

City of San Diego

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CITY CONTACT: Spencer Deane, Contract Specialist, Email: SDeane@sandiego.gov
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A. Alaeipour / M. Jirjis Nakasha / L. Russell

BIDDING DOCUMENTS



FOR

DOWNTOWN COMPLETE STREETS IMPLEMENTATION (Phases 1A-1B-2A)

BID NO.: K-19-1849-DBB-3
SAP NO. (WBS/IO/CC): B-17056
CLIENT DEPARTMENT: 2116
COUNCIL DISTRICT: 3
PROJECT TYPE: ID

THIS CONTRACT WILL BE SUBJECT TO THE FOLLOWING:

- THE CITY'S SUBCONTRACTING PARTICIPATION REQUIREMENTS FOR SLBE PROGRAM
- PREVAILING WAGE RATES: STATE FEDERAL
- APPRENTICESHIP
- THIS IS A SMART GROWTH INCENTIVE PROGRAM FUNDED CONTRACT THROUGH STATE OF CALIFORNIA SANDAG

BID DUE DATE:

**2:00 PM
JULY 30, 2019**

CITY OF SAN DIEGO'S ELECTRONIC BIDDING SITE, PLANETBIDS

<http://www.sandiego.gov/cip/bidopps/index.shtml>

ENGINEER OF WORK

The engineering Specifications and Special Provisions contained herein have been prepared by or under the direction of the following Registered Engineer:

Robert M. Ojeda

1) Registered Engineer

6/13/2019

Date

Seal:



Dayue Zhang

2) For City Engineer

6/13/2019

Date

Seal:



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NOTICE INVITING BIDS

1. **SUMMARY OF WORK:** This is the City of San Diego's (City) solicitation process to acquire Construction services for **Downtown Complete Streets Implementation (Phases 1A-1B-2A)**. For additional information refer to Attachment A.
2. **FULL AND OPEN COMPETITION:** This solicitation is subject to full and open competition and may be bid by Contractors on the City's approved Prequalified Contractors List. For information regarding the Contractors Prequalified list visit the City's web site: <http://www.sandiego.gov>.
3. **ESTIMATED CONSTRUCTION COST:** The City's estimated construction cost for this project is **\$2,430,000**.
4. **BID DUE DATE AND TIME ARE: July 30, 2019 at 2:00 PM.**
5. **PREVAILING WAGE RATES APPLY TO THIS CONTRACT:** Refer to Attachment D.
6. **LICENSE REQUIREMENT:** To be eligible for award of this contract, Prime contractor must possess the following licensing classification: **A**
7. **SUBCONTRACTING PARTICIPATION PERCENTAGES:** Subcontracting participation percentages apply to this contract.
 - 7.1. The City has incorporated **mandatory** SLBE-ELBE subcontractor participation percentages to enhance competition and maximize subcontracting opportunities. For the purpose of achieving the mandatory subcontractor participation percentages, a recommended breakdown of the SLBE and ELBE subcontractor participation percentages based upon certified SLBE and ELBE firms has also been provided to achieve the mandatory subcontractor participation percentages:

1. SLBE participation	11.8%
2. ELBE participation	11.9%
3. Total mandatory participation	23.7%
 - 7.2. The Bid may be declared non-responsive if the Bidder fails to meet the following requirements:
 - 7.2.1. Include SLBE-ELBE certified subcontractors at the overall mandatory participation percentage identified in this document; **OR**
 - 7.2.2. Submit Good Faith Effort documentation, saved in searchable Portable Document Format (PDF) and stored on Compact Disc (CD) or Digital Video Disc (DVD), demonstrating the Bidder made a good faith effort to outreach to and include SLBE-ELBE Subcontractors required in this document within 3 Working Days of the Bid opening if the overall mandatory participation percentage is not met.

8. AWARD PROCESS:

- 8.1.** The Award of this contract is contingent upon the Contractor's compliance with all conditions of Award as stated within these documents and within the Notice of Intent to Award.
- 8.2.** Upon acceptance of bids and determination of the apparent low bidder, the City will prepare the contract documents for execution within approximately 21 days of the date of the bid opening. The City will then award the contract upon receipt of properly signed Contract, bonds, and insurance documents.
- 8.3.** This contract will be deemed executed and effective only upon the signing of the Contract by the Mayor or his designee and approval as to form by the City Attorney's Office.
- 8.4.** The low Bid will be determined by the Base Bid.
- 8.5.** Once the low bid has been determined, the City may, at its sole discretion, award the contract for the Base Bid alone.

9. SUBMISSION OF QUESTIONS:

- 9.1.** The Director (or Designee) of Public Works Department is the officer responsible for opening, examining, and evaluating the competitive Bids submitted to the City for the acquisition, construction and completion of any public improvement except when otherwise set forth in these documents. Any questions related to this solicitation shall be submitted to:

Public Works Contracts
525 B Street, Suite 750 (7th Floor)
San Diego, California, 92101
Attention: Spencer Deane

OR:

SDeane@sandiego.gov

- 9.2.** Questions received less than 14 days prior to the date for opening of Bids may not be considered.
- 9.3.** Questions or clarifications deemed by the City to be material shall be answered via issuance of an addendum and posted to the City's online bidding service.
- 9.4.** Only questions answered by formal written addenda shall be binding. Oral and other interpretations or clarifications shall be without legal effect. It is the Bidder's responsibility to be informed of any addenda that have been issued and to include all such information in its Bid.

INSTRUCTIONS TO BIDDERS

1. PREQUALIFICATION OF CONTRACTORS:

- 1.1. Contractors submitting a Bid must be pre-qualified for the total amount proposed, including all alternate items, prior to the date of submittal. Bids from contractors who have not been pre-qualified as applicable and Bids that exceed the maximum dollar amount at which contractors are pre-qualified may be deemed **non-responsive** and ineligible for award.
- 1.2. The completed application must be submitted online no later than 2 weeks prior to the bid opening.
- 1.3. **Joint Venture Bidders Cumulative Maximum Bidding Capacity:** For projects with an engineer's estimate of \$30,000,000 or greater, Joint Ventures submitting bids may be deemed responsive and eligible for award if the cumulative maximum bidding capacity of the individual Joint Venture entities is equal to or greater than the total amount proposed.
 - 1.3.1. Each of the entities of the Joint Venture must have been previously prequalified at a minimum of \$15,000,000.
 - 1.3.2. Bids submitted with a total amount proposed of less than \$30,000,000 are not eligible for Cumulative Maximum Bidding Capacity prequalification. To be eligible for award in this scenario, the Joint Venture itself or at least one of the Joint Venture entities must have been prequalified for the total amount proposed.
 - 1.3.3. Bids submitted by Joint Ventures with a total amount proposed of \$30,000,000 or greater on a project with an engineer's estimate of less than \$30,000,000 are not eligible for Cumulative Maximum Bidding Capacity prequalification.
 - 1.3.4. The Joint Venture designated as the Apparent Low Bidder shall provide evidence of its corporate existence and furnish good and approved bonds in the name of the Joint Venture within 14 Calendar Days of receipt by the Bidder of a form of contract for execution.
- 1.4. Complete information and links to the on-line prequalification application are available at:

<http://www.sandiego.gov/cip/bidopps/prequalification>

1.5. Due to the City's responsibility to protect the confidentiality of the contractors' information, City staff will not be able to provide information regarding contractors' prequalification status over the telephone. Contractors may access real-time information about their prequalification status via their vendor profile on [PlanetBids™](#).

2. **ELECTRONIC FORMAT RECEIPT AND OPENING OF BIDS:** Bids will be received in electronic format (eBids) EXCLUSIVELY at the City of San Diego's electronic bidding (eBidding) site, at: <http://www.sandiego.gov/cip/bidopps/index.shtml> and are due by the date, and time shown on the cover of this solicitation.

2.1. **BIDDERS MUST BE PRE-REGISTERED** with the City's bidding system and possess a system-assigned Digital ID in order to submit and electronic bid.

2.2. The City's bidding system will automatically track information submitted to the site including IP addresses, browsers being used and the URLs from which information was submitted. In addition, the City's bidding system will keep a history of every login instance including the time of login, and other information about the user's computer configuration such as the operating system, browser type, version, and more. Because of these security features, Contractors who disable their browsers' cookies will not be able to log in and use the City's bidding system.

2.3. The City's electronic bidding system is responsible for bid tabulations. Upon the bidder's or proposer's entry of their bid, the system will ensure that all required fields are entered. **The system will not accept a bid for which any required information is missing.** This includes all necessary pricing, subcontractor listing(s) and any other essential documentation and supporting materials and forms requested or contained in these solicitation documents.

2.4. **BIDS REMAIN SEALED UNTIL BID DEADLINE.** eBids are transmitted into the City's bidding system via hypertext transfer protocol secure (https) mechanism using SSL 128-256 bit security certificates issued from Verisign/Thawte which encrypts data being transferred from client to server. Bids submitted prior to the "Bid Due Date and Time" are not available for review by anyone other than the submitter who has until the "Bid Due Date and Time" to change, rescind or retrieve its proposal should it desire to do so.

2.5. **BIDS MUST BE SUBMITTED BY BID DUE DATE AND TIME.** Once the bid deadline is reached, no further submissions are accepted into the system. Once the Bid Due Date and Time has lapsed, bidders, proposers, the general public, and City staff are able to immediately see the results on line. City staff may then begin reviewing the submissions for responsiveness, EOCP compliance and other issues. The City may require any Bidder to furnish statement of experience, financial responsibility, technical ability, equipment, and references.

2.6. **RECAPITULATION OF THE WORK.** Bids shall not contain any recapitulation of the Work. Conditional Bids may be rejected as being non-responsive. Alternative proposals will not be considered unless called for.

2.7. BIDS MAY BE WITHDRAWN by the Bidder only up to the bid due date and time.

2.7.1. Important Note: Submission of the electronic bid into the system may not be instantaneous. Due to the speed and capabilities of the user's internet service provider (ISP), bandwidth, computer hardware and other variables, it may take time for the bidder's submission to upload and be received by the City's eBidding system. It is the bidder's sole responsibility to ensure their bids are received on time by the City's eBidding system. The City of San Diego is not responsible for bids that do not arrive by the required date and time.

2.8. ACCESSIBILITY AND AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE: To request a copy of this solicitation in an alternative format, contact the Public Works Contract Specialist listed on the cover of this solicitation at least five (5) working days prior to the Bid/Proposal due date to ensure availability.

3. ELECTRONIC BID SUBMISSIONS CARRY FULL FORCE AND EFFECT

3.1. The bidder, by submitting its electronic bid, acknowledges that doing so carries the same force and full legal effect as a paper submission with a longhand (wet) signature.

3.2. By submitting an electronic bid, the bidder certifies that the bidder has thoroughly examined and understands the entire Contract Documents (which consist of the plans and specifications, drawings, forms, affidavits and the solicitation documents), and that by submitting the eBid as its bid proposal, the bidder acknowledges, agrees to and is bound by the entire Contract Documents, including any addenda issued thereto, and incorporated by reference in the Contract Documents.

3.3. The Bidder, by submitting its electronic bid, agrees to and certifies under penalty of perjury under the laws of the State of California, that the certification, forms and affidavits submitted as part of this bid are true and correct.

3.4. The Bidder agrees to the construction of the project as described in Attachment "A-Scope of Work" for the City of San Diego, in accordance with the requirements set forth herein for the electronically submitted prices. The Bidder guarantees the Contract Price for a period of 120 days from the date of Bid opening. The duration of the Contract Price guarantee shall be extended by the number of days required for the City to obtain all items necessary to fulfill all conditions precedent.

4. BIDS ARE PUBLIC RECORDS: Upon receipt by the City, Bids shall become public records subject to public disclosure. It is the responsibility of the respondent to clearly identify any confidential, proprietary, trade secret or otherwise legally privileged information contained within the Bid. General references to sections of the California Public Records Act (PRA) will not suffice. If the Contractor does not provide applicable case law that clearly establishes that the requested information is exempt from the disclosure requirements of the PRA, the City shall be free to release the information when required in accordance with the PRA, pursuant to any other applicable law, or by order of any court or government agency, and the Contractor will hold the City harmless for release of this information.

5. CONTRACTOR REGISTRATION AND ELECTRONIC REPORTING SYSTEM:

5.1. Prior to the Award of the Contract or Task Order, you and your Subcontractors and Suppliers must register with the City’s web-based vendor registration and bid management system. For additional information go to:

<http://www.sandiego.gov/purchasing/bids-contracts/vendorreg>

5.2. The City may not award the contract until registration of all subcontractors and suppliers is complete. In the event this requirement is not met within the time frame specified in the Notice of Intent to Award letter, the City reserves the right to rescind the Notice of Award / Intent to Award and to make the award to the next responsive and responsible bidder / proposer.

6. JOINT VENTURE CONTRACTORS: Provide a copy of the Joint Venture agreement and the Joint Venture license to the City within 14 Calendar Days after receiving the Contract forms.

7. INSURANCE REQUIREMENTS:

7.1. All certificates of insurance and endorsements required by the contract are to be provided upon issuance of the City’s Notice of Intent to Award letter.

7.2. Refer to sections 5-4, “INSURANCE” of the Supplementary Special Provisions (SSP) for the insurance requirements which must be met.

8. REFERENCE STANDARDS: Except as otherwise noted or specified, the Work shall be completed in accordance with the following standards:

Title	Edition	Document Number
Standard Specifications for Public Works Construction (“The GREENBOOK”) http://www.greenbookspecs.org/	2018	PWPI010119-01
City of San Diego Standard Specifications for Public Works Construction (“The WHITEBOOK”)* https://www.sandiego.gov/publicworks/edocref/greenbook	2018	PWPI010119 -02
City of San Diego Standard Drawings* https://www.sandiego.gov/publicworks/edocref/standarddraw	2018	PWPI010119 -03
Citywide Computer Aided Design and Drafting (CADD) Standards https://www.sandiego.gov/publicworks/edocref/drawings	2018	PWPI010119 -04
California Department of Transportation (CALTRANS) Standard Specifications – http://www.dot.ca.gov/des/oe/construction-contract-standards.html	2018	PWPI030119-05

Title	Edition	Document Number
CALTRANS Standard Plans http://www.dot.ca.gov/des/oe/construction-contract-standards.html	2018	PWPI030119-06
California Manual on Uniform Traffic Control Devices Revision 3 (CA MUTCD Rev 3) http://www.dot.ca.gov/trafficops/camutcd/	2014	PWPI030119-07
<p>NOTE: *Available online under Engineering Documents and References at: http://www.sandiego.gov/publicworks/edocref/index.shtml</p> <p>*Electronic updates to the Standard Drawings may also be found in the link above</p>		

9. **CITY'S RESPONSES AND ADDENDA:** The City, at its discretion, may respond to any or all questions submitted in writing via the City's eBidding web site in the **form of an addendum**. No other responses to questions, oral or written shall be of any force or effect with respect to this solicitation. The changes to the Contract Documents through addenda are made effective as though originally issued with the Bid. The Bidders shall acknowledge the receipt of Addenda at the time of bid submission.
10. **CITY'S RIGHTS RESERVED:** The City reserves the right to cancel the Notice Inviting Bids at any time, and further reserves the right to reject submitted Bids, without giving any reason for such action, at its sole discretion and without liability. Costs incurred by the Bidder(s) as a result of preparing Bids under the Notice Inviting Bids shall be the sole responsibility of each bidder. The Notice Inviting Bids creates or imposes no obligation upon the City to enter a contract.
11. **CONTRACT PRICING:** This solicitation is for a Lump Sum contract with Unit Price provisions as set forth herein. The Bidder agrees to perform construction services for the City of San Diego in accordance with these contract documents for the prices listed below. The Bidder further agrees to guarantee the Contract Price for a period of 120 days from the date of Bid opening. The duration of the Contract Price guarantee may be extended, by mutual consent of the parties, by the number of days required for the City to obtain all items necessary to fulfill all contractual conditions.
12. **SUBCONTRACTOR INFORMATION:**
- 12.1. **LISTING OF SUBCONTRACTORS.** In accordance with the requirements provided in the "Subletting and Subcontracting Fair Practices Act" of the California Public Contract Code, the Bidder shall provide the **NAME** and **ADDRESS** of each Subcontractor who will perform work, labor, render services or who specially fabricates and installs a portion [type] of the work or improvement, in an amount in excess of 0.5% of the Contractor's total Bid. The Bidder shall also state within the description, whether the subcontractor is a **CONSTRUCTOR, CONSULTANT** or **SUPPLIER**. The Bidder shall state the **DIR REGISTRATION NUMBER** for all subcontractors and shall further state within the description, the **PORITION** of the work which will be performed by each subcontractor under this Contract. The Contractor shall list only one Subcontractor for each portion of the Work. The **DOLLAR VALUE** of the total Bid to be performed

shall be stated for all subcontractors listed. Failure to comply with this requirement may result in the Bid being rejected as **non-responsive** and ineligible for award. The Bidder's attention is directed to the Special Provisions – Section 3-2, “SELF-PERFORMANCE”, which stipulates the percent of the Work to be performed with the Bidders' own forces. The Bidder shall list all SLBE, ELBE, DBE, DVBE, MBE, WBE, OBE, SDB, WoSB, HUBZone, and SDVOSB Subcontractors for which Bidders are seeking recognition towards achieving any mandatory, voluntary (or both) subcontracting participation goals.

Additionally, pursuant to California Senate Bill 96 and in accordance with the requirements of Labor Code sections 1771.1 and 1725.5, by submitting a bid or proposal to the City, Contractor is certifying that he or she has verified that all subcontractors used on this public work project are registered with the California Department of Industrial Relations (DIR). **The Bidder shall provide the name, address, license number, DIR registration number of any Subcontractor – regardless of tier** - who will perform work, labor, render services or specially fabricate and install a portion [type] of the work or improvement pursuant to the contract.

12.2. LISTING OF SUPPLIERS. Any Bidder seeking the recognition of Suppliers of equipment, materials, or supplies obtained from third party Suppliers towards achieving any mandatory or voluntary (or both) subcontracting participation goals shall provide, at a minimum, the **NAME, LOCATION (CITY), DIR REGISTRATION NUMBER** and the **DOLLAR VALUE** of each supplier. The Bidder will be credited up to 60% of the amount to be paid to the Suppliers for materials and supplies unless vendor manufactures or substantially alters materials and supplies, in which case, 100% will be credited. The Bidder is to indicate within the description whether the listed firm is a supplier or manufacturer. If no indication is provided, the listed firm will be credited at 60% of the listed dollar value for purposes of calculating the Subcontractor Participation Percentage.

12.3. LISTING OF SUBCONTRACTORS OR SUPPLIERS FOR ALTERNATES. For subcontractors or suppliers to be used on additive or deductive alternate items, in addition to the above requirements, bidder shall further note “ALTERNATE” and alternate item number within the description.

