperial Avenue and Federal Boulevard, and Boundary Street between Highway 94 and Hilltop Drive. The exact amount of right-of-way that will be needed as well as the extent of any impacts are unknown at this time.

### Loss of On-Street Parking

With the exception of one block on Crosby Street, all of the streets identified by the Engineering and Development Department where on-street parking could be lost as a result of street improvements are located within redevelopment areas. Loss of on-street parking is not considered significant in these areas because the specific redevelopment area plans will provide for adequate off-street parking.

### Mitigation

#### Timing of Street Improvements

The implementation of street improvements proposed in the plan concurrent with need cannot be assured. Projects which will be implemented through the Capital Improvements Program will have to compete with other areas in the City for priority of funding. Impacts could occur if the projects are delayed.

To ensure mitigation, it is recommended that the City Council adopt a resolution directing the City Manager to include the needed street improvements in the next six-year CIP or other work program.

#### Street Widening

Mitigation of impacts to adjacent residential development as a result of additional right-of-way acquisition for street widening on 60th Street, Woodman Street, on Boundary Street does not appear feasible. These, and other proposed street widening projects will be subject to additional environmental review. During the actual design phase the extent of potential impacts will be identified and possible mitigation measures devised.

Loss of On-Street Parking

Mitigation will be part of specific redevelopment area plans which will provide for adequate off-street parking.

C. OPEN SPACE

Existing Conditions

Most of the canyons proposed for open space in the City's Progress Guide and General Plan have been acquired, or are proposed acquisitions which are in the appraisal process. There are approximately 151 acres of City-owned open space in the Southeast San Diego Community. Most of the area is in Radio Canyon, located in the eastern subarea, and along the Las Chollas Creek watercourse in the eastern and central subareas. Some steep slopes on the south side of State Route 94 west of 60th Street are also City-owned. Many currently vacant, privately-owned steep hillsides are located within the community.

Issue: How will the implementation of the Southeast San Diego Community Plan affect the preservation of open space?

Impact:

The open space system proposed in the Plan is essentially consistent with the open space system shown in the City's Progress Guide and General Plan. Most of the Radio Canyon system has been acquired and portions of Valencia Canyon (15 acres) and Cervantes Canyon (8.7 acres) are going to be purchased by the City.

The Plan also proposes a lineal open space system along Las Chollas Creek and South Las Chollas Creek.

The Plan proposes that slopes which qualify be placed under the Hillside Review Overlay Zone. At present, not all of the slopes which qualify are under HR overlay zoning.

Significance of Impact:

The canyons proposed for open space are consistent with open space proposed in the Progress Guide and General Plan and are either City-owned or in the acquisition process.

Mitigation:

No mitigation is required. However, in order to avoid any misunderstanding regarding the ownership and status of open space, the Plan should clearly indicate the areas owned, or on official acquisition lists, as open space parks.

D. PUBLIC FACILITIES

Existing Conditions

Water/Sewer

Trunk water and sewer lines are in place to serve the entire community. Water and sewer capacity is available for new development. Replacement and/or improvements to the system are periodically made through the City's Capital Improvement Program.

Solid Waste

The Solid Waste Division of the General Services Department indicates that solid waste service to the community is adequate for the foreseeable future. Solid waste is collected in the community and deposited in the Miramar Landfill, outside the community. No disposal areas are proposed within the community.

### Police

The Police Department has indicated that Southeast San Diego is adequately served by police patrols from the Southeastern Substation and Central Division, and from storefronts on 43rd Street and on Logan Avenue.

### Fire

The Fire Department indicates that an adequate response time is being maintained for most portions of the community plan area. A small area in Encanto has response times slightly above the six minute standard.

### Libraries

Southeast San Diego currently has three branch libraries. According to Progress Guide and General Plan standards, three branch libraries should provide service for a population of approximately 90,000 persons.

### Gas and Electric Service

The San Diego Gas and Electric Company provides energy utility service to the Plan area. The Company has the generating and line capacity to accommodate present and anticipated development in the community.

### Schools

There are currently 15 elementary schools, three junior high schools and three senior high schools located in the community. Many of the elementary schools within the planning area are at, or near their operating capacity and may require some mitigating measures to serve an increase in population. These measures may, but are not limited to, additional facilities, attendance area adjustments, and changes in educational programs.

### Parks

There are currently 19 population-based park sites in the community, which will accommodate a population of 90,000 persons. Seventeen of the sites are developed, two sites are partially developed. Of the population-based parks in the community, four are located adjacent to schools. This increases the recreational value of both the school and the park site.

Issue: How will implementation of the Southeast San Diego Community Plan affect the provision of public facilities which are adequate to serve the needs of the forecasted population?

Impact:

Public facilities are currently adequate and can be maintained at a level which is adequate to serve the anticipated growth within the community through the year 2000, when the population is forecasted to reach approximately 74,500.

Significance of Impact:

Implementation of the Plan proposals should provide for adequate public facilities in the community through the year 2000 and no adverse impact is anticipated. A Plan update and possible revision may be justified around the year 2000, as the current Plan would be 15 years old at that time.

Mitigation:

The public facilities proposals of the Plan preclude the need for further mitigation.

E. FLOODING

Existing Conditions

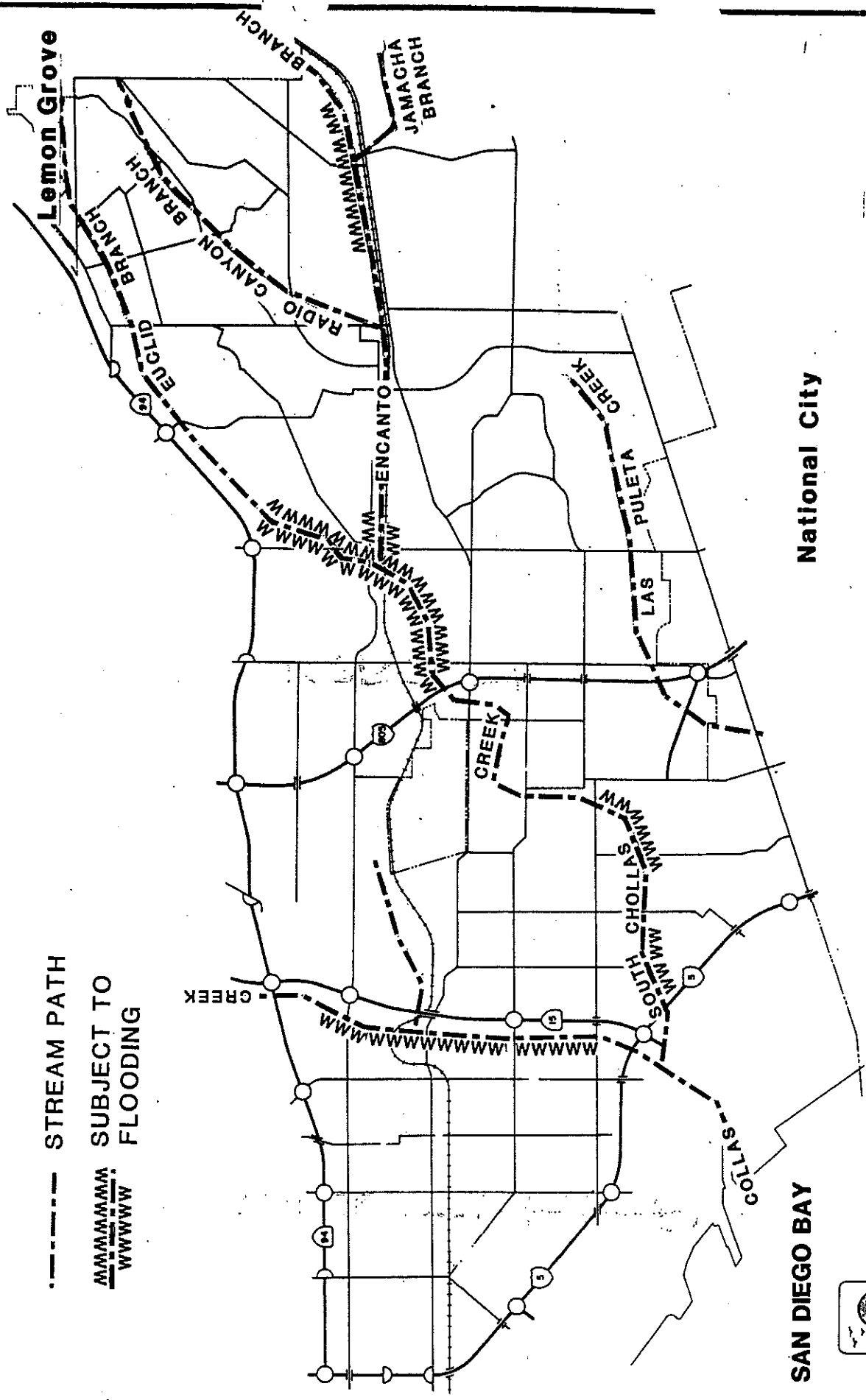
Areas along the Las Chollas Creek drainage system are subject to flooding by 100-year frequency floods. Flood prone areas lie adjacent to natural stream channels as well as adjacent to flood control channels built to less than 100-year storm capacity (Figure 12). Developed areas subject to inundation include:

- o The west side of Las Chollas Creek between Interstate 5 and Market Street
- o South Chollas Creek between Interstate 805 and Market Street
- o Euclid Avenue Branch between Market Street and State Highway 94
- o Encanto Branch between 60th and 66th Streets

Except for a section of former Highway 252 right-of-way east of Interstate 5, and the Potter Tract on the north side of the Encanto Branch, few undeveloped areas lie within the 100 year floodplain.

Issue Number 1: How will land uses proposed in the Southeast San Diego Community Plan be affected by the potential for flooding along portions of the Las Chollas Creek system?

# SOUTHEAST SAN DIEGO



--- STREAM PATH  
~~~~~ SUBJECT TO FLOODING



CITY OF SAN DIEGO • PLANNING DEPARTMENT



Figure 12

Impact:

There will be no change regarding the potential for flood damage to existing development in areas subject to 100-year frequency floods. City regulations for new development which may occur during Plan implementation will require flood protection measures. In some cases this will entail flood channel improvements. Specific projects will have to provide for flood protection and assure that they will not exacerbate flood problems off-site.

Significance of Impact:

While implementation of the Plan will not completely free all areas of the community from possible flooding during periods of heavy rainfall, new development under the Plan will be required to provide flood control measures where necessary.

Mitigation:

The Plan per se does not provide mitigation for possible flooding but it does identify areas where flooding is possible. Contemplated development or redevelopment of flood-prone areas will be required to mitigate potential flooding problems.

Issue Number 2: How will implementation of the Southeast San Diego Community Plan affect the appearance of flood control facilities?

Impact:

The Plan proposes that wherever feasible, flood control in the Las Chollas system will be accomplished through the use of natural and/or landscaped facilities. The use of concrete channels will be avoided wherever possible.

Significance of Impact:

Many portions of the Las Chollas Creek system are already within concrete channels and it is doubtful that they will be replaced with natural appearing flood control facilities. Some portions of the creeks are still in their natural state and could possibly be retained or improved with natural appearing flood control facilities. Opportunities for enhancement of the streamside environment may occur during redevelopment projects or possibly in the few areas adjacent to the creeks which are currently undeveloped. Although opportunities may be few, they may result in significant visual enhancement of the creek and adjacent development.

Mitigation:

None required.

F. NOISE

Existing Conditions

Dominant noise sources in the community are Interstate Routes 5 and 805 and State Routes 94 and 15. Traffic levels on these freeways result in 65 dB CNEL noise corridors generally 200 feet on either side of the highways. Extensive areas along the freeways are adversely impacted by excessive freeway noise.

In the Southeast San Diego community noise affecting the community's residents may be generated from automobile and truck traffic or industry. In 1984, Market Street, Imperial Avenue, Ocean View Boulevard, National Avenue and Euclid Avenue generated noise levels exceeding 65 decibels on the Community Noise Equivalent Level (CNEL) scale.

Other local streets in the community carry a variable mix of light and heavy vehicles which may generate noise exceeding 65 decibels during peak traffic hours although the noise may not reach an average of 65 decibels over a 24-hour period. Trucking oriented business in the plan area include cartage and trucking companies, warehouse distribution centers, fuel transport trucks and numerous others. The auto recycling centers and other industrial uses which are located on the same block as residences generate traffic from heavy trucks which generate high noise levels. Even though the number of such trucks may be few the combined effect is cumulative and contributes to the overall high ambient noise level which can be observed in some portions of the community.

Traffic noise generated by Interstates 5 and 805 and State Routes 94 and 15 contributes to overall high ambient noise levels in the nearby portions of the community. Because many segments of these freeways are elevated above or depressed below the surface level of the community they may not directly impact the adjacent property at levels exceeding 65 dB CNEL; however there may be exceptions.

Other potential transportation noise sources are aircraft, helicopters, railroads and ships. The Air Installation Compatible Use Zone Study for North Island Naval Air Station found that there were no impacts from NAS activities. However, periodically there may be diversions from the correct flight pattern which take aircraft over the plan area. The approach to San Diego International Airport, (Lindbergh Field) lies

partially over the northern limits of the plan area. However, the aircraft are sufficiently high in this area so that noise levels are not significant.

The El Cajon branch of the MTDB Railroad line passes through the entire length of the community. It traverses Commercial Street in the western subarea, passes through cemetery lands and then roughly parallels Imperial Avenue. Railroad generated noise does directly impact residences. However, at present and for the foreseeable future, operations are limited to one train per day in each direction. Diesel locomotives produce noise levels of 88-98 dBA at 50 feet. Occasional train whistles may be heard throughout the community but are not of sufficient frequency or duration to constitute a major noise source. It is expected that if the MTDB should eventually extend light rail transit service along the east line, noise would not create significant problems. The cars would be electrically propelled, a system which is virtually silent, and the recent continuous welded rail technology results in minimal track noise.

Issue: How will implementation of the Plan affect noise levels in the community?

Impact:

Noise levels along major roadways will increase as traffic increases with plan implementation. In Southeast San Diego, the following streets are expected to generate noise levels greater than 65 CNEL: Interstate 5, Interstate 805, State Route 94, State Route 15, Market Street, Imperial Avenue, Ocean View Boulevard from 32nd Street to 43rd Street, National Avenue, Division Street, Crosby Street, 25th Street, 28th Street from Imperial Avenue to State Route 94, 32nd Street from Imperial Avenue to State Route 94, 43rd Street from Division Street to Logan Avenue, 47th Street, Euclid Avenue, Valencia Parkway, and Skyline Drive. The table in Appendix B indicates the approximate distance in feet from property lines to the 65 CNEL noise contour line, based upon anticipated traffic in 2000.

Significance of Impact:

According to the Progress Guide and General Plan, the maximum acceptable exterior noise level for residential developments is 65 CNEL. The maximum acceptable noise level for office buildings and commercial development is 70 CNEL. There are some residential and commercial uses which will be impacted by noise levels which exceed the General Plan standards, however, on a community-wide basis the impact is considered insignificant.

Mitigation:

Noise impacts would be addressed and mitigated at the specific project level. This can be assured for future noise levels only if projects are subject to planned development permit or Redevelopment Agency review where noise studies can be required and mitigation measures incorporated into the project.

IV. ALTERNATIVES

The environmental analysis did not identify any significant adverse environmental impacts attributable to the project which cannot be mitigated. A discussion of project alternatives, therefore, is not included.

V. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Implementation of the Southeast San Diego Community Plan will result in continued growth and redevelopment in the community. Increased density of development will result in long-term impacts such as increases in traffic and traffic-related impacts such as noise and air quality. The community plan includes measures to mitigate traffic impacts, but they will have to be implemented in a timely fashion concurrent with demonstrated need. Delay in implementing traffic improvements would allow impacts to occur.

Since the San Diego Air Basin currently exceeds air quality standards, future development in Southeast San Diego will have an incremental, cumulative impact on air quality. Future increases in traffic will also incrementally increase the distance to which significant roadway noise levels impact adjacent frontage properties.

The Southeast San Diego Community Plan recognizes the need for housing rehabilitation, community commercial facilities, and increased industrial development to create jobs. The Plan sets forth proposals to address these community needs. This is a step in enhancing the long-term productivity and viability of the Southeast San Diego community. The success of the Plan in achieving its goals is dependent upon the implementing actions by the City Council including rezonings and allocation of funds for capital improvements.

VI. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED PLAN REVISION SHOULD IT BE IMPLEMENTED

As noted in the traffic section, implementation of the Plan would result in an overall increase in vehicle trips. Increased traffic will result in the increased use of a nonrenewable resource (gasoline). The most desirable way of reducing the loss of this nonrenewable resource is to reduce the number of vehicle trips resulting from residents who travel outside Southeast San Diego for goods and services. To accomplish this, the Plan proposes new community commercial centers which are conveniently located within the community. In addition, the higher density residential designated areas are situated along major streets and near the proposed trolley. In terms of reducing automobile use, this has the twofold effect of providing commercial services within walking distance and encouraging the use of public transit.

Other irreversible changes in addition to increased use of energy include the incremental impacts to air quality and noise levels which are anticipated to result from increased traffic levels. The increased population in Southeast San Diego would also incrementally increase the demand for public services.

VII. GROWTH INDUCING IMPACTS OF THE PROPOSED PLAN REVISION

The Progress Guide and General Plan, which designates Southeast San Diego as an urbanized area of the City, states that significant public and private redevelopment will be necessary to revitalize older areas. As a result, a general infilling and accompanying population increase is anticipated within the central urbanized area of the City. The objectives for the remaining older communities stress the conservation of the social environmental characteristics and the rehabilitation of deteriorating neighborhoods.

Implementation of the objectives for the urbanized areas will require public and private reinvestment. From the City's standpoint this means emphasis on Capital Improvement and grant funding as well as tax increment funding within the planned redevelopment areas to provide needed community facilities, as contrasted with the reliance on developer financing and assessment districts in the planned urbanizing areas of the City. The General Plan also states that incentives should be used to encourage private development in the urbanized areas.

Anticipated growth in Southeast San Diego resulting from infilling will occur, although the maximum development forecast under the Plan will be less than that allowed under existing zoning. The community plan is thus not considered to be growth-inducing.

VIII. REFERENCES

- City of San Diego Planning Department - Southeast San Diego Community Plan - 1969
- City of San Diego - Progress Guide and General Plan - 1979
- City of San Diego Planning Department - Southeast San Diego Community Plan, Draft - September 1984
- City of San Diego, Municipal Code, Planning and Zoning Regulations
- Leighton and Associates, and Woodward - Gizienski and Associates City of San Diego Seismic Safety Study

## APPENDIX A

## EXPANDED ENVIRONMENTAL SETTING

Topography

The study area is located on ancient sedimentary marine terraces which have been substantially incised by erosion. The terraces which rise from sea level to over 400 feet above mean sea level (MSL) extend generally parallel to the coast, and in the Plan area have been dissected by stream courses into roughly four ridges. The westerly ridge occupies the western subarea and has attained a rolling appearance due to further dissection by a number of minor streams and drainage courses. The highest elevation in this subarea is about 165 feet MSL along Market Street at 25th Street. The western subarea is separated from the central subarea by the south trending Chollas Creek Valley, which is paralleled by freeway State Route 15. The central subarea has the flattest terrain, with the southerly portion containing comparatively level areas on both sides of Las Chollas and South Chollas Creek, as well as Paleta Creek near the southern boundary. The northerly portion is more rolling in aspect, occupied by the ridge dividing the Las Chollas and South Chollas Creek drainage basins. The highest elevation in this subarea (about 181 feet MSL) is located near the northerly boundary.

The easterly subarea is about the size of the combined other two subareas, and is characterized by much greater dissection, steeper slopes and higher elevations. The subarea is roughly bisected in an east-west direction by Encanto Creek which parallels the railway right-of-way, and to a lesser extent Imperial Avenue. Elevations of about 450 feet MSL are attained on the ridges both north and south of Encanto Creek.

Approximately 150 acres in Southeast San Diego have slopes in excess of 25 percent. Slope percent is measured by dividing the vertical rise by the horizontal distance between variations in elevation. For example, a one percent slope would be one-foot elevation difference in a distance of one hundred feet.

In the Southeast San Diego community, the steepest slopes primarily occur in the easterly area around Radio Canyon. Isolated canyons and hillsides occasionally have slopes that exceed 25 percent; however, most of the community is nearly flat or gently sloping, and slope related geologic hazards are uncommon.

Geology

The geology of the Southeast San Diego community consists of sedimentary deposits, marine and nonmarine in origin, ranging in age from the Eocene Age (approximately 40-42 million years ago), through

the Pliocene Age (approximately 1} to 3 million years ago), to the Pleistocene Age (approximately 1 million years ago), and recent sediments.

The Eocene Age Mission Valley Formation comprises the oldest rocks exposed in the planning area. It contains both marine and nonmarine deposits. The formation is generally composed of well-sorted sands and locally contains beds of rounded cobbles. This formation is exposed east of the La Nacion Fault Zone.

The Pliocene Age San Diego Formation is exposed along Las Chollas Creek and its tributaries. It consists primarily of marine sediments of light tan, fine grained sandstone with cobble lenses. The formation has significant potential for producing important marine vertebrate fossils.

### Faulting

Several fault traces have been identified in the plan area including the La Nacion Fault Zone, the Sweetwater Fault Zone and several splinter fault traces (Figure 13). While it does not traverse the Plan area, the San Diego Bay - Tijuana Fault lies one mile west of the Plan area. This latter fault and the offshore Coronado Banks Fault have perhaps the greatest potential for activity of any of the known faults in the metropolitan San Diego area. The San Diego Bay - Tijuana Fault is believed by geologists to be a segment of the Rose Canyon - San Miguel Fault. The latter fault in turn has been theorized to be a segment of the Newport - Inglewood Fault, which was the focus of the 1933 tremor which caused very extensive damage in Long Beach.

La Nacion Fault crosses the Plan area along an alignment roughly from the intersection of Division Street and 61st Street, extending in a north-northwesterly direction, crossing Imperial Avenue at about 58th Street and crossing freeway State Route 94 just west of the Kelton Street on-ramp. This fault has been described in some literature as an active fault (having evidence of activity within the last 11,000 years). More recent investigations have failed to find evidence of displacement of Holocene materials and have, therefore, categorized the fault as potentially active pending further investigations.

The Sweetwater Fault runs generally parallel to and west of the La Nacion Fault and is considered by most to be a part of the La Nacion Fault Zone. The only known evidence of the Sweetwater Fault within the Plan area is at the southern boundary, between Paradise Valley Road and Division Street at 58th Street.

Several splinters of the La Nacion Fault Zone have also been identified in or near the Plan area. One such splinter parallels

the principal fault trace about 300-400 feet to the west, from the southern boundary of the Plan area to the vicinity of Churchward Street. Two other north-south trending splinter fault traces have been identified in the Emerald Hills area, extending about 1,000 feet south of Market Street at 53rd Street, and extending from 1,200 to 2,000 feet north of Market Street. Another splinter trace parallels the southeasterly boundary of the Plan area about 1,000 feet east of Woodman Street.

#### Landslides and Liquefaction

While the soils have potential for shrink-swell and erodability problems, according to the City of San Diego Seismic Safety Study, no areas of slide-prone formations have been identified. This study has delineated virtually all the Plan area as generally stable, including all the level and sloping areas, minor alluvial valleys, low terraces and rolling hillsides. In addition to earthquakes originating in the San Diego area, the Plan area could experience ground shaking from earthquakes whose epicenters are up to 100 kilometers (approximately 62 miles) away. Because the Southeast San Diego community area is not prone to landslides or cliff collapse there is little chance that severe damage could occur from a distant earthquake.

Parts of the Plan area, however, are subject to liquefaction in the event of a strong local earthquake. Liquefaction refers to a process in which soil below the water table totally loses its strength and is converted to a fluid state. A particular location may have a greater or lesser potential for this hazard depending on the on-site soil density and soil type, the severity of shaking and the duration of shaking by an earthquake. The valley bottoms along Las Chollas Creek, South Chollas Creek, Encanto Creek and Radio Canyon have been identified as having the potential for ground failure due to liquefaction. This potential, however, is relatively low.

#### Paleontology

Although the San Diego region has not been extensively studied by paleontologists, geologic formations indicate that considerable paleontological resources occur in the region.

Within the Southeast San Diego community the San Diego Formation, which is exposed along the slopes in Las Chollas Valley and its tributaries (Figure 14), has yielded fossil invertebrates and has a high potential for further marine invertebrate finds. The formation in this area has a low potential for fossil marine mammal remains.

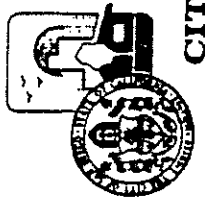
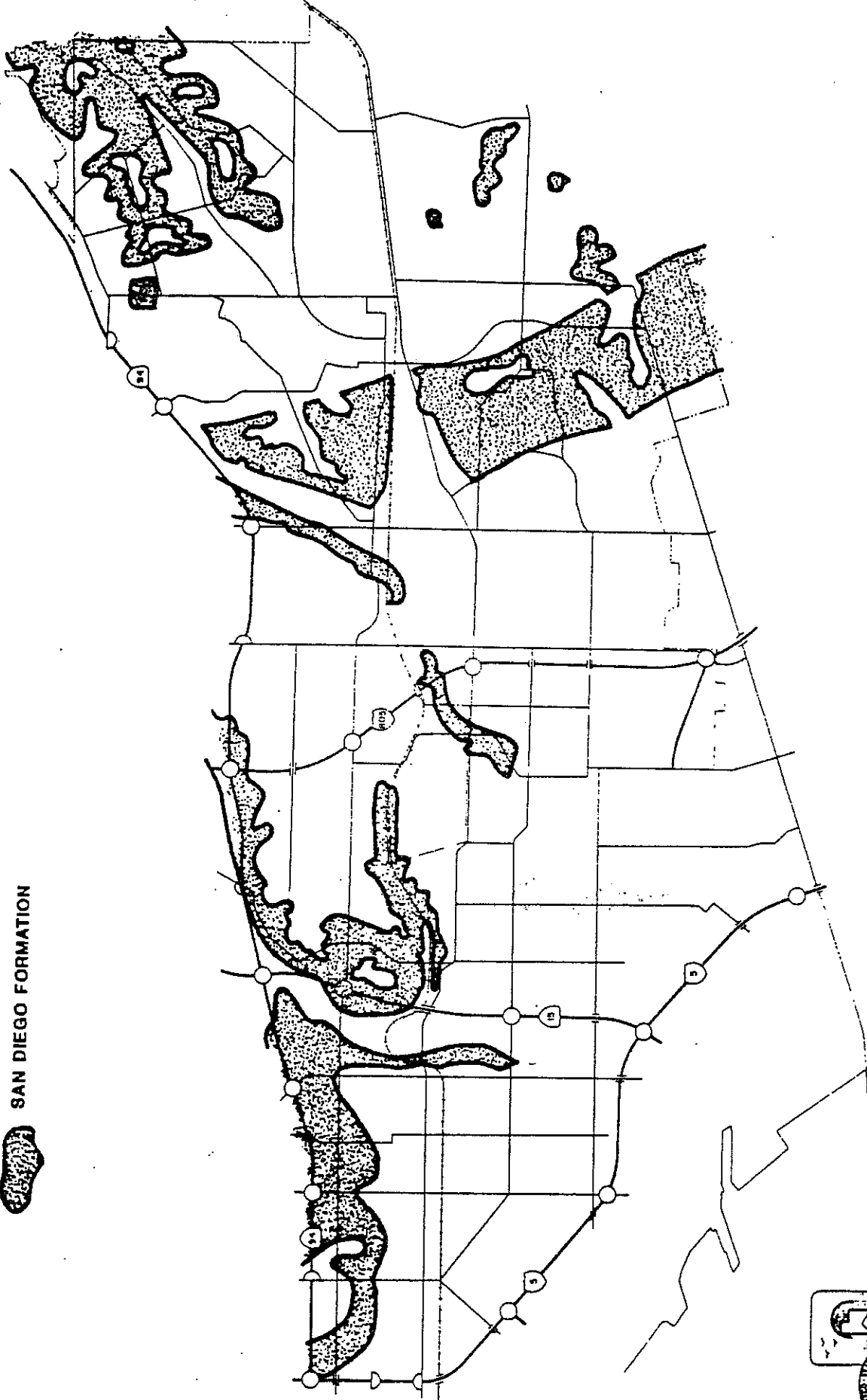
Exposures of San Diego Formation sandstones in the Encanto area east of the La Nacion Fault Zone has a potential for producing Pliocene marine mammal and marine invertebrate fossils.



# SOUTHEAST SAN DIEGO

## PALEONTOLOGY

 SAN DIEGO FORMATION



### Hydrology

The study area is located within the 60 square mile Coronado hydrologic unit. Land use within the basin area is largely urban residential with agricultural uses being almost nonexistent. Surface and groundwater supplies have not been developed within this region. This hydrologic unit contains no substantial stream system or surface waters and all land uses are served by imported water supply. Drainage is generally southwestward into the San Diego Bay.

The estimated mean seasonal natural surface runoff from Las Chollas Creek into San Diego Bay is 5,200-acre feet. A small portion of the Plan area in the extreme southeasterly corner is drained by the Paradise Creek drainage system. The creek channel forms the southern boundary of the area for about 4,000 feet and is not markedly different from conditions in the South Chollas Creek system. Major stream flow occurs only during and after storms. The only other surface water channel is Paleta Creek which is channeled into storm drains.

Near surface groundwater is found in the Las Chollas/South Chollas confluence area and underlying the southwest corner of the Plan area. No domestic or industrial use is made of the local runoff or groundwater. Runoff from storm drains and surface areas is directed into San Diego Bay.

### Flooding

Both Las Chollas Creek and South Chollas Creek have the potential of flooding during periods of heavy rainfall. The drainage basin is approximately nine miles long by 6 miles wide and covers an area of about 60 square miles. Both Las Chollas Creek and South Chollas Creek have some existing channel improvements within the planning area. Las Chollas Creek has a concrete channel from National Avenue to Market Street. The concrete trapezoidal channel, which has a bottom width of 20 feet and a depth of 12 feet, was designed to contain a 100 year flood.

South Chollas Creek has an earth bottom channel with concrete sides from just upstream from the confluence with Las Chollas Creek to just east of 40th Street. The channel is eight feet deep with a 56-foot-wide bottom and has a capacity of 5,000 cubic feet per second (cfs) without freeboard. In this area, 5,000 cfs has a recurrence interval of 80 years. The remaining channels are unimproved except for bridges and culverts at road crossings.

Approximately 175 acres of land adjacent to Las Chollas Creek and 270 acres of land adjacent to South Chollas Creek within Southeast San Diego are within the 100 year floodplain and could be subject to inundation.

### Biological Resources

Although the area covered by the Plan is largely developed, natural vegetation still exists in canyons and on other lands. Vegetation varies with site characteristics but can generally be grouped into two major floral associations - Chaparral and Coastal Sage Scrub. In addition, isolated elements of the riparian (streamside woodland) vegetation association and ruderal (man-disturbed) areas are found scattered throughout the community.

Chaparral is usually found in canyon areas, particularly on north-facing slopes. Members of the Chaparral Association have extensive root systems that have important water retention qualities. Coastal Sage Scrub, also referred to as soft, or impoverished chaparral, is the dominant native vegetation within the Plan area. It is found on the ridges and drier south-facing slopes in the community. Riparian growth is found along natural drainages in Las Chollas and South Chollas valleys. Riparian growth, while occupying significantly less than the two preceding communities, supports a diverse wildlife community. Ruderal vegetation (usually grasses and weeds) occupies vacant lots and formerly cultivated areas throughout the community. Most of this land has been graded or otherwise disturbed by man.

Wildlife within the Plan area is characteristic of the region. Abundant birds and small mammals remain in the community, especially in undisturbed canyons. Waterfowl have been observed in some areas of the lower reaches of South Chollas Valley and larger bird species including hawks are common in Radio Canyon. However, many faunal inhabitants of the Coastal Sage Scrub Association are nocturnal and would not be casually observed.

The Radio Canyon area and several relatively isolated canyons in the southeasterly corner tributary to Paradise Creek are probably the richest wildlife areas in the community.

Traffic