13. SUBMITTAL OF “OR EQUAL” ITEMS: See Section 4-6, “Trade Names” in The WHITEBOOK and as amended in the SSP.

14. AWARD:

14.1. The Award of this contract is contingent upon the Contractor’s compliance with all conditions precedent to Award.

14.2. Upon acceptance of a Bid, the City will prepare contract documents for execution within approximately 21 days of the date of the Bid opening and award the Contract approximately within 7 days of receipt of properly executed Contract, bonds, and insurance documents.

- 14.3.** This contract will be deemed executed and effective only upon the signing of the Contract by the Mayor or his designee and approval as to form the City Attorney's Office.
- 15. SUBCONTRACT LIMITATIONS:** The Bidder's attention is directed to Standard Specifications for Public Works Construction, Section 3-2, "SELF-PERFORMANCE" in The GREENBOOK and as amended in the SSP which requires the Contractor to self-perform not less than the specified amount. Failure to comply with this requirement shall render the bid **non-responsive** and ineligible for award.
- 16. AVAILABILITY OF PLANS AND SPECIFICATIONS:** Contract Documents may be obtained by visiting the City's website: <http://www.sandiego.gov/cip/>. Plans and Specifications for this contract are also available for review in the office of the City Clerk or Public Works Contracts.
- 17. ONLY ONE BID PER CONTRACTOR SHALL BE ACCEPTED:** No person, firm, or corporation shall be allowed to make, file, or be interested in more than one (1) Bid for the same work unless alternate Bids are called for. A person, firm or corporation who has submitted a sub-proposal to a Bidder, or who has quoted prices on materials to a Bidder, is not hereby disqualified from submitting a sub-proposal or quoting prices to other Bidders or from submitting a Bid in its own behalf. Any Bidder who submits more than one bid will result in the rejection of all bids submitted.
- 18. SAN DIEGO BUSINESS TAX CERTIFICATE:** The Contractor and Subcontractors, not already having a City of San Diego Business Tax Certificate for the work contemplated shall secure the appropriate certificate from the City Treasurer, Civic Center Plaza, First floor and submit to the Contract Specialist upon request or as specified in the Contract Documents. Tax Identification numbers for both the Bidder and the listed Subcontractors must be submitted on the City provided forms within these documents.
- 19. BIDDER'S GUARANTEE OF GOOD FAITH (BID SECURITY) FOR DESIGN-BID-BUILD CONTRACTS:**
- 19.1.** For bids \$250,000 and above, bidders shall submit Bid Security at bid time. Bid Security shall be in one of the following forms: a cashier's check, or a properly certified check upon some responsible bank; or an approved corporate surety bond payable to the City of San Diego for an amount of not less than 10% of the total bid amount.
- 19.2.** This check or bond, and the monies represented thereby, will be held by the City as a guarantee that the Bidder, if awarded the contract, will in good faith enter into the contract and furnish the required final performance and payment bonds.
- 19.3.** The Bidder agrees that in the event of the Bidder's failure to execute this contract and provide the required final bonds, the money represented by the cashier's or certified check will remain the property of the City; and the Surety agrees that it will pay to the City the damages, not exceeding the sum of 10% of the amount of the Bid, that the City may suffer as a result of such failure.

- 19.4. At the time of bid submission, bidders must upload and submit an electronic PDF copy of the aforementioned bid security. Whether in the form of a cashier's check, a properly certified check or an approved corporate surety bond payable to the City of San Diego, the bid security must be uploaded to the City's eBidding system. Within twenty-four (24) hours after the bid due date and time, the first five (5) apparent low bidders must provide the City with the original bid security.
- 19.5. Failure to submit the electronic version of the bid security at the time of bid submission AND failure to provide the original within twenty-four (24) hours may cause the bid to be rejected and deemed **non-responsive**.

20. AWARD OF CONTRACT OR REJECTION OF BIDS:

- 20.1. This contract may be awarded to the lowest responsible and reliable Bidder.
- 20.2. Bidders shall complete ALL eBid forms as required by this solicitation. Incomplete eBids will not be accepted.
- 20.3. The City reserves the right to reject any or all Bids, to waive any informality or technicality in Bids received, and to waive any requirements of these specifications as to bidding procedure.
- 20.4. Bidders will not be released on account of their errors of judgment. Bidders may be released only upon receipt by the City within 3 Working Days of the bid opening, written notice from the Bidder which shows proof of honest, credible, clerical error of a material nature, free from fraud or fraudulent intent; and of evidence that reasonable care was observed in the preparation of the Bid.
- 20.5. A bidder who is not selected for contract award may protest the award of a contract to another bidder by submitting a written protest in accordance with the San Diego Municipal Code.
- 20.6. The City of San Diego will not discriminate in the award of contracts with regard to race, religion creed, color, national origin, ancestry, physical handicap, marital status, sex or age.
- 20.7. Each Bid package properly signed as required by these specifications shall constitute a firm offer which may be accepted by the City within the time specified herein.
- 20.8. The City reserves the right to evaluate all Bids and determine the lowest Bidder on the basis of the base bid and any proposed alternates or options as detailed herein.

21. BID RESULTS:

- 21.1. The availability of the bids on the City's eBidding system shall constitute the public announcement of the apparent low bidder. In the event that the apparent low bidder is subsequently deemed non-responsive or non-responsible, a notation of such will be made on the eBidding system. The new ranking and apparent low bidder will be adjusted accordingly.

- 21.2.** To obtain the bid results, view the results on the City's web site, or request the results by U.S. mail and provide a self-addressed, stamped envelope. If requesting by mail, be sure to reference the bid name and number. The bid tabulations will be mailed to you upon their completion. The results will not be given over the telephone.

22. THE CONTRACT:

- 22.1.** The Bidder to whom award is made shall execute a written contract with the City of San Diego and furnish good and approved bonds and insurance certificates specified by the City within 14 days after receipt by Bidder of a form of contract for execution unless an extension of time is granted to the Bidder in writing.
- 22.2.** If the Bidder takes longer than 14 days to fulfill these requirements, then the additional time taken shall be added to the Bid guarantee. The Contract shall be made in the form adopted by the City, which includes the provision that no claim or suit whatsoever shall be made or brought by Contractor against any officer, agent, or employee of the City for or on account of anything done or omitted to be done in connection with this contract, nor shall any such officer, agent, or employee be liable hereunder.
- 22.3.** If the Bidder to whom the award is made fails to enter into the contract as herein provided, the award may be annulled and the Bidder's Guarantee of Good Faith will be subject to forfeiture. An award may be made to the next lowest responsible and reliable Bidder who shall fulfill every stipulation embraced herein as if it were the party to whom the first award was made.
- 22.4.** Pursuant to the San Diego City Charter section 94, the City may only award a public works contract to the lowest responsible and reliable Bidder. The City will require the Apparent Low Bidder to (i) submit information to determine the Bidder's responsibility and reliability, (ii) execute the Contract in form provided by the City, and (iii) furnish good and approved bonds and insurance certificates specified by the City within 14 Days, unless otherwise approved by the City, in writing after the Bidder receives notification from the City, designating the Bidder as the Apparent Low Bidder and formally requesting the above mentioned items.
- 22.5.** The award of the Contract is contingent upon the satisfactory completion of the above-mentioned items and becomes effective upon the signing of the Contract by the Mayor or designee and approval as to form by the City Attorney's Office. If the Apparent Low Bidder does not execute the Contract or submit required documents and information, the City may award the Contract to the next lowest responsible and reliable Bidder who shall fulfill every condition precedent to award. A corporation designated as the Apparent Low Bidder shall furnish evidence of its corporate existence and evidence that the officer signing the Contract and bond for the corporation is duly authorized to do so.

- 23. EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE OF WORK:** The Bidder shall examine carefully the Project Site, the Plans and Specifications, other materials as described in the Special Provisions, Section 3-9, "TECHNICAL STUDIES AND SUBSURFACE DATA", and the proposal forms (e.g., Bidding Documents). The submission of a Bid shall be conclusive evidence that the Bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quality, and scope of Work, the quantities of materials to be furnished, and as to the requirements of the Bidding Documents Proposal, Plans, and Specifications.
- 24. CITY STANDARD PROVISIONS:** This contract is subject to the following standard provisions. See The WHITEBOOK for details.
- 24.1.** The City of San Diego Resolution No. R-277952 adopted on May 20, 1991 for a Drug-Free Workplace.
 - 24.2.** The City of San Diego Resolution No. R-282153 adopted on June 14, 1993 related to the Americans with Disabilities Act.
 - 24.3.** The City of San Diego Municipal Code §22.3004 for Contractor Standards.
 - 24.4.** The City of San Diego's Labor Compliance Program and the State of California Labor Code §§1771.5(b) and 1776.
 - 24.5.** Sections 1777.5, 1777.6, and 1777.7 of the State of California Labor Code concerning the employment of apprentices by contractors and subcontractors performing public works contracts.
 - 24.6.** The City's Equal Benefits Ordinance (EBO), Chapter 2, Article 2, Division 43 of The San Diego Municipal Code (SDMC).
 - 24.7.** The City's Information Security Policy (ISP) as defined in the City's Administrative Regulation 90.63.
- 25. PRE-AWARD ACTIVITIES:**
- 25.1.** The contractor selected by the City to execute a contract for this Work shall submit the required documentation as specified in the herein and in the Notice of Award. Failure to provide the information as specified may result in the Bid being rejected as **non-responsive**.
 - 25.2.** The decision that bid is non-responsive for failure to provide the information required within the time specified shall be at the sole discretion of the City.

PERFORMANCE BOND, LABOR AND MATERIALMEN'S BOND

FAITHFUL PERFORMANCE BOND AND LABOR AND MATERIALMEN'S BOND:

Dick Miller, Inc., a corporation, as principal, and
The Ohio Casualty Insurance Company, a corporation authorized to do
business in the State of California, as Surety, hereby obligate themselves, their successors and
assigns, jointly and severally, to the City of San Diego a municipal corporation in the sum of **Two
Million Three Hundred Forty Five Thousand Six Hundred Seventy Eight Dollars and Ninety
Cents (\$2,345,678.90)** for the faithful performance of the annexed contract, and in the sum
of **Two Million Three Hundred Forty Five Thousand Six Hundred Seventy Eight Dollars
and Ninety Cents (\$2,345,678.90)** for the benefit of laborers and materialmen
designated below.

Conditions:

If the Principal shall faithfully perform the annexed contract with the City of San Diego, California, then the obligation herein with respect to a faithful performance shall be void; otherwise it shall remain in full force.

If the Principal shall promptly pay all persons, firms and corporations furnishing materials for or performing labor in the execution of this contract, and shall pay all amounts due under the California Unemployment Insurance Act then the obligation herein with respect to laborers and materialmen shall be void; otherwise it shall remain in full force.

The obligation herein with respect to laborers and materialmen shall inure to the benefit of all persons, firms and corporations entitled to file claims under the provisions of Article 2. Claimants, (iii) public works of improvement commencing with Civil Code Section 9100 of the Civil Code of the State of California.

Changes in the terms of the annexed contract or specifications accompanying same or referred to therein shall not affect the Surety's obligation on this bond, and the Surety hereby waives notice of same.

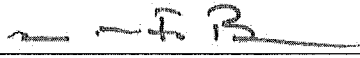
PERFORMANCE BOND, LABOR AND MATERIALMEN'S BOND (continued)

The Surety shall pay reasonable attorney's fees should suit be brought to enforce the provisions of this bond.

Dated September 11, 2019

Approved as to Form

Dick Miller, Inc.
Principal


By 

Glen F. Bullock
Printed Name of Person Signing for Principal

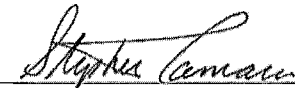
Mara W. Elliott, City Attorney

By 
Deputy City Attorney

The Ohio Casualty Insurance Company
Surety

By 
Bart Stewart, Attorney-in-fact

Approved:

By 
Stephen Samara
Principal Contract Specialist
Public Works Department

790 The City Drive South, Suite 200
Local Address of Surety

Orange, CA 92868
Local Address (City, State) of Surety

(714) 634-3311
Local Telephone No. of Surety

Premium \$ 19,193.00

Bond No. 024241125

ATTACHMENTS

ATTACHMENT A
SCOPE OF WORK

SCOPE OF WORK

1. **SCOPE OF WORK:** This Project proposes improving mobility in Downtown San Diego by installing ADA compliant curb ramps and creating a network of cycle way facilities throughout downtown. The current construction plan (Phases 1A-1B-2A) includes installing cycle tracks along Beech Ave, 6th Ave, J Street, C Street and Park Blvd. The work also proposes street resurfacing, traffic signal modifications, striping, signage, installation of flexible post delineators, replacement of existing curb, gutter, and sidewalks affected by the curb ramp upgrades. The Project is located in the Downtown Community Area and the CD 3 - Council District.
 - 1.1. The Work shall be performed in accordance with:
 - 1.1.1. The Notice Inviting Bids and Plans numbered **40676-01-D** through **40676-81-D**, inclusive as provided in the link below:
<https://filecloud.sandiego.gov/url/vzdxg856wkcx4uyw>.
2. **LOCATION OF WORK:** The location of the Work is as follows:

See **Appendix E – Location Map**
3. **CONTRACT TIME:** The Contract Time for completion of the Work shall be **240 Working Days**.

ATTACHMENT B

RESERVED

ATTACHMENT C

RESERVED

ATTACHMENT D
PREVAILING WAGE

PREVAILING WAGES

1. **PREVAILING WAGE RATES:** Pursuant to San Diego Municipal Code section 22.3019, construction, alteration, demolition, repair and maintenance work performed under this Contract is subject to State prevailing wage laws. For construction work performed under this Contract cumulatively exceeding \$25,000 and for alteration, demolition, repair and maintenance work performed under this Contract cumulatively exceeding \$15,000, the Contractor and its subcontractors shall comply with State prevailing wage laws including, but not limited to, the requirements listed below.
 - 1.1. **Compliance with Prevailing Wage Requirements.** Pursuant to sections 1720 through 1861 of the California Labor Code, the Contractor and its subcontractors shall ensure that all workers who perform work under this Contract are paid not less than the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations (DIR). This includes work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work.
 - 1.1.1. Copies of such prevailing rate of per diem wages are on file at the City and are available for inspection to any interested party on request. Copies of the prevailing rate of per diem wages also may be found at <http://www.dir.ca.gov/OPRL/DPreWageDetermination.htm>. Contractor and its subcontractors shall post a copy of the prevailing rate of per diem wages determination at each job site and shall make them available to any interested party upon request.
 - 1.1.2. The wage rates determined by the DIR refer to expiration dates. If the published wage rate does not refer to a predetermined wage rate to be paid after the expiration date, then the published rate of wage shall be in effect for the life of this Contract. If the published wage rate refers to a predetermined wage rate to become effective upon expiration of the published wage rate and the predetermined wage rate is on file with the DIR, such predetermined wage rate shall become effective on the date following the expiration date and shall apply to this Contract in the same manner as if it had been published in said publication. If the predetermined wage rate refers to one or more additional expiration dates with additional predetermined wage rates, which expiration dates occur during the life of this Contract, each successive predetermined wage rate shall apply to this Contract on the date following the expiration date of the previous wage rate. If the last of such predetermined wage rates expires during the life of this Contract, such wage rate shall apply to the balance of the Contract.
 - 1.2. **Penalties for Violations.** Contractor and its subcontractors shall comply with California Labor Code section 1775 in the event a worker is paid less than the prevailing wage rate for the work or craft in which the worker is employed. This shall be in addition to any other applicable penalties allowed under Labor Code sections 1720 – 1861.

- 1.3. Payroll Records.** Contractor and its subcontractors shall comply with California Labor Code section 1776, which generally requires keeping accurate payroll records, verifying and certifying payroll records, and making them available for inspection. Contractor shall require its subcontractors to also comply with section 1776. Contractor and its subcontractors shall submit weekly certified payroll records online via the City's web-based Labor Compliance Program. Contractor is responsible for ensuring its subcontractors submit certified payroll records to the City.
- 1.3.1.** Contractor and their subcontractors shall also furnish records specified in Labor Code section 1776 directly to the Labor Commissioner in the manner required by Labor Code section 1771.4.
- 1.4. Apprentices.** Contractor and its subcontractors shall comply with California Labor Code sections 1777.5, 1777.6 and 1777.7 concerning the employment and wages of apprentices. Contractor is held responsible for the compliance of their subcontractors with sections 1777.5, 1777.6 and 1777.7.
- 1.5. Working Hours.** Contractor and their subcontractors shall comply with California Labor Code sections 1810 through 1815, including but not limited to: (i) restrict working hours on public works contracts to eight hours a day and forty hours a week, unless all hours worked in excess of 8 hours per day are compensated at not less than 1½ times the basic rate of pay; and (ii) specify penalties to be imposed on contractors and subcontractors of \$25 per worker per day for each day the worker works more than 8 hours per day and 40 hours per week in violation of California Labor Code sections 1810 through 1815.
- 1.6. Required Provisions for Subcontracts.** Contractor shall include at a minimum a copy of the following provisions in any contract they enter into with a subcontractor: California Labor Code sections 1771, 1771.1, 1775, 1776, 1777.5, 1810, 1813, 1815, 1860 and 1861.
- 1.7. Labor Code Section 1861 Certification.** Contractor in accordance with California Labor Code section 3700 is required to secure the payment of compensation of its employees and by signing this Contract, Contractor certifies that "I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Contract."
- 1.8. Labor Compliance Program.** The City has its own Labor Compliance Program authorized in August 2011 by the DIR. The City will withhold contract payments when payroll records are delinquent or deemed inadequate by the City or other governmental entity, or it has been established after an investigation by the City or other governmental entity that underpayment(s) have occurred. For questions or assistance, please contact the City of San Diego's Prevailing Wage Unit at 858-627-3200.