## Accident Rates

In 1983, some major and collector streets in the community had accident rates which exceeded City-wide averages. The City average accident rate for major streets is 6.32 per million vehicle miles. The following major streets in Southeast exceeded this rate:

| <u>Street Segment</u>              | <u>Accident Rate</u> |
|------------------------------------|----------------------|
| Euclid Avenue                      |                      |
| Imperial Avenue to Market Street   | 7.92                 |
| Market Street to SR 94             | 6.84                 |
| Imperial Avenue                    |                      |
| * I-5 to 25th Street               | 20.65                |
| * 25th Street to 28th Street       | 11.07                |
| * 28th Street to 30th Street       | 18.70                |
| * 30th Street to 32nd Street       | 17.12                |
| * 32nd Street to Wabash            | 10.32                |
| * Wabash to 40th Street            | 9.44                 |
| 40th Street to 47th Street         | 10.81                |
| 47th Street to Euclid              | 7.17                 |
| Logan Avenue                       |                      |
| 43rd Street to 47th Street         | 9.39                 |
| 47th Street to Euclid Avenue       | 14.42                |
| Market Street                      |                      |
| I-5 to 25th Street                 | 16.68                |
| 25th Street to 28th Street         | 9.53                 |
| 30th Street to 32nd Street         | 19.42                |
| * Wabash to 47th Street            | 9.41                 |
| * 47th Street to Euclid            | 11.70                |
| * Euclid Avenue to Imperial Avenue | 10.57                |
| National Avenue                    |                      |
| * 28th Street to 30th Street       | 19.12                |
| * 30th Street to 32nd Street       | 19.67                |
| * 32nd Street to Wabash            | 13.38                |
| * Wabash to 38th Street            | 18.26                |
| * 38th Street to 43rd Street       | 16.15                |
| 43rd Street                        |                      |
| * Division Street to Delta Street  | 9.76                 |
| * Delta Street to National Avenue  | 10.11                |

|                                    |       |
|------------------------------------|-------|
| 47th Street                        |       |
| Alpha Street to Logan Avenue       | 11.18 |
| Logan Avenue to Imperial Avenue    | 7.44  |
| * Imperial Avenue to Market Street | 13.81 |
| Market Street to Federal Boulevard | 9.44  |

The City-wide average accident rate for collector streets in 1983 was 8.08 per million vehicle miles. The following collector streets in Southeast exceeded this rate:

| <u>Street Segment</u>                   | <u>Accident Rate</u> |
|-----------------------------------------|----------------------|
| Ocean View Boulevard                    |                      |
| Commercial Street to 28th Street        | 14.30                |
| 28th Street to 30th Street              | 12.18                |
| * 30th Street to 32nd Street            | 17.73                |
| * Wabash to 40th Street                 | 20.39                |
| Olvera Avenue                           |                      |
| Euclid Avenue to Skyline Drive          | 9.70                 |
| 25th Street                             |                      |
| Imperial Avenue to Market Street        | 14.77                |
| Market Street to SR 94                  | 21.55                |
| 30th Street                             |                      |
| National Avenue to Ocean View Boulevard | 13.06                |
| Ocean View Boulevard to Imperial Avenue | 13.33                |
| Imperial Avenue to Market Street        | 18.32                |
| Market Street to SR 94                  | 24.65                |
| 32nd Street                             |                      |
| Wabash to Main Street                   | 15.11                |
| Main Street to National Avenue          | 17.12                |
| National Avenue to Ocean View Boulevard | 15.95                |
| Ocean View Boulevard to Imperial Avenue | 21.25                |
| Imperial Avenue to Market Street        | 20.76                |

\* Proposed For Future Improvements

## APPENDIX B

Approximate Distance In Feet From Property Line to 65 CNEL Noise Contour Line. Based Upon 2000 Traffic Volume Projections

| <u>Street Segment</u>                               | <u>Approximate distance in feet from property line to noise contour</u> |
|-----------------------------------------------------|-------------------------------------------------------------------------|
| Market St. from I-5 to 25th St.                     | 15                                                                      |
| Market St. from 25th St. to 30th St.                | 13                                                                      |
| Market St. from 30th St. to 32nd St.                | 8                                                                       |
| Market St. from 32nd St. to 43rd St.                | 15                                                                      |
| Market St. from 43rd St. to I-805                   | 8                                                                       |
| Market St. from I-805 to 47th St.                   | 22                                                                      |
| Market St. from 47th St. to Euclid Ave.             | 11                                                                      |
| Market St. from Euclid Ave. to Imperial Ave.        | 15                                                                      |
| Imperial Ave. from I-5 to 32nd St.                  | 8                                                                       |
| Imperial Ave. from 40th St. to 43rd St.             | 8                                                                       |
| Imperial Ave. from 43rd St. to 45th St.             | 11                                                                      |
| Imperial Ave. from 45th St. to I-805                | 13                                                                      |
| Imperial Ave. from I-805 to Euclid Ave.             | 25                                                                      |
| Imperial Ave. from Euclid Ave. to Valencia Pkwy.    | 13                                                                      |
| Imperial Ave. from 61st St. to Woodman              | 8                                                                       |
| Oceanview Blvd. from SR 15 to 38th St.              | 8                                                                       |
| Oceanview Blvd. from 38th St. to 40th St.           | 5                                                                       |
| Crosby St. from I-5 to Oceanview Blvd.              | 2                                                                       |
| 25th St. from Oceanview Blvd. to SR 94              | 8                                                                       |
| 32nd St. from Imperial Ave. to Market St.           | 3                                                                       |
| National Ave. from I-5 to SR 15                     | 5                                                                       |
| National Ave. from SR 15 to 38th St.                | 8                                                                       |
| National Ave. from 38th St. to 43rd St.             | 5                                                                       |
| National Ave. from 43rd St. to I-805                | 5                                                                       |
| 43rd St. from Division St. to SR 52                 | 2                                                                       |
| 43rd St. from SR 52 to National Ave.                | 2                                                                       |
| Logan Ave. from 47th St. to Euclid Ave.             | 5                                                                       |
| 47th St. from Oceanview Blvd. to Hilltop Dr.        | 2                                                                       |
| 47th St. from Hilltop Dr. to SR 94                  | 2                                                                       |
| Euclid Ave. from Division St. to Logan Ave.         | 2                                                                       |
| Euclid Ave. from Logan Ave. to Imperial Ave.        | 11                                                                      |
| Euclid Ave. from Imperial Ave. to Market St.        | 11                                                                      |
| Euclid Ave. from Market St. to Hilltop Dr.          | 13                                                                      |
| Euclid Ave. from Hilltop Dr. to SR 94               | 22                                                                      |
| Valencia Pkwy. from Churchward St. to Imperial Ave. | 5                                                                       |
| Skyline Dr. from Valencia Pkwy. to 61st St.         | 15                                                                      |
| Skyline Dr. from 61st St. to Woodman St.            | 13                                                                      |
| Federal Blvd. from 60th St. to Mallard St.          | 8                                                                       |
| Mallard St. from Federal Blvd. to Radio Dr.         | 3                                                                       |
| Division St. from I-5 to 40th St.                   | 8                                                                       |
| Division St. from 40th St. to 43rd St.              | 5                                                                       |

|                                                 |     |
|-------------------------------------------------|-----|
| Division St. from 43rd St. to 47th St.          | 8   |
| Division St. from 47th St. to Euclid Ave.       | 5   |
| Division St. from Euclid Ave. to Valencia Pkwy. | 8   |
| I-5 from SR-94 to National Ave.                 | 226 |
| I-5 from National Ave. to SR-15                 | 202 |
| I-5 from SR-15 to Division St.                  | 272 |
| I-805 from SR-94 to Imperial Ave.               | 226 |
| I-805 from Imperial Ave. to Division St.        | 202 |
| SR-94 from I-5 to 25th St.                      | 276 |
| SR-94 from 25th St. to 30th St.                 | 202 |
| SR-94 from 30th St. to future interchange       | 202 |
| SR-94 from future interchange to I-805          | 202 |
| SR-94 from I-805 to Euclid Ave.                 | 226 |
| SR-94 from Euclid Ave. to plan boundary         | 202 |
| SR-15 from SR-94 to Imperial Ave.               | 226 |
| SR-15 from Imperial Ave. to I-5                 | 202 |

DRAFT  
ROUTE 252 CORRIDOR REVIEW

JUNE 1985

## EXECUTIVE SUMMARY

## INTRODUCTION

The Route 252 corridor was acquired by CALTRANS in the early 1970's for the proposed construction of 1.9 miles of new 6-lane freeway connecting Interstate 5 with Interstate 805. In March 1980, the California Transportation Commission (CTC) rescinded the State Route 252 route adoption (location) and authorized and directed CALTRANS to dispose of any previously acquired freeway right-of-way. The City of San Diego has initiated steps to acquire the 66 acres of excess land (Route 252 corridor) from CALTRANS for redevelopment purposes. The City of National City located immediately south of the Route 252 corridor contends that the originally proposed 6-lane freeway project is still needed to accommodate regional and local circulation needs. The Route 252 freeway is not included in SANDAG's 1984 Regional Transportation Plan and no project is identified in the 1985 State Transportation Improvement Program. The action now before the CTC is to decide whether CALTRANS should sell the excess State-owned land originally purchased for the Route 252 freeway to the City of San Diego for redevelopment purposes.

At its meeting of December 13, 1984, the California Transportation Commission (CTC) directed that a letter be sent to SANDAG and CALTRANS District 11 to request a re-examination of the question of rescinding Route 252. One reason for the request relates to the fact that none of the current nine Commissioners were members of the CTC when they last considered the Route 252 matter. On January 11, 1985, SANDAG received a letter from the Transportation Commission regarding the Route 252 Corridor. The Transportation Commission requested a SANDAG review of the Route 252 Corridor prior to the Commission taking any action to dispose of the State-owned right-of-way. The State currently owns 66 acres of right-of-way originally acquired for a Route 252 freeway and the CTC must approve any reuse or sale of these lands. About 22 of the 66 acres are existing street right-of-way which would revert back to the City of San Diego if the Route 252 freeway were not constructed. Specifically, the Commission has asked SANDAG to assess the significance of the route as a transportation corridor and to obtain the views of relevant agencies and organizations regarding the corridor.

On February 22, 1985, the SANDAG Board of Directors directed SANDAG staff to conduct the Route 252 Corridor review as requested by the California Transportation Commission. The corridor review was to be conducted as expeditiously as possible with the full involvement of CALTRANS District 11. Following a local review period the "Route 252 Corridor Review" would be submitted to the CTC who should docket the item for final resolution at the earliest opportunity. In responding to the CTC request the City of San Diego unanimously opposed any further Route 252 freeway studies reaffirming their opposition to the freeway and intention to not enter into any future Route 252 freeway agreements.

## ROUTE 252 PROJECT HISTORY

The route location for proposed State Route 252 was originally adopted by the California Highway Commission in 1965. Freeway agreements were executed with National City and the City of San Diego in 1967 and 1968. Right-of-way acquisition for the proposed freeway facility was completed in 1972 at a cost of \$3.1 million. The right-of-way was then cleared of buildings and the residents were relocated. The Route 805/252 interchange, which included all portions of Route 252 in National City, was constructed and opened in 1975. CALTRANS prepared an EIS for the proposed Route 252 freeway project which was approved by the Federal Highway Administration in June 1976. Figure 1-1 identifies the major design features of the 1.2 mile Route 252 6-lane freeway project as approved in the Final EIS.

Local opposition to Route 252 began in the early 1970's. The opposition contended that the proposed freeway would further divide the community and not serve the residents of the corridor. In June 1978, the San Diego City Council withdrew their support for a Route 252 freeway and directed that steps be taken to terminate the freeway agreement and to explore non-freeway solutions. Subsequent studies resulted in the City of San Diego approving in concept a proposed reuse of the Route 252 Corridor for non-freeway purposes (Southcrest West Plan) in August 1979. In May 1978, the California Transportation Commission rescinded the Route 252 "freeway declaration" and in March 1980 the Commission further rescinded the adopted state route location and directed and authorized CALTRANS to dispose of any previously acquired right-of-way. The City of National City has continued to support the development of Route 252 as a freeway facility to accommodate both regional and local traffic circulation needs. In June 1980 National City filed suit against CALTRANS for rescinding Route 252. In August 1981, the San Diego Superior Court dismissed the lawsuit against the state (upheld on appeal) and there are no current legal proceedings.