- 1.9. Contractor and Subcontractor Registration Requirements.** This project is subject to compliance monitoring and enforcement by the DIR. A contractor or subcontractor shall not be qualified to bid on, be listed in a bid or proposal, subject to the requirements of section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, unless currently registered and qualified to perform public work pursuant to Labor Code section 1725.5. It is not a violation of this section for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded.
- 1.9.1.** A Contractor's inadvertent error in listing a subcontractor who is not registered pursuant to Labor Code section 1725.5 in response to a solicitation shall not be grounds for filing a bid protest or grounds for considering the bid non-responsive provided that any of the following apply: (1) the subcontractor is registered prior to bid opening; (2) within twenty-four hours after the bid opening, the subcontractor is registered and has paid the penalty registration fee specified in Labor Code section 1725.5; or (3) the subcontractor is replaced by another registered subcontractor pursuant to Public Contract Code section 4107.
- 1.9.2.** By submitting a bid or proposal to the City, Contractor is certifying that he or she has verified that all subcontractors used on this public work project are registered with the DIR in compliance with Labor Code sections 1771.1 and 1725.5, and Contractor shall provide proof of registration for themselves and all listed subcontractors to the City at the time of bid or proposal due date or upon request.
- 1.10. Stop Order.** For Contractor or its subcontractors engaging in the performance of any public work contract without having been registered in violation of Labor Code sections 1725.5 or 1771.1, the Labor Commissioner shall issue and serve a stop order prohibiting the use of the unregistered contractors or unregistered subcontractor(s) on ALL public works until the unregistered contractor or unregistered subcontractor(s) is registered. Failure to observe a stop order is a misdemeanor.
- 1.11. List of all Subcontractors.** The Contractor shall provide the list of subcontractors (regardless of tier), along with their DIR registration numbers, utilized on this Contract prior to any work being performed; and the Contractor shall provide a complete list of all subcontractors with each invoice. Additionally, Contractor shall provide the City with a complete list of all subcontractors (regardless of tier) utilized on this contract within ten working days of the completion of the contract, along with their DIR registration numbers. The City shall withhold final payment to Construction Management Professional until at least thirty (30) days after this information is provided to the City.
- 1.12. Exemptions for Small Projects.** There are limited exemptions for installation, alteration, demolition, or repair work done on projects of \$25,000 or less. The

Contractor shall still comply with Labor Code sections 1720 et. seq. The only recognized exemptions are listed below:

- 1.12.1.** Registration. The Contractor will not be required to register with the DIR for small projects. (Labor Code section 1771.1).
- 1.12.2.** Certified Payroll Records. The records required in Labor Code section 1776 shall be required to be kept and submitted to the City of San Diego, but will not be required to be submitted online with the DIR directly. The Contractor will need to keep those records for at least three years following the completion of the Contract. (Labor Code section 1771.4).
- 1.12.3.** List of all Subcontractors. The Contractor shall not be required to hire only registered subcontractors and is exempt from submitting the list of all subcontractors that is required in section 1.11 above. (Labor code section 1773.3).

ATTACHMENT E
SUPPLEMENTARY SPECIAL PROVISIONS

SUPPLEMENTARY SPECIAL PROVISIONS

The following Supplementary Special Provisions (SSP) modifies the following documents:

1. The **2018 Edition** of the Standard Specifications for Public Works Construction (The "GREENBOOK").
2. The **2018 Edition** of the City of San Diego Standard Specifications for Public Works Construction (The "WHITEBOOK"), including the following:
 - a) General Provisions (A) for all Construction Contracts.

SECTION 1 – GENERAL, TERMS, DEFINITIONS, ABBREVIATIONS, UNITS OF MEASURE, AND SYMBOLS

- 1-2 TERMS AND DEFINITIONS.** To the "WHITEBOOK", item 54, "Normal Working Hours", ADD the following:

The **Normal Working Hours** are **8:30 AM** to **4:30 PM**.

To the "WHITEBOOK", item 43, DELETE in its entirety and SUBSTITUTE with the following:

43. **Field Order** - A Field Order is a written agreement by the Engineer to compensate you for Work items in accordance with 2-8, "EXTRA WORK" or 2-9, "CHANGED CONDITIONS". A Field Order does not change the Contract Price, Contract Time, or the scope intent of the Contract.

SECTION 2 - SCOPE OF THE WORK

- 2-2 PERMITS, FEES, AND NOTICES.** To the "WHITEBOOK", ADD the following:

2. You will obtain, the following permits:
 - a) Metropolitan Transit System (MTS)

SECTION 3 – CONTROL OF THE WORK

- 3-2 SELF-PERFORMANCE.** To the "GREENBOOK", DELETE in its entirety and SUBSTITUTE with the following:

1. You shall perform, with your own organization, Contract Work amounting to at least 50% of the base Bid **AND** 50% of any alternates.

- 3-8.7 Contractor's Quality Control Plan (QCP).** To the "WHITEBOOK", ADD the following:
7. The establishment and implementation of a Quality Control Plan (QCP), as defined in the standard specifications, shall be required for this Contract. See example in **Appendix G**.

3-12.1 General. To the "WHITEBOOK", ADD the following:

2. You shall provide a PM-10 certified self-loading motorized street sweeper equipped with a functional water spray system for this project.
3. You shall sweep all paved areas within the Work site and all paved haul routes as specified below:
 - a) Every Friday on a weekly basis.
 - b) 1 Working Day prior to each rain event.
 - c) As directed by the Engineer.

If these requirements would require you to sweep on a Holiday or Weekend, then you shall sweep the next available Working Day prior to that Holiday or Weekend.

3-13.3 Warranty. To the "WHITEBOOK", item 1, DELETE in its entirety and SUBSTITUTE with the following:

1. You shall warranty and repair all defective materials and workmanship for a period of 1 year. This call back warranty period shall start on the date the Work was accepted by the City unless the City had beneficial use of the project (excluding water, sewer, and storm drain projects). In addition, you shall warranty the Work against all latent defects for a period of 10 years and patent defects for a period of 4 years.

3-15.3 Coordination. To the "WHITEBOOK", ADD the following:

2. Other adjacent City / Non City projects in the vicinity of this project are listed in **Appendix F - Adjacent Projects** for the approximate address. Additional coordination with the adjacent projects might be required as it has been specified in the Appendix F.

SECTION 4 - CONTROL OF MATERIALS

4-3.6 Preapproved Materials. To the "WHITEBOOK", ADD the following:

3. You shall submit in writing a list of all products to be incorporated in the Work that are on the AML.

4-6 TRADE NAMES. To the “WHITEBOOK”, ADD the following:

11. You shall submit your list of proposed substitutions for an “equal” item **no later than 5 Working Days after the determination of the Apparent Low Bidder** and on the City’s Product Submittal Form available at:

<http://www.sandiego.gov/publicworks/edocref/index.shtml>

SECTION 5 – LEGAL RELATIONS AND RESPONSIBILITIES

5-4 INSURANCE. To the “GREENBOOK”, DELETE in its entirety and SUBSTITUTE with the following:

5-4 INSURANCE.

1. The insurance provisions herein shall not be construed to limit your indemnity obligations contained in the Contract.

5-4.1 Policies and Procedures.

1. You shall procure the insurance described below, at its sole cost and expense, to provide coverage against claims for loss including injuries to persons or damage to property, which may arise out of or in connection with the performance of the Work by you, your agents, representatives, officers, employees or Subcontractors.
2. Insurance coverage for property damage resulting from your operations is on a replacement cost valuation. The market value will not be accepted.
3. You shall maintain this insurance for the duration of this Contract and at all times thereafter when you are correcting, removing, or replacing Work in accordance with this Contract. Your liabilities under the Contract, e.g., your indemnity obligations, is not deemed limited to the insurance coverage required by this Contract.
4. The payment for insurance shall be included in the Contract Price as bid by you. Except as specifically agreed to by the City in writing, you are not entitled to any additional payment. Do not begin any Work under this Contract until you have provided and the City has approved all required insurance.
5. Policies of insurance shall provide that the City is entitled to 30 Days (10 Days for cancellation due to non-payment of premium) prior written notice of cancellation or non-renewal of the policy. Maintenance of specified insurance coverage is a material element of the Contract. Your failure to maintain or renew coverage or to provide evidence of renewal during the term of the Contract may be treated by the City as a material breach of the Contract.

5-4.2 Types of Insurance.

5-4.2.1 Commercial General Liability Insurance.

1. Commercial General Liability Insurance shall be written on the current version of the ISO Occurrence form CG 00 01 07 98 or an equivalent form providing coverage at least as broad.
2. The policy shall cover liability arising from premises and operations, XCU (explosions, underground, and collapse), independent contractors, products/completed operations, personal injury and advertising injury, bodily injury, property damage, and liability assumed under an insured's contract (including the tort liability of another assumed in a business contract).
3. There shall be no endorsement or modification limiting the scope of coverage for either "insured vs. insured" claims or contractual liability. You shall maintain the same or equivalent insurance for at least 10 years following completion of the Work.
4. All costs of defense shall be outside the policy limits. Policy coverage shall be in liability limits of not less than the following:

<u>General Annual Aggregate Limit</u>	<u>Limits of Liability</u>
Other than Products/Completed Operations	\$2,000,000
Products/Completed Operations Aggregate Limit	\$2,000,000
Personal Injury Limit	\$1,000,000
Each Occurrence	\$1,000,000

5-4.2.2 Commercial Automobile Liability Insurance.

1. You shall provide a policy or policies of Commercial Automobile Liability Insurance written on the current version of the ISO form CA 00 01 12 90 or later version or equivalent form providing coverage at least as broad in the amount of \$1,000,000 combined single limit per accident, covering bodily injury and property damage for owned, non-owned, and hired automobiles ("Any Auto").
2. All costs of defense shall be outside the limits of the policy.

5-4.3 Rating Requirements. Except for the State Compensation Insurance Fund, all insurance required by this Contract as described herein shall be carried only by responsible insurance companies with a rating of, or equivalent to, at least "A-, VI" by A.M. Best Company, that are authorized by the California Insurance Commissioner to do business in the State, and that have been approved by the City.

5-4.3.1 Non-Admitted Carriers. The City will accept insurance provided by non-admitted, "surplus lines" carriers only if the carrier is authorized to do business in the State and is included on the List of Approved Surplus Lines Insurers (LASLI list).

All policies of insurance carried by non-admitted carriers shall be subject to all of the requirements for policies of insurance provided by admitted carriers described herein.

5-4.4 Evidence of Insurance. Furnish to the City documents e.g., certificates of insurance and endorsements evidencing the insurance required herein, and furnish renewal documentation prior to expiration of this insurance. Each required document shall be signed by the insurer or a person authorized by the insurer to bind coverage on its behalf. We reserve the right to require complete, certified copies of all insurance policies required herein.

5-4.5 Policy Endorsements.

5-4.5.1 Commercial General Liability Insurance.

5-4.5.1.1 Additional Insured.

1. You shall provide at your expense policy endorsement written on the current version of the ISO Occurrence form CG 20 10 11 85 or an equivalent form providing coverage at least as broad.
2. To the fullest extent allowed by law e.g., California Insurance Code §11580.04, the policy shall be endorsed to include the City and its respective elected officials, officers, employees, agents, and representatives as additional insured.
3. The additional insured coverage for projects for which the Engineer's Estimate is \$1,000,000 or more shall include liability arising out of:
 - a) Ongoing operations performed by you or on your behalf,
 - b) your products,
 - c) your Work, e.g., your completed operations performed by you or on your behalf, or
 - d) premises owned, leased, controlled, or used by you.
4. The additional insured coverage for projects for which the Engineer's Estimate is less than \$1,000,000 shall include liability arising out of:
 - a) Ongoing operations performed by you or on your behalf,
 - b) your products, or
 - c) premises owned, leased, controlled, or used by you.

5-4.5.1.2 Primary and Non-Contributory Coverage. The policy shall be endorsed to provide that the coverage with respect to operations, including the completed operations, if appropriate, of the Named Insured is primary to any insurance or self-insurance of the City and its elected officials, officers, employees, agents and representatives. Further, it shall provide that any insurance maintained by the City and its elected officials, officers, employees, agents and representatives shall be in excess of your insurance and shall not contribute to it.

5-4.5.1.3 Project General Aggregate Limit. The policy or policies shall be endorsed to provide a Designated Construction Project General Aggregate Limit that will apply only to the Work. Only claims payments which arise from the Work shall reduce the Designated Construction Project General Aggregate Limit. The Designated Construction Project

General Aggregate Limit shall be in addition to the aggregate limit provided for the products-completed operations hazard.

5-4.5.2 Commercial Automobile Liability Insurance.

5-4.5.2.1 Additional Insured. Unless the policy or policies of Commercial Auto Liability Insurance are written on an ISO form CA 00 01 12 90 or a later version of this form or equivalent form providing coverage at least as broad, the policy shall be endorsed to include the City and its respective elected officials, officers, employees, agents, and representatives as additional insured, with respect to liability arising out of automobiles owned, leased, hired or borrowed by you or on your behalf. This endorsement is limited to the obligations permitted by California Insurance Code §11580.04.

5-4.6 Deductibles and Self-Insured Retentions. You shall pay for all deductibles and self-insured retentions. You shall disclose deductibles and self-insured retentions to the City at the time the evidence of insurance is provided.

5-4.7 Reservation of Rights. The City reserves the right, from time to time, to review your insurance coverage, limits, deductibles and self-insured retentions to determine if they are acceptable to the City. The City will reimburse you, without overhead, profit, or any other markup, for the cost of additional premium for any coverage requested by the Engineer but not required by this Contract.

5-4.8 Notice of Changes to Insurance. You shall notify the City 30 Days prior to any material change to the policies of insurance provided under this Contract.

5-4.9 Excess Insurance. Policies providing excess coverage shall follow the form of the primary policy or policies e.g., all endorsements.

5-4.11 Workers' Compensation Insurance and Employers Liability Insurance.

1. In accordance with the provisions of §3700 of the California Labor Code, you shall provide at your expense Workers' Compensation Insurance and Employers Liability Insurance to protect you against all claims under applicable state workers compensation laws. The City, its elected officials, and employees will not be responsible for any claims in law or equity occasioned by your failure to comply with the requirements of this section.

2. Limits for this insurance shall be not less than the following:

<u>Workers' Compensation</u>	<u>Statutory Employers Liability</u>
Bodily Injury by Accident	\$1,000,000 each accident
Bodily Injury by Disease	\$1,000,000 each employee
Bodily Injury by Disease	\$1,000,000 policy limit

3. By signing and returning the Contract you certify that you are aware of the provisions of §3700 of the Labor Code which requires every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that code and you shall comply

with such provisions before commencing the Work as required by §1861 of the California Labor Code.

5-4.11.1 Waiver of Subrogation. The policy or policies shall be endorsed to provide that the insurer will waive all rights of subrogation against the City and its respective elected officials, officers, employees, agents, and representatives for losses paid under the terms of the policy or policies and which arise from Work performed by the Named Insured for the City.

5-13 ELECTRONIC COMMUNICATION. To the "WHITEBOOK", ADD the following:

2. Virtual Project Manager shall be used on this Contract. For more information, refer to the VPM training videos at the location below:

<https://www.sandiego.gov/publicworks/edocref>

SECTION 6 – PROSECUTION AND PROGRESS OF THE WORK

6-1.1 Construction Schedule. To the "WHITEBOOK", item 1, subsection "s", DELETE in its entirety and SUBSTITUTE with the following:

- s) Submit an updated cash flow forecast with every pay request (for each Project ID or WBS number provided in the Contract) showing periodic and cumulative construction billing amounts for the duration of the Contract Time. If there has been any Extra Work since the last update, include only the approved amounts.
 - i. Refer to the Sample City Invoice materials in **Appendix D – Sample City Invoice with Cashflow Forecast** and use the format shown.
 - ii. See also the "Cashflow Forecast Example" at the location below:

<https://www.sandiego.gov/publicworks/edocref>

6-1.5.2 Excusable Non-Compensable Delays. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:

6-1.5.2 Excusable Non-Compensable and Concurrent Delays.

1. The City shall only issue an extension of time for Excusable Delays that meet the requirements of 6-4.2, "Extensions of Time" for the following circumstances:
 - a) Delays resulting from Force Majeure.
 - b) Delays caused by weather.
 - c) Delays caused by changes to County, State, or Federal law.
2. When a non-excusable delay is concurrent with an Excusable Delay, you shall not be entitled to an extension of Contract Time for the period the non-excusable delay is concurrent with the Excusable Delay.

3. When an Excusable Non-Compensable Delay is concurrent with an Excusable Compensable Delay, you shall be entitled to an extension of Contract Time, but shall not be entitled to compensation for the period the Excusable Non-Compensable Delay is concurrent with the Excusable Compensable Delay.

6-2.1 Moratoriums. To the "WHITEBOOK", ADD the following:

Annual Holiday Construction Restriction

This construction restriction applies to the downtown area to minimize traffic impacts of construction on retail merchants and customers during the "holiday season." The limits of the downtown area are described as Cedar Street on the north, 12th Avenue on the east, Harbor Drive on the south, and North Harbor Drive on the west.

Construction activities which affect on-street parking, vehicle and bicycle travel lanes, or pedestrian sidewalk areas should be scheduled either before or after the holiday season. The holiday season is described as starting on Thanksgiving Day and extending to New Year's Day.

6-4.2 Extensions of Time. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:

1. The Contract Time shall not be modified except by Change Order.
2. You shall notify the City in writing within **1 Working Day** after the occurrence and discovery of an event that impacts the Project Schedule.
 - a) If you believe this event requires a Change Order, you shall submit a **written Change Order request with a report to** the City that explains the request for Change Order within **5 Working Days**. The Change Order request must include supporting data, a general description of the discovery, the basis for extension, and the estimated length of extension. The City may grant an extension of time, in writing, for the Change Order request if you require more time to gather and analyze data.
3. The Engineer shall not grant an extension of Contract Time in accordance with 6-1.5, "Excusable Delays" unless you demonstrate, through an analysis of the critical path, the following:
 - a) The event causing the delay impacted the activities along the Project's critical path.
 - b) The increases in the time to perform all or part of the Project beyond the Contract Time arose from unforeseeable causes beyond your control and without your fault or negligence and that all project float has been used.

4. Any modifications to the Contract Time will be incorporated into the weekly document that the Engineer issues that stipulates the Contract Time. If you do not agree with this document, submit to the Engineer for review a written protest supporting your objections to the document within **30 Calendar Days** after receipt of the statement. Your failure to file a timely protest shall constitute your acceptance of the Engineer's weekly document.
 - a) Your protest will be considered a claim for time extension and shall be subject to 2-10.1, "Claims".

**ADD:
6-6.1.1**

Environmental Document.

1. The City of San Diego has prepared a **Supplemental Environmental Impact** for **Downtown Complete Streets Implementation (Phases 1A-1B-2A)**, Project No. **WBS Number B-17056**, as referenced in the Contract Appendix. You shall comply with all requirements of the **Supplemental Environmental Impact** as set forth in **Appendix A**.
2. Compliance with the City's environmental document shall be included in the Contract Price, unless separate bid items have been provided.

6-6.4

Written Notice and Report. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:

1. Your failure to notify the Resident Engineer within **1 Working Day** OR provide a Change Order request within **5 Working Days** after the event, in accordance with 6-4.2, "Extensions of Time", will be considered grounds for refusal by the City to consider such request if your failure to notify prejudices the City in responding to the event.

SECTION 7 – MEASUREMENT AND PAYMENT

7-3

PAYMENT.