Recent actions by the City of San Diego, the Southeast Development Committee (the designated Community Planning Group for the Southeast San Diego area), and the Southeast Economic Development Corporation (SEDC) have focused on preparing a redevelopment plan for the Route 252 corridor area which will act as a catalyst for revitalization of the entire area. Figure 1-2 identifies the basic land use concept for redevelopment of the corridor. The corridor reuse concept includes the provision of residential units, light industry/business park activities, and commercial facilities. The preliminary Southcrest Redevelopment Project indicates that an approximate \$17.6 million public investment in the area will act to stimulate a combined \$62 million public and private revitalization of the area. In February 1985, San Diego City Council endorsed the preliminary Southcrest Redevelopment Project and authorized SEDC to negotiate an option to purchase the rescinded Route 252 corridor from CALTRANS for a sum not to exceed \$2,926,000 which was CALTRANS' most recent appraisal value (2-27-84) for the state-owned right-of-way. Negotiations and execution of the Route 252 corridor purchase option is now awaiting CTC's reaffirmation to dispose of the excess land.

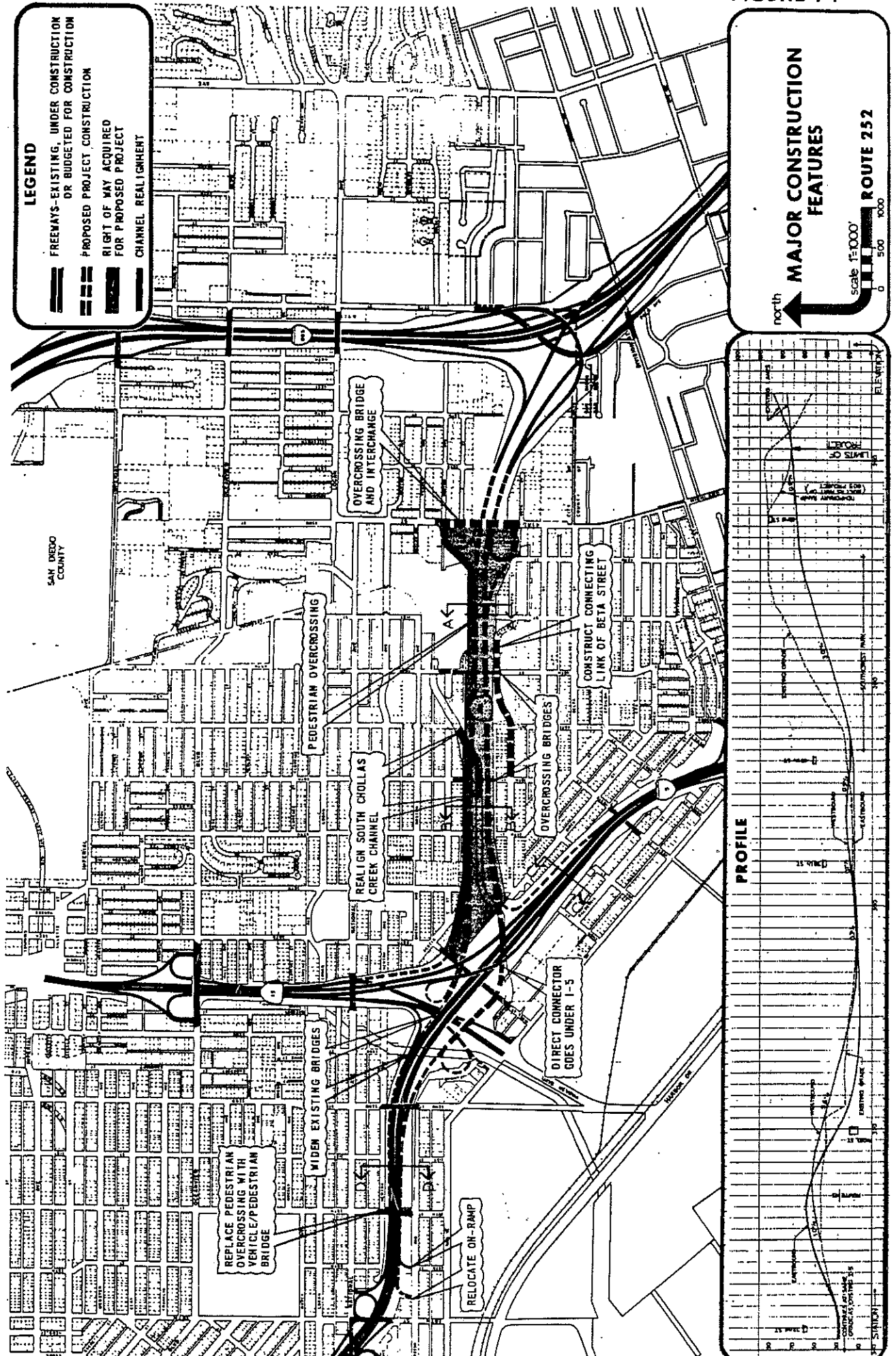
TABLE 1-1

ROUTE 252 PROJECT APPROVAL HISTORY

|                   |                                                                                                                                                                                                                                                                                                                                                        |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| September, 1959   | The State Legislature added Route 252 to the State Highway System and included Route 252 on the California Freeway and Expressway System (created by the Legislature in Sept. 1959).                                                                                                                                                                   |
| June 29, 1965     | The California Highway Commission adopted the location for State Highway Route 252 between Route 5 and 43rd Street and declared it a freeway (Route Adoption and Freeway Declaration action).                                                                                                                                                          |
| December 11, 1967 | CALTRANS executed Route 252 Freeway Agreement with the City of National City.                                                                                                                                                                                                                                                                          |
| May 20, 1968      | CALTRANS executed Route 252 Freeway Agreement with the City of San Diego.                                                                                                                                                                                                                                                                              |
| October, 1969     | CALTRANS began right-of-way acquisition for Route 252. Right-of-way acquisition was completed in 1972 at a cost of \$3.1 million.                                                                                                                                                                                                                      |
| July 11, 1973     | CALTRANS awarded a construction contract including the interchange of I-805/SR252 with temporary connections to 43rd Street. Project completed on August 20, 1975.                                                                                                                                                                                     |
| June 11, 1976     | The Federal Highway Administration approved the Route 252 Final Environmental Impact Statement with the proposed action identified as construction of a new six-lane freeway.                                                                                                                                                                          |
| April 4, 1978     | The City of San Diego authorized and directed the termination of agreements with CALTRANS relative to construction of Freeway 252 (Resolution No. 220617).                                                                                                                                                                                             |
| May 19, 1978      | The California Transportation Commission rescinded the freeway declaration for Route 252 but retained the adopted route location (Resolution No. HRU-78-1).                                                                                                                                                                                            |
| March 28, 1980    | The California Transportation Commission rescinded the Route 252 route adoption (location) and authorized and directed CALTRANS to dispose of any previously acquired right-of-way (Resolution HRU-80-4).                                                                                                                                              |
| February 12, 1985 | The City of San Diego certified the Final EIR concerning CALTRANS' sale of 66 acres of excess right-of-way (SR252 corridor) and acquisition by the City of San Diego for redevelopment purposes. The Southeast Economic Development Corporation was authorized to execute an option to purchase the SR252 corridor at a sum not to exceed \$2,926,000. |

NOTE: See Appendix B for a detailed Route 252 project history.

FIGURE 1-1



Source: Final Environmental Impact Statement  
 for State Highway Route 252, June 1976.



## CORRIDOR REVIEW FINDINGS AND CONCLUSIONS

Following are the summary findings and conclusions from the Route 252 Corridor Review. The findings and conclusions are based on both the review of prior Route 252 studies and new updated information prepared by SANDAG.

### General Transportation Service

1. The Southeast San Diego-National City area is well served by four existing freeways (I-5, SR15, SR94, and I-805) and the San Diego Trolley South Line. The San Diego Trolley East Line and Route 54 (I-5 to I-805) are two new regional transportation facilities now under initial construction that will further serve the areas transportation needs.
2. Currently about 500,000 persons travel through the study corridor area daily using the existing freeway, city street and transit systems. About 690,000 persons (a 38% increase) are forecast to travel through the study area in year 2005.
3. SANDAG's current traffic forecasts indicate that Route 252, if constructed as a 6-lane freeway, would carry about 90,000 average daily traffic by the year 2005.
4. If Route 252 is not constructed about 45-50,000 additional trips (year 2005) that would have used Route 252 would divert to other area freeways. An estimated 30,000 additional daily trips would divert to local city streets for at least a portion of their trip.
5. The current 25,000 daily transit riders through the Route 252 corridor area are estimated to increase by about 160% to 65,000 riders in the year 2005. Most of the ridership increase will occur on the San Diego Trolley system.

### Route 252 Freeway Project

6. The 6-lane freeway project design features identified in the 1976 Final EIS remain valid and can accommodate the Route 252 forecast 90,000 daily trips in year 2005.
7. The Route 252 project if constructed should incorporate additional project mitigation features including added landscaping, improved noise mitigation, and open space enhancements.
8. The Route 252 freeway would improve traffic service and reduce freeway congestion in the Southeast San Diego-National City area. Route 252 would reduce the miles of heavy freeway congestion in year 2005 from 5.9 miles to 2.5 miles in the study area.
9. CALTRANS has expended about \$11.0 million on initial development of Route 252. The remaining 6-lane freeway costs total about \$36.4 million (1985 current dollars).

10. No revenues appear to be available to construct Route 252 at least until the mid 1990's. The Route 252 freeway would have to compete with many other high priority freeway projects for any state/federal funds that could become available, including SR15 (40th Street project), SR52 Santee extension, SR54 South Bay freeway upgrade, and the SR78 widening.