7-3.1

General. To the "WHITEBOOK", ADD the following:

The payment for furnishing, installation, removing, reinstalling signs and post, new signs and new posts, as shown on the Plans or as directed by the Engineer, in conformance with these Special Provisions shall be included in the Bid item listed below:

- a) New Sign
- b) New Sign and Post
- c) Removal of Existing Sign
- d) Removal of Existing Sign and Post
- e) Removal and Relocation of Existing Sign and Post.

7-3.9

Field Orders. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:

1. If the cumulative total of Field Order items of Work does not exceed the "Field Orders" Bid Item, the City shall pay those Field Orders as shown below:

TABLE 7-3.9
FIELD ORDER LIMITS

Contract Price	Maximum Field Order Work Amount
Less than \$100,001	\$2,500
\$100,001 to \$1,000,000	\$5,000
\$1,000,001 to \$5,000,000	\$10,000
\$5,000,001 to \$15,000,000	\$20,000
\$15,000,001 to \$30,000,000	\$40,000
Greater than \$30,000,000	\$50,000

2. Field Order items of Work for contracts greater than \$15,000,000 will require additional approvals from the City prior to its approval by the Resident Engineer.
3. The City will issue a Field Order only after the City's acceptance of the cost of the field order amount.
4. Field Orders shall not be used to add scope or to include extensions of time related to changes in work.
5. If in the event there is a change related to the critical path on the project which necessitates an extension of time and the change amount is within the Field Order limits shown on Table 7-3.9, then a Field Order can be issued to compensate you for the approved costs. Any extensions of time associated with the change shall be included in a subsequent Change Order and no additional compensation shall be granted as part of the change order for the extension of time.
6. The unused portions of Field Orders Bid item shall revert to the City upon Acceptance.

7-3.11

Compensation Adjustments for Price Index Fluctuations. To the "WHITEBOOK" ADD the following:

5. This Contract is subject to the provisions of The "WHITEBOOK" for Compensation Adjustments for Price Index Fluctuations for paving asphalt.

SECTION 302 - ROADWAY SURFACING

302-5.9 Measurement and Payment To the WHITEBOOK **ADD** the following:

2. Payment for Asphalt Concrete Dike shall include full compensation for the all work necessary to construct the asphalt berm and shall be paid in accordance with the Contract unit price for "Asphalt Concrete Dike (Type-A)".

SECTION 303 – CONCRETE AND MASONRY CONSTRUCTION

303-5.10 Curb Ramp Construction.

303-5.10.2 Payment. To the "WHITEBOOK", ADD the following:

4. The payment for "Pop Out and Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at southeast corner of E Street and 6th Avenue" shall include removal and replacement of existing road pavement and base, surface preparation, sidewalk installation, transition areas, landings, DWTs, demolition and disposal, forming, relocating or raising items in conflict to grade, protecting and preserving existing survey monuments, and improvements, relocate and reinstall signs and restoring pavement.
5. The payment for removal and replacement of Detectable Warning Tile (DWT) at southeast corner of J Street and 7th Avenue shall be included in the Bid item "Detectable Warning Tile (DWT) Installation - Retrofit at southeast corner of J Street and 7th Avenue".
6. The payment for removal and replacement of Detectable Warning Tile (DWT) at northeast corner of Broadway and 3rd Avenue shall be included in the Bid item "Detectable Warning Tile (DWT) Installation - Retrofit at northeast corner of Broadway and 3rd Avenue".

SECTION 306 – OPEN TRENCH CONDUIT CONSTRUCTION

306-3.3.4 Payment. To the "WHITEBOOK", ADD the following:

12. The payment for adjust water meter box frame and cover to grade shall be included in the Bid item "Adjust Existing Water Meter Box Frame and Cover to Grade".

SECTION 314 - TRAFFIC STRIPING, CURB AND PAVEMENT MARKINGS, AND PAVEMENT MARKERS

314-2.3 Payment. To the "GREENBOOK", **DELETE** in its entirety and **SUBSTITUTE** with the following:

The payment for removal of traffic striping and curb markings shall be included in the Bid item "Removal of Traffic Striping and Curb Markings". The payment for removal

of green paint treatment shall be included in the Bid item "Removal of Green Paint Treatment".

314-4.3.7 Payment. To the "WHITEBOOK", ADD the following:

3. Payment for all work, material, labor, costs, and time associated with the installation of painted traffic stripes in accordance with the Striping and Signing Plans will be made at the contract unit price for "Painted Traffic Stripes and Painted Curb Markings".
4. Payment for all work, material, labor, costs, and time associated with the installation of painted pavement markings in accordance with the Striping and Signing Plans will be made at the contract unit price for the following Bid Items:
 - a) Parking Space Markings
 - b) Angled Parking Stall Markings
 - c) Green Paint Treatment

314-4.4.6 Payment. To the "WHITEBOOK" Items #2 and #4 DELETE in its entirety and substitute with the following:

2. The payment for the removal of thermoplastic traffic striping and pavement markings shall be included in the Bid items for "Removal of Thermoplastic Traffic Striping" and "Removal of Thermoplastic Pavement Markings", respectively.
3. The payment for all work, material, labor, costs, and time associated with the installation of thermoplastic pavement markings and striping shall be included in the bid item "Thermoplastic Pavement Markings" at the Contract Unit Price for the following Items:
 - a) 1'-0" Thermoplastic Limit Line Pavement Marking
 - b) Thermoplastic Continental Crosswalk Pavement Marking
 - c) Pavement Marking Arrows
 - d) "STOP" Pavement Marking
 - e) "STOP" Pavement Marking (Custom)
 - f) Bike Lane Symbol with Person
 - g) Bike Lane Arrow
 - h) Shared Roadway Bicycle Marking
 - i) Two-Stage Turn Queue Box Legend
 - J) Hatch lines inside the bike buffers

SECTION 404 – COLD MILLING

404-12 PAYMENT To the “WHITEBOOK”, ADD the following:

The Payment for all Work, materials, labor, cost and time associated with the installation of the Bike Loop Detector Type “Q” shall be included in the Bid item “Traffic Detector Loop and Appurtenance (Type Q)”.

SECTION 601-TEMPORARY TRAFFIC CONTROL FOR CONSTRUCTION AND MAINTENANCE WORK ZONES

601-3.6 Channelizing Devices. To the “WHITEBOOK”, ADD the following:

601-3.6.1.1 Flexible Delineators.

- A. Flexible delineators and aluminum anchor cups will be installed per the specifications in **Appendix I**.
- B. Delineators shall be placed and installed at locations as specified in the attached Striping and Signing Plans.

601-7 PAYMENT. To the “WHITEBOOK”, ADD the following:

- F) The payment for all work, including material and labor costs and time associated with the installation of flexible delineators and aluminum anchor cups in accordance with 601-3.6.1.1 shall be made at the contract unit bid price for **Flexible Delineator** for each delineator installed.”

SECTION 700 – MATERIALS

700-5.1 Vehicle Detectors. To the “WHITEBOOK”, item 1, DELETE in its entirety and SUBSTITUTE with the following:

1. Loop wire shall be Type 2. Loop detector lead-in cable shall be Type “B”. Slots shall be filled with elastomeric sealant, epoxy sealant, or hot-melt rubberized asphalt sealant, except asphaltic emulsion loop sealant and cold tar loop sealant are acceptable if the pavement surface will receive an asphaltic concrete overlay.

SECTION 701 – CONSTRUCTION

701-2 PAYMENT. To the “WHITEBOOK”, ADD the following:

6. The Payment for furnishing and installing a luminaire onto a traffic signal pole’s luminaire mast arm, and furnishing and installing the wiring, splicing, and grounding of the luminaire back to the electric service meter pedestal, shall be included in the Bid item “Type Y-INT - 4000K LED Luminaire with Adaptive Control”.

7. The Payment for furnishing and installing a new electrical conduit into an existing pull box and restoring surrounding sidewalk shall be include in the Bid item "Install Conduit into Exist. Pull Box (CB)".
8. The payment for furnishing and installing (1) the pole foundation and base plate, (2) the conduit from the adjacent pull box into the pole foundation, and (3) the signal pole shall be included in the Bid item "10 Foot Type 1-A Pole and Foundation".
9. The payment for removing and salvaging existing traffic signal mast arm, and furnishing and installing a new signal mast arm shall be included in the Bid item
10. The Payment for furnishing and installing pedestrian and/or vehicular signal heads and frame onto a traffic signal pole or its traffic signal mast arm, and furnishing and installing the wiring of the equipment back to the controller cabinet, shall be included in the following Bid items:
 - a) "TV-2-T Vehicular Signal (3-Section Bicycle Heads with sign)"
 - b) "TV-3-T Vehicular Signal (Two 3-Section Bicycle Heads with signs and One 3-Section head)"
 - c) "SV-2-TB Vehicular Signal (Two 3-Section Bicycle Heads with signs)"
 - d) "SV-3-TB Vehicular Signal (One Flashing Red Head with signs and two 3-Section Heads)"
 - e) "SV-3-TB Vehicular Signal (Two 3-Section bicycle Heads with signs and One 3-Section Head)"
 - f) "SV-3-TC Vehicular Signal (Two 3-Section bicycle Heads with signs and One 3-Section Head)"
 - g) "8" MAS Bicycle Signal (3-Section Head with sign)"
 - h) "12" MAS Vehicular Signal (3-Section Head)"
 - i) "TP-1-T Pedestrian Signal"
 - j) "TV-1-T Vehicular Signal (3-section Bicycle Head with Signs)"
 - k) "SV-2-TA Vehicular Signal (One 3-Section Bicycle Heads and One 3-Section head)"
 - l) "SV-2-TA Vehicular Signal (Two 3-Section Hawk Heads)"
 - m) "SV-2-TB Vehicular Signal (One 3-Section Bicycle Heads and One 3-Section head)"
 - n) "12" MAS Vehicular Signal (Hawk Head)"
11. The Payment for removing signs from a traffic signal pole or its traffic signal mast arm, shall be included in the Bid item "Remove and Salvage Existing Mast Arm Sign".

12. The Payment for furnishing and installing signs onto a traffic signal mast arm shall be included in the Bid item "Sign Mounted on Signal Mast Arm".
13. The payment for trenching, furnishing, and installing of electrical conduits, pull ropes, and pavement restoration adjacent to the trench shall be included in the Bid item "2 Inch PVC Conduit per City Standards".

SECTION 1001 – CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPs)

1001-1 **GENERAL.** To the "WHITEBOOK", ADD the following:

7. Based on a preliminary assessment by the City, this Contract is subject to **WPCP**.
-

SUPPLEMENTARY SPECIAL PROVISIONS
APPENDICES

APPENDIX A
SUPPLEMENTAL ENVIRONMENTAL IMPACT



**Final Supplemental Environmental Impact
Report for the Downtown San Diego Mobility
Plan, San Diego, California
SCH #2014121002**

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Certified by the San Diego City Council
June 21, 2016

Downtown San Diego Mobility Plan Final Supplemental Environmental Impact Report

Introduction

The City of San Diego (City), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Final Supplemental Environmental Impact Report (Final SEIR) for the Downtown San Diego Mobility Plan and associated amendments to the Downtown Community Plan which include the replacement of Chapter 7 Transportation with a new Chapter 7 Mobility and a revised MMRP as Attachment A (proposed Project). This Final SEIR contains all of the required contents as outlined in Section 15132 of the CEQA Guidelines, including: revisions to the Draft SEIR, comments received on the Draft SEIR, a list of persons, organizations, and public agencies commenting on the Draft SEIR, responses of the lead agency; and any other information added by the lead agency.

This Final SEIR assembles all the environmental data and analyses that have been prepared for the Project. It also includes public and agency comments on the Draft SEIR and responses by the City in conjunction with Civic San Diego to those comments. The intent of the Final SEIR is to provide a forum to address comments pertaining to the analysis contained in the Draft SEIR and to provide an opportunity for clarification, corrections, or minor revisions to the DEIR as needed.

A Draft SEIR was prepared for the Project and circulated for public review from January 25, 2016 through March 11, 2016, through the Governor's Office of Planning and Research, the State Clearinghouse, and the County Clerk. During the public review period for this Project, comment letters were received from agencies, organizations, and individuals. A list of commenting parties is provided below.

In accordance with Section 15088 of Title 14 of the California Code of Regulations (the "CEQA Guidelines"), the City has evaluated the comments received on the Draft SEIR for the Project and has prepared written responses to these comments. This introduction contains copies of the comments received during the public review process and provides an evaluation of and written responses to each of these comments. These letters are reproduced in full with numbers to delineate individual comments and corresponding responses in Appendix B of the Final SEIR.

Letter	Author	Date	Page Number
STATE AGENCIES			
A	State of California Governor's Office of Planning and Research	03/10/16	RTC-1
B	California Department of Transportation	03/08/16	RTC-3
C	San Diego Unified Port District	03/10/16	RTC-7
D	San Diego Association of Governments	03/11/16	RTC-11
E	San Diego County Air Pollution Control District	03/11/16	RTC-12
F	City of San Diego Bicycle Advisory Committee	03/11/16	RTC-14
ORGANIZATIONS			
G	Cortez Hill Active Residents Group	02/01/16	RTC-19
H	Little Italy Residents Association	02/09/16	RTC-20
I	Little Italy Association of San Diego	02/23/16	RTC-21
J	BOMA San Diego	02/29/16	RTC-24
K	East Village Residents Group	03/02/16	RTC-26
L	Climate Action Campaign	03/07/16	RTC-30
M	Little Italy Residents Association	03/10/16	RTC-31
N	Navarra Properties, Inc.	03/10/16	RTC-33
O	BikeSD	03/11/16	RTC-34
P	Circulate San Diego	03/11/16	RTC-37
Q	Citizens Coordinate for Century 3 (C3)	03/11/16	RTC-39
R	San Diego County Bicycle Coalition	03/11/16	RTC-40
S	Shute, Mihaly & Weinberger on behalf of the Cleveland National Forest Foundation	03/11/16	RTC-44
T	SWARCO Traffic Americas	03/11/16	RTC-50
U	Allen Matkins on behalf of EMMES Realty Services of California LLC	03/22/16	RTC-55
V	Downtown San Diego Partnership	03/22/16	RTC-63
W	Carlton Management, Inc.	03/22/16	RTC-64
X	East Village Association	03/23/16	RTC-66
INDIVIDUALS			
Y	Jordan Kohl	01/26/16	RTC-68
Z	Rafael Perez	01/27/16	RTC-69
AA	Katheryn Rhodes	01/27/16	RTC-70
AB	Terry Shirley	01/27/16	RTC-71
AC	Roger Leszczynski	01/28/16	RTC-72
AD	Bill Orabone	01/29/16	RTC-73
AE	Todd Hutchins	02/01/16	RTC-74
AF	Dominic Fulgoni	02/04/16	RTC-75
AG	Philip Ochoa	02/12/16	RTC-76
AH	Peter Martin	02/16/16	RTC-77
AI	Tim Cowden	02/17/16	RTC-78
AJ	Peter Abadeer	02/23/16	RTC-79
AK	Vito Altieri	02/23/16	RTC-80
AL	Author Unknown	02/23/16	RTC-81

Letter	Author	Date	Page Number
AM	Jayne Barnett	02/23/16	RTC-82
AN	Sharon Connor	02/23/16	RTC-83
AO	David Crum	02/23/16	RTC-84
AP	David Crum	02/23/16	RTC-85
AQ	Dasha Dahdouh	02/23/16	RTC-86
AR	Karim Dahdouh	03/11/16	RTC-87
AS	Anne MacMillan Eichman	02/23/16	RTC-88
AT	Michelle Evers	02/23/16	RTC-89
AU	Todd Ferrari	02/23/16	RTC-90
AV	Peter Fogec	02/23/16	RTC-91
AW	Mike Foley	02/23/16	RTC-92
AX	Ryan Ford	02/23/16	RTC-93
AY	Devon Foster	02/23/16	RTC-94
AZ	Chris Gomez	02/23/16	RTC-95
BA	Chris Gomez	02/23/16	RTC-99
BB	Andy Hanshaw	02/23/16	RTC-100
BC	Andy Hanshaw	02/23/16	RTC-101
BD	Sumrall Howell	02/23/16	RTC-102
BE	Mario Ingrasci	02/23/16	RTC-103
BF	Kathy Keechan	02/23/16	RTC-104
BG	Jeri Keiller	02/23/16	RTC-105
BH	LC Klein	02/23/16	RTC-106
BI	Andy Kopp	02/23/16	RTC-107
BJ	Alex Lange	02/23/16	RTC-108
BK	Bob Link	02/23/16	RTC-109
BL	Sinha Meeras	02/23/16	RTC-110
BM	Christopher Morgan	02/23/16	RTC-111
BN	Alison Moss	02/23/16	RTC-112
BO	Daniel Nieuwstad	02/23/16	RTC-113
BP	Daniel Nieuwstad	02/23/16	RTC-114
BQ	Kenneth Nigro	02/23/16	RTC-115
BR	Kenneth Nigro	02/23/16	RTC-116
BS	Phil Ochoa	02/23/16	RTC-117
BT	David Preskill	02/23/16	RTC-118
BU	John Randall	02/23/16	RTC-119
BV	Gail Roberts	02/23/16	RTC-120
BW	Ryan Rod	02/23/16	RTC-121
BX	Laura Rovick	02/23/16	RTC-122
BY	Jack Shu	02/23/16	RTC-123
BZ	Jack Shu	02/23/16	RTC-124
CA	David Skelley	02/23/16	RTC-125
CB	Bill Smirniotis	02/23/16	RTC-128
CC	Bill Smirniotis	02/23/16	RTC-130
CD	Armistead Smith	02/23/16	RTC-131
CE	Jeff Smith	02/23/16	RTC-133
CF	Jeff Smith	02/23/16	RTC-134

Letter	Author	Date	Page Number
CG	John Terrell	02/23/16	RTC-135
CH	Luke Vinci	02/23/16	RTC-136
CI	Alex Ward	02/23/16	RTC-137
CJ	Joan Wojcik	02/23/16	RTC-138
CK	Richard Wolf	02/23/16	RTC-139
CL	Richard Wold	02/24/16	RTC-141
CM	John Wotzka	02/23/16	RTC-142
CN	Tim Zaspal	02/23/16	RTC-143
CO	L.C. Cline	02/25/16	RTC-144
CP	Victoria Curran	02/25/16	RTC-145
CQ	Harry Schwartz	02/25/16	RTC-146
CR	David Eisenberg	02/26/16	RTC-148
CS	Alexander Lange	02/26/16	RTC-149
CT	Susan Patch	02/26/16	RTC-150
CU	Nicola Reynolds	02/26/16	RTC-151
CV	Judd Curran	02/27/16	RTC-152
CW	Wendy Reuben	02/28/16	RTC-153
CX	Zack Nielsen	02/29/16	RTC-154
CY	Paul Jamason	03/01/16	RTC-155
CZ	Jeff Kucharski	03/01/16	RTC-156
DA	Tyler Lambert-Perkins	03/02/16	RTC-157
DB	Dennis Stein	03/02/16	RTC-158
DC	Alan Niesel	03/03/16	RTC-159
DD	Jeri and Edward Keiller	03/04/16	RTC-160
DE	Sara Napoli	03/04/16	RTC-161
DF	Jacob Zehnder	03/04/16	RTC-162
DG	Sarah Nathan	03/06/16	RTC-163
DH	Kim Sugeno	03/06/16	RTC-164
DI	James Wasser	03/06/16	RTC-167
DJ	Heather Glasgow	03/07/16	RTC-168
DK	Ken Victor	03/07/16	RTC-169
DL	Ed Burnett	03/08/16	RTC-170
DM	Craig Bendetto	03/09/16	RTC-171
DN	Trey Jacques	03/09/16	RTC-172
DO	Marina Fomenkov	03/10/16	RTC-173
DP	Tim Zaspal	03/10/16	RTC-174
DQ	Mike Bullock	03/11/16	RTC-175
DR	Brittany Burson	03/11/16	RTC-196
DS	Cory Davia	03/11/16	RTC-197
DT	Charlie Knights	03/11/16	RTC-198
DU	Bob Link	03/11/16	RTC-199
DV	Michael May	03/11/16	RTC-201
DW	Ian Newman	03/11/16	RTC-202
DX	Jose Zuniga	03/11/16	RTC-203
DY	Jan Hartigan	03/22/16	RTC-204
DZ	J. Louise Smith	03/22/16	RTC-205

While all comments received have become part of the public record, certain comments received during the public review period do not address the adequacy of the SEIR or raise any environmental issues. However, staff has attempted to provide appropriate responses to all comments as a courtesy to the commenter. Section 15088 of the CEQA Guidelines states, “the lead agency shall evaluate comments on environmental issues received from persons who reviewed the DEIR and shall prepare a written response.” Where a commenter submits comments that do not raise environmental issues, there is no requirement under CEQA that the City respond (*Ibid.*; see also *Cleary v. County of Stanislaus* [1981] 118 Cal.App.3d.348 360 [holding that a Final EIR was adequate under CEQA where it did not respond to comments raising non-environmental issues]).

Some of the comments resulted in a review of the network and specific areas where facilities are proposed. Where design can be refined to address comments and concerns and/or enhance the network, these proposed changes have been incorporated into the proposed Project. One minor change includes having Park Boulevard between Market Street and Island Avenue remain open to vehicular traffic, as discussed in the Errata. Additionally, segments or facilities for the network were reviewed to verify that the analysis sufficiently addressed minor modifications, if they were to move forward. The Mobility Plan is developed with flexibility in mind and to allow for minor changes (e.g., moving a Cycleway from one street to another street designated as a non-Autoway). It was determined that while minor modifications have the potential to change the location of on-street parking which may result in an on-street gain/loss, there would be no change in Level of Service for vehicular traffic operations). Travel lane reductions have been considered and accounted for on all non-Autoways where feasible and the travel lane has been repurposed into a greenway, a Cycleway, or angled parking. As a result, there would not be additional traffic impacts associated with Cycleway alignment changes as long as no additional travel lanes are removed beyond the proposals in the Mobility Plan.

During the public comment period, issues were raised which concerned parking and features or components of the network, which are issues not related to the SEIR. Topical Responses below provide clarification and additional information to support the Downtown San Diego Mobility Plan (Mobility Plan). They are numbered and provided below, and they are referred to throughout the comment-specific responses in Appendix B.

TOPICAL RESPONSE #1: ON- STREET PARKING

Pedestrian, bicycle and green street improvements identified in the Mobility Plan may require the removal of on-street parking spaces due to right-of-way constraints. Chapter 13 of the Mobility Plan categorizes each recommended improvement as short- or long-range improvements. Short-range projects are anticipated to be implemented within the next ten years, and include the 14th Street and E Street greenways and all Cycleways, with the exception of Hawthorn Street and Grape Street. The on-street parking spaces lost associated with short-range project implementation are to be replaced by converting parallel on-street parking spaces to angled parking spaces within each neighborhood and by the addition of the East Village Green parking garage. A breakdown of the estimated short-range parking changes includes:

- Cycleways – 331 spaces lost
- 14th St & E St Greenways – 242 spaces lost
- Angled Parking Conversion – 600 spaces gained
- East Village Green Garage – 200 spaces gained

The changes described above result in a net change of 227 gained parking spaces.

Long-range projects are anticipated to be implemented within the next ten to twenty years and include Hawthorn Street and Grape Street Cycleways, pedestrian improvements (such as bulb-outs) and Greenways (Cedar Street, Union Street, and 8th Avenue). Implementation of all planned projects is estimated to result in the following long-range parking changes:

- Cycleways – 419 spaces lost
- Pedestrian Improvements – 196 spaces lost
- Greenways – 662 spaces lost
- Angled Parking Conversion – 600 spaces gained
- East Village Green Garage – 200 spaces gained

Implementation of short- and long-range projects is estimated to result in a net loss of 477 parking spaces. The parking analysis was performed at a planning level and contains conservative assumptions including:

- Each block face will have a driveway reducing parking due to sight distance requirements for Cycleways;
- All parking would be eliminated on one side of the street designated with a greenway;
- All increased parking would be through an angled parking design rather than perpendicular parking; and,
- All greenways would be constructed in their entirety.

The actual number of parking spaces gained or lost will be determined during the civil engineering design phase. Additional future parking projects may also be implemented over the life of the Mobility Plan that are currently unanticipated.

The 2009 Comprehensive Parking Plan for Downtown San Diego promotes a “park once” strategy which can be supported by improved pedestrian walkability, streetscape enhancements, and wayfinding. In the near future, Civic San Diego will undertake an update to this plan to better understand existing demand, issues, and opportunities to increase parking and a park once strategy, including a comprehensive block-by-block parking assessment for Downtown San Diego.

All future development is required to provide parking in accordance with standards adopted in the San Diego Municipal Code.

It is important to note the vision of the Mobility Plan in the implementation of the Cycleways is to increase on-street parking within each neighborhood prior to, or

concurrently with, the installation of the Cycleway in order to ensure that there is no net loss in on-street parking in the short-term.

TOPICAL RESPONSE #2: CYCLE TRACK ON BEECH STREET VS. ASH STREET

All Downtown roadways were evaluated for the possible implementation of bicycle facilities over the course of the network development. Some of the factors examined included existing right-of-way width, spacing from other proposed facilities, vehicular volumes, collision history, presence of driveways, network connections. Ash Street was evaluated in detail and it was concluded that this corridor is not suitable as a Cycleway for the following reasons:

- Busy/noisy
- High volume
- Higher speeds
- Dual right and left turning movements
- Require bike only signal phase which would result in additional delay and traffic congestion on an autoway
- Loss of parking on both sides of the street since a travel lane could not be eliminated due to traffic volumes.

TOPICAL RESPONSE #3: CYCLE TRACK ON STATE STREET VS. KETTNER BOULEVARD, NORTH OF BEECH STREET

The layered network approach presented in the Mobility Plan prioritizes specific corridors for specific modes throughout Downtown San Diego. State Street was selected as a Cycleway due to relatively lower vehicular volumes, lower vehicular speeds, and a reduced loss of on-street parking required for implementation when compared to adjacent north-south roadways. The State Street Cycleway will provide a direct connection from Market Street to South Mission Hills through the Marina, Columbia, and Little Italy neighborhoods. The facility complements the parallel Cycleway along Pacific Highway, four blocks to the west, by offering a protected bicycle facility on each side of the rail corridor, which has limited crossings.

The State Street intersections with Hawthorn Street and Grape Street will include bicycle signal phases and pavement markings in the intersection to facilitate predictable cyclist movements and ensure safety through the intersections.

An alternative Cycleway on Kettner Boulevard north of Beech Street was also studied but would require loss of angled parking spaces due to their conversion to parallel spaces. Implementing cycle tracks along the Kettner Boulevard between Laurel Street and Beech Street enables an increase in on-street parking along State Street, however this will result in a net loss of on-street parking between the two corridors within Little Italy.

Both alternatives have advantages and disadvantages but either can be accommodated as the Mobility Plan anticipates that both streets would contain two travel lanes.

TOPICAL RESPONSE #4: PARK BOULEVARD, BETWEEN MARKET STREET AND ISLAND AVENUE

The Mobility Plan proposes to close Park Boulevard between E and K streets to vehicular traffic. Based on additional discussion with community members and other stakeholders, Park Boulevard will remain open to vehicular traffic and maintain the current on-street parking between Market Street and Island Avenue. For this block, there will be a northbound protected cycle track and southbound sharrow for cyclists. This change is reflected in the Final Mobility Plan, Final SEIR, Final Amendment to the Downtown Community Plan Mobility Chapter, and the Final Technical Report.

TOPICAL RESPONSE #5: CLOSURE TO VEHICULAR TRAFFIC ON C STREET, BETWEEN 6TH AND 10TH AVENUES

The Mobility Plan proposes to close C Street between 6th and 10th avenues to vehicular traffic. A two-way cycle track will connect the 6th Avenue Cycleway with the planned San Diego Association of Governments (SANDAG) Pershing Bikeway at 19th Street, providing a strong connection between North Park and Downtown. This proposal eliminates vehicle access to and from the parking structure on C Street between 7th and 8th avenues. It is important to note that the main access driveways to this parking structure are provided on 7th and 8th avenues, and C Street currently serves as an exit only access for 7 parking spaces. Consideration was given to keep C Street open between 7th and 8th avenues similar to the Park Boulevard design discussed above; however, the street dimensions are more restricted and such a design solution to keep the street open to vehicles would require a major reconstruction of the north side of the street including narrowing the sidewalk from 16 to 10.5 feet; relocating street trees, street light fixtures, and the Trolley catenary poles to the north.

In addition, the California Public Utilities Commission has expressed concern over vehicle/Trolley accidents at C Street and 7th and 8th avenues and has asked that C Street be closed to vehicles in this block.

TOPICAL RESPONSE #6: OVERALL NETWORK DEVELOPMENT AND TRAFFIC OPERATIONS

The development of the Mobility Plan strives to create a feasible system that can be implemented by repurposing and reconfiguring the existing public right-of-way to better accommodate all modes of travel. A system wide traffic operational analysis was conducted to determine which Downtown streets have excess capacity and where an auto travel lane may be removed to accommodate enhanced pedestrian, bicycle, open space and parking improvements without significantly impacting Downtown traffic operations. The Technical Report and SEIR prepared in support of the Mobility Plan studied the impacts to vehicular circulation, assuming the build-out intensities and land uses in the Downtown Community Plan (2006). The implementation of the Mobility Plan will result in a significant mode shift away from vehicular to active transportation and transit modes. Implementation of the Mobility Plan would reduce future vehicular demand within Downtown San Diego (from 66 percent existing mode share to 46 percent mode share after buildout), increase active

transportation trips (from 28 percent to 43 percent mode share) and increase transit trips (from 6 percent to 11 percent mode share). These findings are in support of the recently adopted City of San Diego Climate Action Plan goals. The Mobility Plan does not make any land use changes and therefore has no impact on generating or attracting additional traffic by any mode.

The Final SEIR includes editorial revisions primarily intended to correct minor discrepancies and provide additional clarification. The revisions do not affect the conclusions of the Draft SEIR. No new or more severe impacts were identified. These text changes are indicated by ~~strikeout~~ (deleted) and underline (inserted) markings in the Final SEIR text. Additionally, several figures were updated or corrected for accuracy:

- Figure 3-3: Planned Bicycle Network and Figure 4.2-1: Existing Bicycle Facilities in the Final SEIR were revised to reflect the MLK Promenade running along the south side of the tracks, from Park Boulevard to Fifth Avenue. The gap exists along the north side of the tracks from Fifth Avenue to Sixth Avenue due to the pedestrian plaza.
- Figure 3-6: Road Diets Accommodating Complete Streets was revised to show Park Boulevard, from Market Street to Island Avenue, will remain open to vehicular traffic to facilitate commercial deliveries and provide additional on-street parking.
- Figure 4.2-2: Existing High Frequency Transit Network has been updated to correctly show Route 215 which operates on Broadway and Park Boulevard.
- Figure 4.2-3: Existing Transit Frequency was revised to show the current alignment for Route 215 which operates on Broadway and Park Boulevard.

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List of Abbreviated Terms

°C	degree Celsius
°F	degree Fahrenheit
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIA	Airport Influence Area
Airport Authority	San Diego County Regional Airport Authority
ALUCP	Airport Land Use Compatibility Plan
AME	Archaeological Monitoring Exhibit
AMP	Archaeological Monitoring Plan
AMSL	above mean sea level
APS	Accessible Pedestrian Signals
ARB	Air Resources Board
BI	Building Inspector
BRT	Bus Rapid Transit
CAA	California Air Act
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCPDO	Centre City Planned District Ordinance
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIP	Capital Improvements Program
City	City of San Diego
CM	Construction Manager
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO Protocol	<i>Transportation Project-Level Carbon Monoxide Protocol</i>
County	County of San Diego
CPUC	California Public Utilities Commission
CSVR	Consultant Site Visit Record
CWA	Clean Water Act
dB	decibels
dB(A)	A-weighted decibels
DP	Documentation Program
DPM	diesel particulate matter
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map

General Plan	City of San Diego General Plan
HME	Historical Monitoring Exhibit
HMP	Hydromodification Management Plan
HRB	Historical Resources Board
HRG	Historical Resources Guidelines
I-5	Interstate 5
ITP	incidental take permits
JRMP	Jurisdictional Runoff Management Plan
LCP	Local Coastal Program
LDC	Land Development Code
L _{eq}	one-hour equivalent noise level
LID	Low Impact Development
L _{max}	maximum sound level
LOS	Level of Service
LRT	Light Rail Transit
Manual	Centre City Streetscapes Manual
Manual	Centre City Streetscapes Manual
mg/m ³	milligrams per cubic meter
MHPA	Multi-Habitat Planning Area
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting
Mobility Plan	Downtown San Diego Mobility Plan
mpg	miles per gallon
MPO	Metropolitan Planning Organizations
MS4	Municipal Separate Storm Sewer Systems
MSCP	Multiple Species Conservation Plan
MTS	Metropolitan Transit System
MUTCD	California Manual of Uniformed Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCTD	North County Transit District
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
PDO	Planned District Ordinance
PEIR	Program Environmental Impact Report
PI	Principal Investigator
PM	particulate matter
PM ₁₀	particulate matter 10 microns or less in diameter
PM _{2.5}	particulate matter 2.5 microns or less in diameter
PME	Paleontological Monitoring Exhibit
ppb	parts per billion
ppm	parts per million
PRC	Public Resources Code

RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
RE	Resident Engineer
RTP	Regional Transportation Plan
RWQCB	San Diego Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCH	State Clearinghouse
SCS	Sustainable Community Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDIA	San Diego International Airport
SEIR	Supplemental Environmental Impact Report
SIP	State Implementation Plan
SR-163	State Route 163
SR-94	State Route 94
SWRCB	State Regional Water Quality Control Board
TACs	toxic air contaminants
TCM	Transportation Control Measures
TDM	transportation demand management
U.S. EPA	U.S. Environmental Protection Agency
VOC	volatile organic compounds
WAMP	Watershed Asset Management Plan
WMA	Watershed Management Area
WQIPS	Water Quality Improvement Plan
µg/m ³	micrograms per cubic meter

S.0 Executive Summary

S.1 Project Synopsis

This summary provides a brief synopsis of the proposed Project, which consists of: (1) the proposed Downtown San Diego Mobility Plan (Mobility Plan); and (2) the proposed amendment to the Downtown Community Plan consisting of the replacement of the existing Transportation Chapter with a new Mobility Chapter consistent with the Mobility Plan. This summary also provides an overview of the applicability of the Program Environmental Impact Report for the Downtown Community Plan (2006 PEIR) to the proposed Project; the results of the environmental analysis prepared to supplement the previous environmental documentation; and the major areas of controversy and issues to be resolved by the Lead Agency, the City of San Diego (City).

As this document has been prepared as a Supplemental Environmental Impact Report (SEIR) to the 2006 PEIR, this summary does not contain the extensive background and analysis found in the previously approved 2006 PEIR. Therefore, it is recommended that the reader should review the entire SEIR and 2006 PEIR to fully understand the proposed Project as revised and its potential environmental consequences. The 2006 PEIR is available at <http://civicsd.com/planning/environmental-documents.html> and hard copies are available at the offices of Civic San Diego (located at 401 B Street, Fourth Floor, San Diego, CA 92101).

S.2 Purpose of the EIR

This SEIR has been prepared to satisfy the regulations of the California Environmental Quality Act (CEQA) and Public Resources Code (PRC) Section 21000 et seq. These regulations require that all state and local governmental agencies consider the environmental consequences of “projects” over which they have discretionary authority prior to taking action on those projects. The proposed Project includes both the adoption of a freestanding Mobility Plan and amendments to the Transportation Chapter within the Downtown Community Plan.

Section 15378 of the CEQA Guidelines states that a project “means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” Therefore, these actions meet the CEQA definition of a project.

The Lead Agency, as defined by Section 15367 of the CEQA Guidelines, is the public agency that has the principal responsibility and authority for carrying out or approving the project. As Lead Agency, the City has the responsibility of completing the CEQA document. The City reviewed the 2006 PEIR to evaluate its applicability to the proposed Project and conducted a preliminary review to determine the appropriate CEQA document type. It was determined that there would be potential for new information of substantial importance,

changes in significant effects relative to the 2006 PEIR analysis, and significant changes to mitigation relative to the 2006 PEIR as defined by Section 15162(a)(3) of the CEQA Guidelines. It was also determined that due to the focused scope of the policy and network improvements proposed, only minor additions would be necessary to make the 2006 PEIR adequate. Therefore, a SEIR was determined to be the appropriate document for the proposed Project under CEQA (Section 15163(a) of the CEQA Guidelines).

In accordance with Section 15153 of the CEQA Guidelines, this SEIR contains only the information necessary to make the 2006 PEIR adequate for the proposed Project. Thus, this SEIR analyzes the potential environmental impacts of the proposed Project as compared to the approved Downtown Community Plan for specific issue areas where changes are necessary to make the 2006 PEIR adequate. The City, as Lead Agency, has determined this to include the following issue areas: land use and planning, transportation and circulation, air quality, noise, and hydrology/water quality. This SEIR has been prepared in accordance with the requirements pursuant to CEQA, as well as the City's EIR Guidelines (City of San Diego 2005) and Significance Determination Thresholds (City of San Diego 2011), as applicable to an SEIR.