11. Reinstatement of the Route 252 freeway project is consistent with the Updated General Plan for National City. The freeway conflicts with the City of San Diego General Plan, the draft Southeast San Diego Community Plan, SANDAG's 1984 Regional Transportation Plan, and prior CTC actions rescinding the route adoption/freeway declaration and directing CALTRANS to dispose of the excess Route 252 lands.

#### Other Freeway and Arterial Improvements

12. Viable alternative solutions to constructing Route 252 do exist.
13. A "do nothing" alternative should not be pursued if desirable environmental and traffic service standards are to be maintained. If Route 252 is not built, selected freeway improvements and major arterial street widenings would be needed.
14. CALTRANS Systems Planning Study analysis show that by year 2005 major portions of I-5, SR94, and I-805 will be operating at heavy peak-period congestion levels (LOS "F" condition).
15. The I-5/SR54 freeway and flood control project has been modified to better accommodate increased traffic due to deletion of Route 252. The project now includes a southbound to eastbound direct connector ramp and the widening of I-5 to 10 lanes from SR54 to 24th Street.
16. CALTRANS should develop projects to widen selected area freeways (portions of I-5, SR94, and I-805) in areas forecast for heavy congestion if freeway operational improvements cannot adequately accommodate increased traffic.
17. Increased traffic on local arterials resulting from deleting Route 252 would contribute to the need for selected city street improvements. All of the recommended local arterial improvements identified in prior studies have been incorporated in the current Southeast San Diego Community Plan and the Updated General Plan for National City.
18. The cost of all identified local city street improvements could total as much as \$45 million. Many of these improvements would be needed with or without the construction of Route 252 to accommodate increased traffic. The projects should be programmed as needed through the normal city street development process.
19. If Route 252 is not constructed, Division Street should be improved as recommended in the draft Southeast San Diego Community Plan and the Updated National City General Plan. CALTRANS should also evaluate the feasibility of improved Division Street connections with I-5 and I-805.

20. The Cities of San Diego and National City should implement city street traffic operational improvements including selected street widenings, parking management techniques (more off-street parking, peak-period parking restrictions), improved traffic signalization, channelization and turn restrictions and other measures as needed.

#### Southcrest Redevelopment Project

21. If Route 252 is not constructed, the 66 acres of State-owned right-of-way would have a disposal value of about \$2,926,000. The City of San Diego has initiated steps to acquire the corridor for the Southcrest Redevelopment Project.
22. The Southeast Economic Development Corporation (SEDC) contends that proposed redevelopment in the Route 252 corridor is critical to revitalization of the Southeast San Diego area.
23. The Southcrest Redevelopment Program proposes a \$17.6 million public expenditure program that is projected to result in a 10-year combined public and private area revitalization effort totaling about \$62 million.
24. The proposed Southcrest Redevelopment Project is consistent with the City of San Diego General Plan, the draft Southeast San Diego Community Plan, and SANDAG's Series 6 Regional Growth Forecasts. The project does not conform to the Updated General Plan for National City which supports construction of the Route 252 freeway.

#### Environmental Impact and Alternatives

25. The Federal Highway Administration (FHWA) approved the Route 252 Final EIS in June 1976 with the proposed action being construction of a 6-lane freeway. The EIS found that freeway users would benefit from reduced trip lengths and congestion resulting in air quality improvement to the surrounding community.
26. SANDAG and the City of San Diego have contended that a 6-lane freeway would further divide an already fragmented community. The Southeast San Diego area is already fragmented with four existing freeways (I-5, SR15, SR94, and I-805) and Route 252 if constructed would create additional psychological and physical barriers with a 350 foot wide freeway.
27. The Route 252 Final EIS will require an environmental reevaluation if the freeway project were to proceed.
28. The 1984 Final EIR concerning the acquisition of the Route 252 right-of-way by the City of San Diego for redevelopment purposes found that the proposed corridor redevelopment would not result in any significant environmental impacts.
29. The City of National City contends that there would be significant regional and local circulation impacts by not constructing the Route 252 freeway, including increased freeway congestion and increased local arterial traffic.

30. Deletion of the Route 252 freeway project could result in economic impacts to National City caused through a loss of sales tax from those businesses that might be negatively affected by increased local street congestion. The implementation of parking management techniques and increased off-street parking can minimize any potential business loss.
31. All reasonable Route 252 project freeway and non-freeway construction alternatives have already been identified in numerous planning reports. While many roadway alternatives within the Route 252 right-of-way do exist, they simply have not been chosen by the City of San Diego as a preferred alternate to the Southcrest Redevelopment Plan concept.
32. Compared to Route 252, none of the alternatives considered provided as fast a travel time or as short a routing between Centre City and the South Bay.

#### FUTURE CORRIDOR ACTIONS

The current action before the California Transportation Commission (CTC) is to give final approval for CALTRANS to sell the 66 acres of excess State-owned Route 252 corridor right-of-way to the City of San Diego for redevelopment purposes. CTC's last action regarding the corridor taken in March 1980 directed and authorized CALTRANS to dispose of the right-of-way. The two basic options of the CTC are either to give final approval for CALTRANS to sell the land to the City of San Diego or to not approve the land sale - presumably to reinstate the Route 252 freeway project.

Following are the steps that normally would occur under either of these options.

#### Sale of Route 252 Right-of-Way

1. The CTC gives final approval to CALTRANS to sell the Route 252 corridor right-of-way.
2. CALTRANS and the City of San Diego negotiate terms of the corridor sale and execute a purchase option for the land. The sale terms would include items such as length of the purchase option, price of the corridor sale, a payment schedule and interest rates as applicable.
3. CTC as part of their "Highway Right-of-Way Matters" actions would approve terms and conditions of the sale.

#### Decision to Proceed with Route 252 Freeway

1. The CTC does not approve sale of the Route 252 corridor and directs CALTRANS to proceed with the prior freeway project.
2. CALTRANS would conduct a reevaluation of the 1976 Final EIS which would require Federal Highway Administration (FHWA) approval.
3. A new freeway agreement would have to be executed with the City of San Diego.

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4. The project would have to be approved in SANDAG's Regional Transportation Plan and/or Regional Transportation Improvement Program.
  5. CALTRANS would have to hold public hearings regarding the project and make specific findings regarding project need and impacts - prior California Coastal Commission requirement.
  6. Project programming and financing approvals would be needed from the CTC (State TIP) and from FHWA.

Given the City of San Diego's resolve to oppose the freeway, it is highly unlikely that the project would proceed in a timely manner.