In accordance with Section 15163 of the CEQA Guidelines, this SEIR will be noticed and include public review. The final SEIR will be considered by the decision-making body (City Council) with the 2006 PEIR when deciding whether to approve or deny the proposed Project. If the City decides to approve the proposed Project, the City would adopt necessary findings with regard to each significant effect found within the SEIR and provide a Statement of Overriding Considerations for all environmental impacts that cannot be mitigated to a less than significant level. In order to ensure implementation of mitigation, the City would also adopt a Mitigation Monitoring and Reporting Program (MMRP).

S.3 Proposed Project

S.3.1 Location and Setting

The study area for the proposed Project consists of 1,445 acres of land in the metropolitan core of the City (refer to PEIR Figures 3.1-1 and 3.1-2). Downtown is bounded by Laurel Street and Interstate 5 (I-5) on the north; I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street on the east; and San Diego Bay on the south and west. San Diego International Airport (SDIA) is located to the northwest of Downtown, and the land uses under the jurisdiction of the Port of San Diego line the waterfront adjacent to the bay west of Pacific Highway and south of Harbor Drive.

The study area is highly urbanized with existing transit, roadways, and sidewalks; and is developed with a mix of residential, office, public/governmental, commercial, and recreational uses. The Downtown Community Plan identifies a set of neighborhoods within the study area as part of an effort to call out the unique histories and identities of various areas of the community, including Little Italy, Cortez, Columbia, Civic/Core, Marina, Horton/Gaslamp, Convention Center, Ball Park, and East Village.

S.3.2 Project Objectives

In accordance with Section 15124 of the CEQA Guidelines, the following specific objectives support the underlying purpose of the proposed Project, which will ultimately aid the Lead Agency in preparing findings and overriding considerations, if necessary. The objectives of the proposed Project are:

1. To establish a plan that provides for a balanced network, with enhancements to local roadways that encourage and facilitate bicycle and pedestrian usage;
2. To designate distinct streets where different individual modes of travel take priority, such as walking, bicycling, taking transit, or driving;
3. To connect Downtown's bicycle circulation with surrounding communities and transit facilities to encourage everyday commuter and recreational bicycle trips within the region;
4. To provide for sustainable street designs including storm water infiltration and reduction in storm water runoff as well as flooding; and
5. To provide policies and implementation strategies to allow for the timely and phased implementation of improvements by both the public and private developments in a cost-effective manner.

S.3.3 Project Description

The proposed Project includes approval of the proposed Mobility Plan and amendment to the Downtown Community Plan consisting of the replacement of the existing Transportation Chapter with a new Mobility Chapter. The planning effort for the proposed Project was undertaken to address the changing priorities and needs of the multi-modal network within the urban setting, bringing forth improved connections and access for transit riders, bicyclists, and pedestrians, while maintaining roadway circulation for cars and commercial vehicles. No changes to the rail facilities in the study area, which include the light rail trolley system and heavy rail corridors, are included in the proposed Project because the complex funding infrastructure, implementation of improvements, and operations are under the oversight of other entities, including the Metropolitan Transit System (MTS), San Diego Association of Governments (SANDAG), and North County Transit District (NCTD).

The proposed Project is guided by the framework and policy direction in the Downtown Community Plan and the City's General Plan (General Plan). Policies and conceptual design improvements are presented for the existing roadway network and multi-modal circulation within the study area. It also outlines the improvements necessary to meet the objectives that will refine and implement the general vision and goals related to transportation and mobility for Downtown as expressed in the General Plan. Discretionary actions required to implement the proposed Project include adoption of the Mobility Plan and approval of an amendment to the Downtown Community Plan. Certification of the

SEIR at a noticed public hearing (Process 5) would also be required in conjunction with adoption of the proposed Project.

S.4 Areas of Controversy

Areas of controversy associated with the proposed Project primarily are associated with changes and preferences for the planned transportation network. Comments received on the Notice of Preparation addressed rail crossing safety and methodology used to analyze state highway facilities (Appendix A). All of these issues are analyzed in the SEIR, including mobility design options for limited areas of the network.

S.5 Issues to be Resolved by the Lead Agency

The issues to be resolved by the decision-making body, which in this case would be the City Council, are whether: (1) the significant impacts associated with the environmental issues of transportation would be fully mitigated to below a level of significance; and (2) there are overriding reasons to approve the project despite the significant unavoidable transportation impacts.

S.6 Previous Environmental Documentation

This SEIR incorporates by reference the relevant parts of the 2006 PEIR. As detailed in Section 15150 of the CEQA Guidelines, “where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR.” The introduction to this SEIR, Chapter 1, provides a summary of environmental issue areas from the 2006 PEIR that apply to the ; where the proposed Project is consistent with the 2006 PEIR, no further analysis is conducted and the analysis is incorporated through reference (see Section 15150 of the CEQA Guidelines).

This SEIR includes any previously identified mitigation that would be necessary to carry forward under the proposed Project to maintain the same conclusions concerning the significance of impacts with mitigation incorporated. As necessary, any new feasible mitigation measures that could be utilized to avoid or minimize the proposed Project’s significant environmental impacts, or where previous mitigation measures are proposed for modification, as listed in Table S-1 at the end of this section, are also discussed within each relevant topical area and are fully contained in Chapter 6, Mitigation Monitoring and Reporting Program.

The 2006 PEIR references the initially adopted Final EIR (FEIR) for the Downtown Community Plan, as well as subsequent addenda that have since been adopted. These are detailed below for purposes of reference and are hereafter collectively referred to as the 2006 PEIR throughout this SEIR:

- FEIR for the Downtown Community Plan, Centre City Planned District Ordinance (CCPDO), and 10th Amendment to the Centre City Redevelopment Plan,

certified by the Redevelopment Agency (“Former Agency”) and City Council on March 14, 2006 (Resolutions R-04001 and R-301265, respectively).

- Addendum to the Downtown FEIR for the 11th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, Amendments to the Downtown Community Plan, CCPDO, Marina Planned District Ordinance, and Mitigation, Monitoring and Reporting Program of the Downtown FEIR for the Downtown Community Plan, CCPDO, and the Redevelopment Plan for the Centre City Redevelopment Project certified by the Redevelopment Agency (Resolution No. R-04193) and by the City Council (Resolution No. R-302932), with date of final passage on July 31, 2007.
- Second Addendum to the Downtown FEIR for the proposed amendments to the Downtown Community Plan, CCPDO, Marina Planned District Ordinance, and MMRP certified by the Redevelopment Agency (Resolution No. R-04508), with date of final passage on April 21, 2010.
- Third Addendum to the Downtown FEIR for the Residential Emphasis District Amendments to the CCPDO certified by the Redevelopment Agency (Resolution No. R-04510), with date of final passage on April 21, 2010.
- Fourth Addendum to the Downtown FEIR for the San Diego Civic Center Complex Project certified by the Redevelopment Agency (Resolution No. R-04544) with date of final passage on August 3, 2010.
- Fifth Addendum to the Downtown FEIR for the Industrial Buffer Overlay Zone Amendments to the CCPDO certified by the City Council (Resolution No. R-308724) with a date of final passage on February 12, 2014.
- Sixth Addendum to the Downtown FEIR for the India and Date Project certified by the City Council (Resolution No. R-309115) with a date of final passage on July 14, 2014.

**Table S-1
Summary of Environmental Impacts, Mitigation Measures, and Significance after Mitigation**

Issue	Mitigation Measures	Significance After Mitigation
Land Use and Planning		
Community Plan Consistency/ General Plan Compatibility: The proposed Project would be consistent with the goals and policies of the Downtown Community Plan and General Plan.	None required.	Impacts would be less than significant.
Land Development Code (LDC) and Planned District Ordinance (PDO) Consistency: The proposed Project is intended to further refine and implement goals and policies for multi-modal circulation and options in Downtown. Additionally, the overall intent of the proposed Project and the existing PDOs are generally consistent in supporting improvements to the street network, including pedestrian and bicycling opportunities.	None required.	Impacts would be less than significant.
Multiple Species Conservation Plan (MSCP)/Multi-Habitat Planning Area Consistency (MHPA): The project would not conflict with any provisions of the City's MSCP Subarea Plan because the project is not within or adjacent to any area designed for conservation.	None required.	Impacts would be less than significant.
Physical Division of Community: The project would result in no impact related to physical division of community. The proposed Project would enhance connectivity and connection along existing roadway networks within Downtown and would not include features that would physically divide the community.	None required.	Impacts would be less than significant.
ALUCP Compatibility: The project would be compatible with the SDIA Airport Land Use Compatibility Plan (ALUCP).	None required.	Impacts would be less than significant.
Coastal Plan Compatibility: The project would support the intent of the Coastal Plan to protect and enhance access to coastal resources.	None required.	Impacts would be less than significant.

**Table S-1
Summary of Environmental Impacts, Mitigation Measures, and Significance after Mitigation**

Issue	Mitigation Measures	Significance After Mitigation
Transportation and Circulation		
Traffic Capacity: The proposed Project would redistribute vehicle traffic and result in additional delay at intersections within Downtown. While providing additional and prioritized connections and facilities within the network for all users, the proposed Project would result in Level of Service (LOS) F at several intersections, as listed below.	Mitigation Measure: Commencing upon adoption of the proposed Project, Civic San Diego shall implement, as necessary, potential improvements for the identified roadway intersections listed below.	In some instances, the identified mitigation fully or partially mitigates the impact. In other instances, mitigation would not be feasible, as the physical right-of-way available would preclude implementation, as indicated.
Pacific Highway and Laurel Street	This intersection is currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. As such, mitigation is considered infeasible due to policy considerations.	Significant and unavoidable.
Interstate 5 (I-5) Northbound Off-Ramp– Brant Street and Hawthorn Street	Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the <i>California Manual of Uniformed Traffic Control Devices (MUTCD)</i> , this intersection would meet the “Peak Hour” warrant.	Less than significant with mitigation.
Second Avenue and Cedar Street	Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.	Less than significant with mitigation.
Front Street and Beech Street	Convert on-street parking to a travel lane on Front Street between Cedar Street and Ash Street during the PM peak hour.	Impacts would remain significant and unavoidable.
First Avenue and Beech Street	This intersection is currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. As such, mitigation is considered infeasible due to policy considerations.	Significant and unavoidable.
Fourth Avenue and Beech Street	Convert on-street parking to a travel lane on Fourth Avenue between Cedar Street and Ash Street during the AM peak hour.	Less than significant with mitigation.
First Avenue and A Street	Remove on-street parking on the north side of A Street between First and Front avenues as necessary to provide an eastbound left-turn lane.	Less than significant with mitigation.
17th Street and B Street	Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.	Less than significant with mitigation.

**Table S-1
Summary of Environmental Impacts, Mitigation Measures, and Significance after Mitigation**

Issue	Mitigation Measures	Significance After Mitigation
16th Street and C Street	This intersection is currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. As such, mitigation is considered infeasible due to policy considerations.	Significant and unavoidable.
Front Street and Broadway	This intersection is currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. As such, mitigation is considered infeasible due to policy considerations.	Significant and unavoidable.
First Avenue and Broadway	This intersection is currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. As such, mitigation is considered infeasible due to policy considerations.	Significant and unavoidable.
11th Avenue and Broadway	This intersection is currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. As such, mitigation is considered infeasible due to policy considerations.	Significant and unavoidable.
16th Street and E Street	Remove on-street parking on the east side of 16th Street south of E Street as necessary to provide a northbound right-turn lane.	Less than significant with mitigation.
15th Street and F Street	Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.	Impacts would remain significant and unavoidable.
16th Street and F Street	This intersection is currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. As such, mitigation is considered infeasible due to policy considerations.	Significant and unavoidable.
11th Avenue and G Street	Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.	Less than significant with mitigation.
Park Boulevard and G Street	Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.	Less than significant with mitigation.
13th Street and G Street	Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.	Impacts would remain significant and unavoidable.

**Table S-1
Summary of Environmental Impacts, Mitigation Measures, and Significance after Mitigation**

Issue	Mitigation Measures	Significance After Mitigation
14th Street and G Street	Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.	Impacts would remain significant and unavoidable.
16th Street and G Street	Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.	Impacts would remain significant and unavoidable.
17th Street and G Street	Signalization and convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.	Impacts would remain significant and unavoidable.
11th Avenue and Market Street	This intersection is currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. As such, mitigation is considered infeasible due to policy considerations.	Significant and unavoidable.
16th Street and Island Avenue	Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.	Less than significant with mitigation.
19th Street and J Street	Restripe the northbound left-turn lane into a northbound left-turn and through shared lane.	Less than significant with mitigation
Logan Avenue and I-5 Southbound Off-Ramp	Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.	Less than significant with mitigation.
Air Quality		
Air Quality Plan Implementation: The proposed Project would not conflict with or obstruct implementation of the regional air quality plans because it would implement many of the strategies and policies established by regional plans to reduce air pollution.	None required.	Impacts would be less than significant.
Air Emissions: Implementation of the project would not result in an increase in mobile source air emissions. Operation-related impacts and maximum daily construction emissions are projected to be less than the applicable thresholds for all criterion pollutants.	None required.	Impacts would be less than significant.

**Table S-1
Summary of Environmental Impacts, Mitigation Measures, and Significance after Mitigation**

Issue	Mitigation Measures	Significance After Mitigation
<p>Sensitive Receptors: No future carbon monoxide (CO) hot spots are forecast at any intersection in Downtown with implementation of the proposed Project. Due to the short exposure period, and the ongoing implementation of U.S. Environmental Protection Agency (U.S. EPA) and California Air Resources Board (CARB) requirements for cleaner fuels, diesel engine retrofits and new low-emission diesel engine types, diesel PM generated by project construction is not expected to affect nearby sensitive receptors.</p>	<p>None required.</p>	<p>Impacts would be less than significant.</p>
Noise		
<p>Noise Abatement and Control Ordinance: The proposed Project would not introduce new land uses that would generate noise. Future projects implemented in accordance with the proposed Project would conform to standards established in the City's Noise Abatement and Control Ordinance.</p>	<p>None required.</p>	<p>Impacts would be less than significant.</p>
<p>Interior Noise: The proposed Project provides a guide for the mobility network within Downtown and would not generate any vehicle trips. While the proposed Plan would result in a redistribution of traffic volumes on Downtown roadways due to the change in priorities, none of the mobility improvements would place vehicle travel lanes closer to sensitive receptors and policies are in place that would reduce interior noise levels.</p>	<p>None required.</p>	<p>Impacts would be less than significant.</p>
<p>Exterior Noise: While the proposed Plan would result in a redistribution of traffic volumes on Downtown roadways due to the change in priorities on roadways, policies are in place that would reduce interior noise levels. The proposed Project would not result in an audible change in noise levels.</p>	<p>None required.</p>	
<p>Ambient Noise: The proposed Project would not result in a permanent increase the noise levels characteristic of the existing urban Downtown environment.</p>	<p>None required.</p>	<p>Impacts would be less than significant.</p>

**Table S-1
Summary of Environmental Impacts, Mitigation Measures, and Significance after Mitigation**

Issue	Mitigation Measures	Significance After Mitigation
Hydrology/Water Quality		
<p>Hydrology: The proposed Project includes goals and policies specifically target decreasing runoff rates by increasing permeable areas, and providing improvements and design features that can address water quality impacts from surface flows. Future projects implemented in accordance with the proposed Project would be required to comply with applicable hydrology regulations. Compliance with the applicable and current regulations would require control of runoff in a manner that would prevent impacts downstream.</p>	<p>None required.</p>	<p>Impacts would be less than significant.</p>
<p>Water Quality: The implementation of the proposed Project would be completed in compliance with applicable storm water standards. The proposed Project also includes goals and policies to increase natural filtration of storm water and pollutant reductions from reaching the San Diego Bay to promote compliance with local regulations and, in turn, would contribute to improving surface water quality.</p>	<p>None required.</p>	<p>Impacts would be less than significant.</p>
<p>Floodplains: While the proposed Project includes areas partially within flood hazard zones, those areas are already developed. Future projects implemented in accordance with the proposed Project would comply with regulations as well as goals and policies to encourage improvements to the existing storm drain system.</p>	<p>None required.</p>	<p>Impacts would be less than significant.</p>

1

Chapter 1 Introduction

This SEIR addresses the potential environmental effects of the proposed Project and has been prepared in compliance with CEQA PRC Section 21000 et seq., and California Code of Regulations (CCR), Title 14, Section 15000, et seq.), the City’s EIR Guidelines (City of San Diego 2005), and Significance Determination Thresholds (City of San Diego 2011). As this document is a SEIR, only information necessary to make the 2006 PEIR adequate for the adoption of the proposed Project are included in the analysis.

The proposed Project consists of the Mobility Plan and amending the Transportation Chapter of the Downtown Community Plan. The proposed Project would provide updated transportation planning for the 1,445-acre study area, in accordance with the General Plan’s transportation goals and policies, the SANDAG Smart Growth Concept Map (SANDAG 2014), and the 2008 California Complete Streets Act.

The main project objective is to achieve a more balanced, multi-modal transportation system within the study area. To achieve this goal, the proposed Project designates transportation routes for bicyclists, pedestrians, public transit, and automobiles. Additional project description details are provided in Chapter 3, Project Description.

1.1 Purpose and Intended Uses

This SEIR is intended to inform decision-makers, public agencies, and the public about the potential significant adverse environmental impacts of the proposed Project and provide decision-makers with an understanding of the associated physical and environmental changes prior to taking action on the project. The SEIR includes recommended mitigation measures which, when implemented, would substantially lessen or avoid significant effects of the project on the environment.

1.2 Legal Authority

1.2.1 Lead Agency

The Lead Agency for the 2006 PEIR was the City's Redevelopment Agency (Redevelopment Agency), and the document was prepared by Centre City Development Corporation (CCDC) acting on its behalf. As discussed further in Section 3.1, Background, Assembly Bill (AB) 26 enacted in 2012, dissolved all redevelopment agencies within California. In order to continue to advance community goals, the City changed the name of CCDC to Civic San Diego, which is a City-owned public benefit non-profit corporation that has the principal responsibility and authority for providing planning and zoning functions for the City in the Downtown Community Plan area.

As the City is now the public agency that has the principal responsibility and authority for carrying out or approving the current proposed Project, the City would be the Lead Agency per Sections 15050, 15051, and 15367 of the CEQA Guidelines and has the sole authority to approve or deny the proposed Project. The City Council has the responsibility of certifying the EIR, and approving or denying the project (Sections 15090 and 15092 of the CEQA Guidelines). If necessary, the Lead Agency shall also prepare the Findings and Statement of Overriding Considerations (Sections 15091 and 15093 of the CEQA Guidelines). The analysis and findings contained within this document reflect the independent, impartial conclusions of the City.

1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to Section 15381 of the CEQA Guidelines, includes all public agencies, other than the Lead Agency, which have discretionary approval power over the project. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California.

Implementation of the proposed Project may require consultation with the following Responsible and Trustee Agencies, as described below.

California Department of Transportation (Caltrans): Caltrans has jurisdiction over I-5, which is partially located within the study area.

California Public Utilities Commission (CPUC): The mass transit commuter and freight train system within the study area is under the jurisdiction of the CPUC.

Metropolitan Transit System (MTS): All of the bus and trolley transit located within the study area are served by MTS.

Federal Aviation Administration (FAA): The study area is located within the San Diego International Airport Influence Area (AIA), and Review Area 1 and 2 (San Diego County

Regional Airport Authority 2014). Thus, future transportation improvements within the study area may be subject to FAA review.

San Diego County Air Pollution Control District (SDAPCD): The County of San Diego (County) Board of Supervisors sits as the Board of the SDAPCD, which is an agency that regulates sources of air pollution within the county. This is accomplished through an integrated monitoring, engineering, and compliance operation, each of which is a separate division within the SDAPCD, and each is designed to protect the public from the adverse impacts of polluted air. The SDAPCD would be responsible for issuing permits for construction and operation of future projects.

San Diego Regional Water Quality Control Board (RWQCB): The San Diego RWQCB regulates water quality and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No. CA 0108758. The RWQCB would be both a Responsible and Trustee Agency, as it has discretionary approval power over the project and holds regional water quality in its trust through the NPDES compliance review process.

1.3 Document Type, Scope, and Organization

1.3.1 Type of EIR

The City conducted a preliminary review to determine the appropriate CEQA document type to address the proposed Project. Previously, the 2006 PEIR analyzed the potential environmental effects of the Downtown Community Plan, which included new and redeveloped residential, office, and commercial properties in and around urban Downtown San Diego.

The Downtown Community Plan included a Transportation Chapter (Chapter 7) that detailed transportation goals and policies. The proposed Project includes the replacement of the Transportation Chapter with a new Mobility Chapter consistent with the Mobility Plan. The proposed Project calls for updated subsequent transportation-related projects that were not previously envisioned or called for in the Downtown Community Plan or 2006 PEIR.

Therefore, it was determined that the proposed Project involved new information of substantial importance and could have one or more significant effects not discussed in the 2006 PEIR; that without further analysis, it is unknown if significant effects previously examined could be substantially more severe than shown in the 2006 PEIR; and the proposed Project and mitigation measures may be considerably different from those analyzed and presented in the 2006 PEIR (Section 15162(a)(3) of the CEQA Guidelines).

However, it was also determined that due to the focused scope of the policy and network improvements proposed, only minor additions would be necessary to make the 2006 PEIR adequate. Therefore, this SEIR was determined to be the appropriate document for the proposed Project, in accordance with Section 15163(a) of the CEQA Guidelines.

1.3.2 Scope

In accordance with Section 15163 of the CEQA Guidelines, this SEIR contains only the information necessary to make the 2006 PEIR adequate for the project as revised. Thus, this SEIR analyzes the potential environmental impacts of the Mobility Plan for only the issue areas where changes are necessary to make the 2006 PEIR adequate. The scope of analysis for this analysis was determined by the City as a result of initial project review and consideration of comments received in response to a Notice of Preparation (NOP) circulated for a 30-day public comment period from December 2, 2014, concluding on January 5, 2015 (Appendix A). Through these scoping activities, it was determined that the issue areas analysis required updating in order to provide the information necessary to make the 2006 PEIR adequate for the proposed Project include: land use and planning, transportation/access/parking, greenhouse gas (GHG) emissions, air quality, noise, and hydrology/water quality.

This SEIR includes any previously identified mitigation that would be necessary to carry forward under the proposed Project to maintain the same conclusions concerning the significance of impacts with mitigation incorporated. As necessary, any new feasible mitigation measures that could be utilized to avoid or minimize the proposed Project's significant environmental impacts, or where previous mitigation measures are proposed for modification, are detailed as appropriate within the issue analysis and summarized in Chapter 6, Mitigation Monitoring and Reporting Program. The environmental analysis within the 2006 PEIR of all other environmental issue areas, including growth inducement and alternative analysis, remain applicable to the proposed Project, which is summarized below. An additional discussion of growth inducement, irreversible environmental changes, and effects found not to be significant remain applicable to the proposed Project as discussed in Chapter 5, Other CEQA-Required Discussions. Since the NOP was released, GHG emissions were determined to be less than significant, as further detailed below. The initial project review analysis is documented below by each issue area.

Historical Resources

The proposed Project would include improvements to existing roadways and sidewalks, within the current public rights-of-way. No existing structures would be directly impacted as a result of the implementation of the proposed street improvements.

The PEIR identifies that the study area may contain subsurface archaeological resources. PEIR Section 5.3, Historical Resources, states that archaeological resources may be difficult to detect prior to construction activities, as they are located underground. In the Downtown planning area, archaeological resources have been found within inches of the ground surface. Therefore, the potential to affect important archaeological sites exists if a redevelopment activity requires even minimal grading and/or excavation.

This section identifies an archaeological resource monitoring program as mitigation for this potential impact. The mitigation measure HIST-B.1-1 would mitigate potential archaeological resources impacts to below a level of significance. As the study area is the

same as identified in the PEIR and would also continue to allow subsurface excavation, the proposed Project would have the same impact as identified in the PEIR and the same mitigation would apply. Thus, the PEIR historical resource analysis adequately applies to the proposed Project and no changes to the PEIR Section 5.3, Historical Resources, analysis is warranted

Furthermore, any improvements carried out under the proposed Project would also be required to comply with the City Street Design Manual and the Centre City Streetscape Manual, including improvements proposed in areas within a designated historic district. Therefore, no impacts to historic and archaeological resources would occur as a result of the proposed Project. No changes to the 2006 PEIR Section 5.3, Historic Resources, analysis is warranted.

Public Facilities and Services

The proposed Project would not necessitate changes to the library, school, fire protection/emergency medical, law enforcement, water, wastewater, or solid waste facility analysis of the PEIR, as it would not alter the demand or directly impact such facilities. As identified in the PEIR, physical impacts associated with planned public facility and services would be less than significant. Thus, the PEIR public facility and services analysis adequately applies to the proposed Project and no changes to the PEIR Section 5.4, Public Facilities and Services, analysis is warranted.

Geology and Seismicity

The geology and seismicity conditions identified in the PEIR Section 5.5, Geology and Seismicity, continue to accurately reflect the current conditions. The proposed Project continues to locate transportation facilities within the rights-of-way as assumed in the PEIR, and does not alter the Downtown Community Plan geologic goals and policies. As identified in the PEIR, geology impacts would be less than significant and no mitigation would be necessary. Overall, the analysis completed in the PEIR continues to adequately apply to the proposed Project and no change to the PEIR Section 5.5, Geology and Seismicity, analysis is warranted.

Aesthetics/Visual Quality

The proposed Project would further define which roadways would be oriented towards transit, vehicles, bicycles, or pedestrians, but this change would not be result in a substantial visual change that would differ from the condition analyzed for the Downtown Community Plan in the 2006 PEIR. The change in roadway traffic flow or vehicle composition would not alter the visual urbanized traffic condition. The pedestrian-oriented corridors would potentially increase the sidewalks and landscaping, but this change is discussed in the PEIR and would be a positive aesthetic change. View corridors identified in the PEIR would be the same as under the proposed Project and no changes to buildings are included in the proposed Project. Thus, the PEIR visual analysis adequately applies to the proposed Project and no changes to the PEIR Section 5.6, Aesthetics/Visual Quality, analysis is warranted.

Hazardous Materials

The 2006 PEIR Section 5.10, Hazardous Materials, identifies that Downtown includes one California Environmental Protection Agency (EPA) Cortese List hazardous waste site (Tow Basin Facility). It also identifies that any hazardous waste handling, storage, and transportation, including building materials, shall be conducted in accordance with various regulations. Compliance with these regulations and emergency plans would ensure that hazardous material impacts would be less than significant. As identified under the PEIR, any environmental changes completed pursuant to the proposed Project would similarly be required to comply with hazardous waste regulations and emergency plans. Thus, the PEIR hazardous material analysis adequately applies to the proposed Project and no changes to the PEIR Section 5.10, Hazardous Materials, analysis is needed.

Population/Housing

The 2006 PEIR analysis identified that no significant population or housing impact would occur under the Downtown Community Plan. The proposed Project would not directly affect any existing housing or indirectly change any residential structures such that it is associated with population and housing. The PEIR Section 5.11, Population and Housing, analysis and impact conclusion continues to adequately apply to the proposed Project and no change to the PEIR analysis is warranted.

Paleontological Resources

The 2006 PEIR identifies that Downtown is underlain by San Diego Formation, Bay Point Formation, and artificial fill. The San Diego and Bay Point Formations both have high paleontological resource sensitivity, and any substantial excavation (over 1,000 cubic yards) into these formations would have potential to significantly impact paleontological resources. PEIR Section 5.12, Paleontological Resources, identifies a paleontological monitoring program as mitigation for this potential impact. This mitigation measure PAL-A.1-1 mitigates the potential paleontological resource impact to below a level of significance. As the study area is the same as identified in the PEIR and would also continue to allow subsurface excavation, the proposed Project would have the same impact as identified in the PEIR and the same mitigation would apply. Thus, the 2006 PEIR paleontological resource analysis adequately applies to the proposed Project and no changes to the PEIR Section 5.12, Paleontological Resources, analysis is warranted.

Energy

The 2006 PEIR Section 5.13, Energy, evaluates the increase of Community Plan energy and natural gas use based on land use growth. The proposed Project would not alter land use and would not result in any direct increase in residential development or growth. One of the overarching goals of the proposed Project is to balance non-vehicular modes of travel within the study area, which would serve to reduce consumption of gasoline associated with trips. The amount of energy used during the construction phase of the improvements implemented under the proposed Project is not expected to exceed what was considered and analyzed in the PEIR or to be significant, even if all projects envisioned under the proposed Project are realized within a relatively short time period. Therefore, the PEIR

Section 5.13, Energy, analysis would adequately apply to the proposed Project and no changes to the PEIR analysis is warranted.

GHG Emissions

The 2006 PEIR did not analyze GHG emissions. However, there is substantial evidence that the Downtown Community Plan's impact on global warming could have been evaluated in the 2006 PEIR because the effects of GHG were known as far back as the late 1970s. Therefore, it is not new information. If the proposed Project were not to be adopted or implemented, changes to the roadway network, including projects identified in the City's Capital Improvements Program (CIP), would still occur under the existing condition. In addition, the majority of these subsequent projects would not involve major grading activities; rather, they would be the restriping of lanes within existing right-of-way, the addition of landscaping, bicycle and pedestrian amenities, and similar types of projects which would not represent a substantial increase in GHG emissions compared to the existing condition. Given the limited scale of improvements, construction-related GHG emissions would be a negligible percentage of the total regional emissions when considering the emissions generated by mobile sources. Further, by promoting a multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit facilities, the proposed Project would also serve to implement the City's General Plan GHG reduction goals. The proposed Project would also implement the City's Climate Action Plan by promoting facilities increasing the mode share for bicycling, walking, and transit within the Downtown community. Therefore, the proposed Project would not represent a significant increase in GHG emissions.

Alternatives

The 2006 PEIR Section 10.1, Alternatives, evaluates the No Project Alternative to the Downtown Community Plan. The proposed Project would not alter land use and would not result in any direct increase in residential development or growth. Through the analysis, no new significant impacts were identified. The only issue area where mitigation has been refined or added in the SEIR is for transportation-related impacts due to proposed modifications for the Downtown network; therefore, Section 4.2, Transportation and Circulation, of the SEIR provides a discussion of mobility options for limited segments within the network that would also meet the objectives of the proposed Project. As no new environmental issue was found in the SEIR analysis to be significant, no new alternative analysis is warranted.

Cumulative

Consistent with Section 15130 of the CEQA Guidelines, the discussion of cumulative impacts in the 2006 PEIR is based on a summary of projections contained in adopted planning documents. Local and regional plans have been updated since the 2006 PEIR. The proposed Project, which is also a program-level analysis of the transportation network for Downtown, would not change the projections in the regional plans (e.g., SANDAG, SDAPCD, RWQCB, and the City of San Diego) or contribute to previously identified significant cumulative impacts within the 2006 PEIR. In addition, the proposed Project has

been prepared in consideration of updates to those plans, and contains policies consistent with those plans.

The 2006 PEIR concluded that the Downtown Community Plan had the potential to result in significant cumulative impacts related to air quality (increase in mobile source emissions and construction emissions), cultural resources (historical and archaeological resources), hydrology/water quality (surface water pollution), noise (traffic noise increase), and traffic/circulation. Of these, as noted in Chapter 1 of this SEIR, the proposed Project would have no change to the issue areas identified, or as noted in Chapter 4 of this SEIR, a potentially improved condition due to the recommendations to promote a more balanced network. As no new environmental issue was found in the SEIR analysis to be cumulatively significant, no new analysis is warranted.

Other Issues

The 2006 PEIR also addressed growth inducement. As indicated in PEIR Chapter 7, Growth Inducement, the previous project was intended to foster growth in Downtown, and growth inducement was considered a beneficial effect due to its resulting revitalization, infrastructure upgrades, increases in property tax revenue, and affordable housing. The project was also considered regionally growth inducing, as it would likely increase the population in the region beyond the growth forecasts at the time the 2006 PEIR was proposed.

An initial study was completed by CCDC to develop the scope of the 2006 PEIR. Based on that report, the Downtown Community Plan was found to have no potential for significant impacts related to biological resources, agriculture resources, forestry resources, or mineral resources. As these resources remain the same as previously analyzed, this previous environmental analysis adequately applies to the proposed Project and no changes to the analysis is warranted.

1.3.3 Organization

The format and order of contents of this SEIR follow the direction of the City's EIR Guidelines (2005). Modifications to the typical format were necessary, as this EIR is a supplemental document. A brief overview of the various sections of this SEIR is provided below:

- **Executive Summary.** Provides a summary of the SEIR, a brief description of the proposed Project, identification of areas of controversy, and inclusion of a summary table identifying significant impacts, proposed mitigation measures, and impact rating after mitigation. A summary of the 2006 PEIR alternatives analysis is also provided, but the full analysis can be found in the previously approved PEIR.
- **Section 1.0, Introduction.** Contains an overview of the purpose and intended uses of the SEIR; Lead, Responsible, and Trustee Agencies; and the CEQA environmental review process. It also provides a discussion of the scope and format of the SEIR.

- **Section 2.0, Environmental Setting.** Provides a description of the proposed Project's regional context, location, and existing physical characteristics and land use.
- **Section 3.0, Project Description.** Provides a detailed discussion of the proposed Project, including background, objectives, key components, and discretionary actions.
- **Section 4.0, Environmental Analysis.** Provides a detailed evaluation of environmental issue analysis, consisting of information necessary to make the 2006 PEIR adequate for the project as revised. In accordance with the City's EIR Guidelines, Section 4.0 begins with the issue of land use, followed by the remaining issues in order of significance. Under each issue area in Section 4.0, this SEIR includes a description of the existing conditions relevant to each environmental topic; presentation of threshold(s) of significance based on the City Development Services Department's CEQA Significance Determination Thresholds for the particular issue area under evaluation; identification of an issue statement; an assessment of any impacts associated with implementation of the proposed Project; a summary of the significance of any impacts; and recommendations for mitigation measures. As this EIR is a supplemental environmental document, this analysis also includes a comparison to the previously analyzed existing conditions, impacts, mitigation, and significance.
- **Section 5.0, Other CEQA-Required Discussions.** Addresses growth-inducing impacts, irreversible environmental changes, impacts found not to be significant, potential energy impacts, and potential cumulative impacts compared to those identified in the 2006 PEIR.
- **Section 6.0, Mitigation Monitoring and Reporting Program.** Documents all the applicable mitigation measures identified in the 2006 PEIR as well as the revised mitigation identified in Section 4.0, Environmental Analysis.
- **Section 7.0, References Cited, Individuals and Agencies Consulted, and Certification.** Lists all of the reference materials cited in the SEIR, individuals and agencies contacted during preparation of the SEIR, and individuals responsible for the preparation of the SEIR.

1.3.4 Incorporation by Reference

As permitted by Section 15150 of the CEQA Guidelines, this SEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this SEIR, and their relationship to this SEIR described. These documents, along with other sources cited, are included in Chapter 7, References Cited, and are hereby incorporated by reference, and are available for review at Civic San Diego, located at 401 B Street, San Diego, California 92101 and on the website for the proposed Project (<http://www.downtownsdmobility.com>).

- City of San Diego General Plan (City of San Diego 2008)
- Downtown Community Plan (City of San Diego 2006)

- Downtown Community Plan Program Final EIR (City of San Diego 2006)
- Draft Downtown San Diego Mobility Plan (Civic San Diego 2016)
- Draft Downtown Community Plan Mobility Chapter (Civic San Diego 2016)
- Downtown San Diego Mobility Plan Technical Report (Technical Report) (Civic San Diego 2015)

1.4 SEIR Process

As with all EIRs, the SEIR review process occurs in two basic stages. The first stage is the Draft SEIR, which offers the public the opportunity to comment on the document, while the second stage is the Final SEIR, which provides the basis for approving the proposed Project.

The Draft SEIR has been distributed for review to the public and interested and affected agencies for the purpose of providing comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated” (Section 15204 of the CEQA Guidelines). In accordance with Sections 15085 and 15087 (a)(1) of the CEQA Guidelines, a Notice of Completion has been filed with the State Office of Planning and Research, and notice of availability of the Draft SEIR issued in a newspaper of general circulation in the area.

The SEIR is available for review during the public review period at the following locations:

- Civic San Diego, 401 B Street, San Diego, California 92101;
- San Diego Public Library Central Library, 330 Park Boulevard, San Diego, California 92101; and
- Online at: <http://www.downtownsdmobility.com>

The culmination of this process is a public hearing where the City Council will determine whether to certify the Final SEIR as being complete and in accordance with CEQA. The Final SEIR will be available for public review at least 14 days before the public hearing to provide commenters the opportunity to review the written responses to their comment letters.

1.5 Subsequent Environmental Review

For an individual project proposed in Downtown San Diego, an analysis must be completed in compliance with Sections 15168 and 15180 of the CEQA Guidelines to determine if the 2006 PEIR and Final SEIR documents adequately address the potential environmental impacts of the future project. Where consistent with the 2006 PEIR and this SEIR, documentation shall be prepared to summarize the consistency and compliance of the project and no further analysis would be required pursuant to CEQA.

2

Chapter 2 Environmental Setting

2.1 Project Location and Physical Characteristics

The study area is identical to that identified in the previous Downtown Community Plan. While several projects have occurred since the preparation of the 2006 PEIR, those changes do not result in a need to substantially revise the general physical characteristics of the study area originally described in the 2006 PEIR. The following information is briefly reiterated below from the 2006 PEIR to provide a general context for the SEIR.

2.1.1 Location

The study area for the proposed Project consists of 1,445 acres of land in the metropolitan core of the City (refer to PEIR Figures 3.1-1 and 3.1-2). Downtown is bounded by Laurel Street and I-5 on the north; I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street on the east; and San Diego Bay on the south and west. Major north-south access routes to Downtown are I-5, State Route 163 (SR-163), and Pacific Highway. The major east-west access route to Downtown is State Route 94 (SR-94).

2.1.2 Physical Characteristics

Downtown is characterized by a relatively high intensity and variety of urban land uses, such as high-rise commercial office, multi-family residential, retail, hotel, entertainment, and institutional/government uses.

Downtown's street network creates a grid pattern that results in relatively small (200 feet by 300 feet or 1.4 acres) blocks. A number of streets are one-way, and others limit left turns against opposing traffic. These features are intended to provide smoother traffic flow for

drivers and pedestrians. As indicated above, Downtown is connected to three major freeways, including I-5, SR-163, and SR-94. Pacific Highway is also currently used to carry a moderate concentration of traffic flow in and out of downtown.

Transit consists of heavy rail lines along the western edge of Downtown, adjacent to Pacific Highway, serving commuters, regional travelers, and to the south, freight from working areas of the Port. Three trolley lines serve Downtown residents, workers, and visitors and an extensive network of public buses connects the area to the rest of San Diego. A multitude of bus routes serves Downtown on almost a 24-hour basis, and transit is more prevalent Downtown than in any other part of the region.

As with the rest of the City, the study area has a Mediterranean climate, ornamental landscaping, and a relatively flat topography (refer to PEIR Figure 3.2-1). Due to its urbanized nature, no native habitat exists. The area gradually slopes from 0 feet above mean sea level (AMSL) at the western area along the San Diego Bay to 180 feet AMSL around Balboa Park and Cortez Hill.

2.2 New or Updated Applicable Plans

The PEIR included a brief overview of the following applicable plans to provide the Downtown Community Plan planning context: City of San Diego Progress Guide and General Plan, the California State Implementation Plan (SIP), Regional Air Quality Strategy (RAQS), SANDAG's Regional Comprehensive Plan RCP (RCP) and San Diego Forward, San Diego RWQCB's Basin Plan, San Diego Port Master Plan, City of San Diego MSCP, and the Regional Airport Authority's Comprehensive Land Use Plan for the SDIA.

Most of these plans have been updated since the preparation of the PEIR. As such, this SEIR includes revised information regarding these plans as well as the updated NPDES Permits and Hydromodification Management Plan (HMP) below.

2.2.1 State Plans

2.2.1.1 State Implementation Plan

The SIP is a collection of documents that set forth the state's strategies for achieving the national ambient air quality standards (NAAQS). Since 2006, the San Diego Air Basin (SDAB) has attained the 8-Hour National Ozone Standard. Thus, the SDAPCD prepared, and the CARB approved, the 2012 Maintenance Plan and Redesignation Request for the 1997 8-Hour National Ozone Standard. However, it should be noted that the SDAB is still in non-attainment for the state ozone standards. All of the other applicable SIP components are the same as in 2006, and are detailed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

2.2.2 Regional Plans

2.2.2.1 Regional Air Quality Strategy

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the RAQS in response to the requirements set forth in the California Clean Air Act (CAA; AB 2595; County of San Diego 1992). The RAQS are required to be updated every three years. Since 2006, the RAQS were updated in 2009. Per the 2009 RAQS, emissions between 2006 and 2009 were estimated to be reduced at an average annual rate of 2.7 percent for volatile organic compounds (VOC) and 3.0 percent for nitrogen oxides (NO_x). Four new stationary source measures and more restrictive stationary source control measures were adopted in 2008–2009, consisting of measures related to adhesive and sealant applications, automotive refinishing, low-VOC solvent wipe cleaning, stationary combustion turbines, residential water heaters, and boilers, steam generators, and process heaters. The four new measures will potentially provide over 5 tons per day additional reductions in VOC emissions alone; thereby more effectively improve air quality relative to the previous RAQS.

The emission control programs related to mobile sources, as well as transportation control measures, were also evaluated. The incentivized emission programs include the following: Vehicle Registration Fund Program; Lower Emission School Bus Replacement and Retrofit Program; Palomar Mitigation Funds Program; and Lawn Mower Exchange Program. The six Transportation Control Measures are: (1) Transit Improvements; (2) Vanpools; (3) High-Occupancy Vehicle Lanes; (4) Park-and-Ride Facilities; (5) Bicycle Facilities; and (6) Traffic Signal Improvements.

2.2.2.2 San Diego Forward

In October of 2015, SANDAG adopted San Diego Forward, the combination and update of the Regional Comprehensive Plan (RCP) for the San Diego Region and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) into one plan. Previously the RCP (2004) served as the long-range planning document to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs, and the RTP (2011) served as the long-range advisory vision plan for transit, rail, and bus services, express or managed lanes, highways, local streets, bicycling, and walking. The RTP focused on a SCS consistent with Senate Bill (SB) 375, ensuring social equality in developing the transportation system, projections on reasonably available financial resources, and offering more travel choices. The vision would be to develop a compact urban core where more people reside and use fewer resources. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike; efficiently transporting goods; and providing effective transportation options for all people.

2.2.2.3 Basin Plan and National Pollutant Discharge Elimination System Permits

The San Diego RWQCB is responsible for the preparation of a Basin Plan for the San Diego Basin. The Basin Plan designates beneficial uses for water bodies in the San Diego Region and establishes water quality objectives and implementation plans to protect those beneficial uses. While the Basin Plan has not been substantially updated since the preparation of the 2006 PEIR, the Municipal Storm Water and Construction NPDES permits have been. The updates are described below.

The 2013 Municipal NPDES permit (R9-2013-0001) is currently in effect, but the permit, adopted in February 2015 (R9-2015-0001) will become effective in December 2015. Relative to the previous permit, the 2013 permit shifted the focus from a list of water quality measures to be implemented by a project, to projects showing a measurable improvement to storm water quality. The 2015 Municipal NPDES permit (R9-2015-0001) incorporated Orange County Co-permittees and placed stricter water quality limits on projects. It is noted that the 2015 adoption also delayed addressing two issues related to prior lawful approval and receiving water limitations. Thus, it is currently unknown if the 2015 permit requirements will apply to all future projects or just those approved after December 2015.

The Construction NPDES general permit (Order 2009-0009-DWQ) was effective July 1, 2010, and was amended by 2010-0014-DWQ and 2012-0006-DWQ. This permit includes 12 main changes from the previous Permit (Order 99-08-DWQ), including additional minimum Best Management Practices measures, Rain Event Action Plans, and additional monitoring and reporting requirements.

2.2.2.4 Hydromodification Management Plan

In 2010, the San Diego RWQCB adopted the final HMP for the County. The purpose of the HMP is to manage increases in runoff which can lead to erosion of channel beds and banks. Managing discharge rates and durations from priority development projects also serves to protect beneficial uses and stream habitat sediment pollution generation. The plan requires post-project runoff flows and durations to not exceed pre-project runoff flows and durations. Any underground concrete storm water pipes within a specific project site qualify as hardened conveyance systems, and are therefore exempt from flow hydromodification requirements per the HMP.

2.2.3 Local Plans

2.2.3.1 City General Plan

In 2008, the City completed a comprehensive update of the City's General Plan designed to follow the "City of Villages" strategy. Under the City of Villages strategy, the General Plan aims to direct new development away from natural undeveloped lands into already urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional

planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

The General Plan includes ten elements that are intended to provide guidance for future development. These are listed here and, as applicable, discussed in more detail in Section 4.1: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element. The Housing Element was last updated in 2013 and is provided under separate cover due to the need for more frequent updates.

2.2.3.2 City Multiple Species Conservation Program

The City MSCP Subarea Plan was approved in March 1997, and provides a process for the issuance of incidental take permits under the federal and state Endangered Species Act and the California Natural Communities Conservation Planning Act. As Downtown does not include native habitat such as vernal pools, the MSCP discussion in the PEIR remains accurate for the study area.

2.2.3.3 Port of San Diego Port Master Plan

The Port of San Diego Port Master Plan was updated in 2006, 2007, 2009, and 2012. The most current version (October 2012) has been updated per the Old Police Headquarters, National City Aquatic Center, Broadway Pier Cruise Ship Terminal, and the Chula Vista Bayfront Master Plan. Of these updates, the Old Police Headquarters and the Broadway Pier Cruise Ship Terminal occur within the study area. The Old Police Headquarters update reflects the redevelopment of the former headquarters building on West Harbor Drive, adjacent to Seaport Village, with restaurant, specialty retail, indoor/outdoor public market, and entertainment uses. The redevelopment also allows for additional pedestrian linkages through the area. The Broadway Pier Cruise Ship Terminal, located at the foot of Broadway, is approximately 60,000 square feet and provides for recreational, commercial, and a general cruise ship port area.

2.2.3.4 San Diego International Airport Land Use Compatibility Plan

The SDIA ALUCP, was updated in 2014, and replaces the previous ALUCP originally adopted in 1992, and amended in 1994 and 2004. This plan is focused on noise, safety, airspace protection, and overflight compatibility. As identified in the PEIR for the previous version of this plan, the ALUCP identifies an Airport Influence Area (AIA) in which land uses and the airport uses have potential to result in noise or safety issues. The 2014 ALUCP identifies two review areas within the AIA. Review Area 1 covers the area where there is a community noise equivalent level (CNEL) of 60 decibels (dB) or greater, all safety zones, and where threshold siting surfaces are present. Review area two includes the airspace protection and overflight areas beyond Review Area 1. Review Area 1 covers a portion of the northern Downtown Community Plan Area and Review Area 2 covers the entire central and southern Downtown Community Plan Area.

3

Chapter 3 Project Description

The proposed Project includes the Mobility Plan and a comprehensive amendment to the Transportation Chapter for the Downtown Community Plan. The planning effort for the proposed Project was undertaken to address the changing priorities and needs of the multi-modal network within the urban setting, bringing forth improved connections and access for transit riders, bicyclists, and pedestrians while maintaining roadway circulation for cars and commercial vehicles.

The Mobility Plan establishes goals and policies to encourage and provide active transportation options for residents, workers, and visitors to Downtown San Diego, the study area for the proposed Project. The goals and policies encourage the development of physical route improvements for bicycle and pedestrian facilities, identification of vehicular circulation, parking improvements, and implementation strategies.

One of the primary objectives of the proposed Project is to provide for multi-modal transportation that connects to adjacent communities. This “layered network” approach prioritizes specific corridors for specific modes, while still accommodating the non-prioritized modes. As further discussed in Section 3.7 below, the Mobility Plan identifies Greenways, Cycleways, Transitways, and Autoways.

The proposed Project is guided by the framework and policy direction in the Downtown Community Plan and the City’s General Plan. It also outlines the improvements necessary to meet the objectives that will refine and implement the general vision and goals related to transportation and mobility for Downtown as expressed in the General Plan. Below is a summary of the Mobility Plan features. Refer to the Mobility Plan for additional details, including goals and policies.

3.1 Background

In 2006, the City Council adopted the Downtown Community Plan, which establishes the City's goals and policies for anticipated growth in Downtown, in order to create a high-intensity urban environment that is sustainable, livable and attractive both to its residents and workers, as well as to all San Diegans and visitors. In 2008, the City completed a comprehensive update of its General Plan, establishing additional goals and policies for pedestrian, bicycle, and transit mobility in its Mobility Element. Also in 2008, the State of California enacted the California Complete Streets Act. SANDAG adopted its RCP in 2004, with an update as the 2050 RCP and RTP/SCS in 2011 and San Diego Forward in 2015. The adoption of these plans and legislation have resulted in the desire to create the Mobility Plan and amend the Downtown Community Plan to reflect state law and best practices with respect to active transportation options within the study area.

In 2012, SANDAG chose the Mobility Plan as one of its grant awards under the Active Transportation Grant Program. These funds have been coupled with funds from the Downtown Parking District in order to complete the proposed Project and this SEIR. The planned improvements within the Transportation Chapter in the Downtown Community Plan primarily focus on planned improvements for vehicular flow and mitigation for LOS impacts. The proposed Project, in comparison, proposes improvements ranging from vehicular corridors and bicycle and pedestrian facilities to Green Streets.

The study area for the proposed Project is composed of a well-connected street grid system with a typical right-of-way spanning 80 feet in width, including 14-foot sidewalks on both sides and a 52-foot of paved roadway between the curb lines. One-way roadways are typically composed of three 12-foot lanes, with 8-foot parking lanes on either side, while two-way roadways are typically undivided and have two 18-foot lanes (one in each direction), with 8-foot parking lanes on either side.

Acknowledging the constraints posed by a built out community as well as the opportunities presented by a grid system, the proposed Project proposes a layered approach to the mobility network, prioritizing different corridors for different transportation modes based on greater network connections. The City of Villages strategy in the General Plan relies upon a land use transportation strategy whereby land use densification and transit system improvements occur in a manner that will enable residents to function without owning a vehicle. The need to own a vehicle is greatly diminished if residents can walk or bicycle to nearby high quality transit. Therefore, the layered network approach also accommodates existing and planned bicycle and pedestrian facilities, transit stops and routes, and freeway access points both within the study area and adjacent community connections.

Through the public outreach process, mobility improvements throughout the network were considered by Civic San Diego, the Technical Advisory Group (which includes City staff and other agency stakeholder representatives), and the public, both during public workshops and through direct input via online surveys.

3.2 Purpose and Need

3.2.1 Purpose

The goal of the proposed Project is to establish a master plan of policies, programs, and projects which would improve overall mobility throughout the study area and provide multi-modal connections to surrounding communities and the region's transportation network. The proposed Project would provide for the development of a cohesive network of streets, which would increase priority and safety for bicyclists and pedestrians, and provide desirable connections for residents, workers, and visitors to public parks, shopping areas, entertainment facilities, major attractions, the waterfront, surrounding communities, and the regional transportation network. The proposed Project would also support reductions in GHG emissions and increase levels of bicycling, walking, and transit usage by providing supportive facilities and amenities.

3.2.2 Need

The proposed Project addresses some of the new state mandates, and updates to regional and local plans, including:

- Climate change initiatives such as AB 32 (Global Warming Solutions Act) and SB 375 (Sustainable Communities and Climate Protection Act), which intend to achieve statewide 1990 GHG emission levels by 2020 and 80 percent below 1990 levels by 2050;
- Complete Streets regulations, including AB 1358 (Complete Streets Act) and Deputy Directives 64-R1 and 64-R2 (Complete Streets – Integrating the Transportation System);
- SANDAG San Diego Forward: The Regional Plan which emphasize regional land use planning and transportation coordination to promote sustainability and offer more mobility options;
- SANDAG San Diego Regional Bike Plan, which includes seven “high priority” planned regional corridor alignments reaching into or through Downtown San Diego;
- City of San Diego General Plan Update, Bicycle Master Plan, Pedestrian Master Plan, Climate Action Plan; and
- Local plans specific to Downtown, including the Downtown Community Plan, Comprehensive Parking Plan for Downtown San Diego, Downtown Design Guidelines, and Centre City Streetscape Manual.

3.3 Relationship to the City General Plan

The General Plan provides policy direction for future community plan updates, discretionary project review, and implementation programs. It provides a citywide vision and comprehensive policy framework for how the City should grow and develop, provide public services, and maintain the qualities that define the City. The Downtown Community Plan (adopted 2006, most recently amended in 2014), builds upon the goals and strategies in the General Plan and guides the future development of its neighborhoods through detailed land use designations, mobility element street typologies, and community-specific policies and implementation programs. The Downtown Community Plan further expresses General Plan policies through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. The two documents work together to establish the framework for growth and development in Downtown. The City's Municipal Code implements the community plan policies and recommendations through zoning and development regulations. This SEIR provides analysis and evaluation of all relevant land use and environmental issues associated with implementation of the proposed Project.

3.4 Relationship to the City General Plan Mobility Element

The Mobility Element proposes transportation planning goals and policies related to pedestrian, transit, street and freeway systems; Intelligent Transportation Systems; Transportation Demand Management (TDM); bicycling; parking management; airports, passenger rail, goods movement/freight; and regional coordination and financing. The Mobility Element discusses several key topics related to pedestrian-oriented planning, traffic calming techniques, bicycle facility network improvements, and transit priorities.

The Mobility Element sets forth several goals that are relevant to the proposed Project, such as:

Walkable Communities

- A city where walking is a viable travel choice, particularly for trips of less than one-half mile.
- A safe and comfortable pedestrian environment.
- A complete, functional, and interconnected pedestrian network that is accessible to pedestrians of all abilities.
- Greater walkability achieved through pedestrian-friendly street, site, and building design.

Bicycling

- A city where bicycling is a viable travel choice, particularly for trips less than 5 miles.
- A safe and comprehensive local and regional bikeway network.
- Environmental quality, public health, recreation, and mobility benefits through increased bicycling.

Transit

- An attractive and convenient transit system that is the first choice of travel for many of the trips made in the city.
- Increased transit ridership.

Streets and Freeway Systems

- A street and freeway system that balances the needs of multiple users of the public right-of-way.
- An interconnected street system that provides multiple linkages within and between communities.
- Vehicle congestion relief.
- Safe and efficient street design that minimizes environmental and neighborhood impacts.
- Well-maintained streets.

The proposed Project would further implement the General Plan's goals and policies relative to circulation within the study area. A detailed analysis of the proposed Project's consistency with the General Plan Mobility Element is found in Section 4.1, Land Use.

3.5 Relationship to the Downtown Community Plan

The Downtown Community Plan includes a Transportation Chapter that identifies street typologies for roadways within the study area and establishes goals and policies for various components of the circulation system including vehicular circulation, pedestrian movement, bicycle facilities, transit, and parking. The Downtown Community Plan includes mobility improvements for the study area, as well as for several roadways connecting to surrounding communities. The proposed Project includes both the adoption of a freestanding Mobility Plan and amendments to the Transportation Chapter within the Downtown Community Plan. The proposed Project is consistent with all other elements of the adopted Downtown Community Plan and would serve to accommodate build-out of the planned land uses. A detailed description of plan consistency can be found in Section 4.1, Land Use.

3.6 Project Objectives

The objectives for the proposed Project are:

1. To establish a plan that provides for a balanced network, with enhancements to local roadways that encourage and facilitate bicycle and pedestrian usage;
2. To designate distinct streets where different individual modes of travel take priority, such as walking, bicycling, taking transit, or driving a vehicle;
3. To connect Downtown's bicycle circulation with surrounding communities and transit facilities to encourage everyday commuter and recreational bicycle trips within the region;

4. To provide for sustainable street designs including storm water infiltration and reduction in storm water runoff as well as flooding; and
5. To provide policies and implementation strategies to allow for the timely and phased implementation of improvements by both the public and private developments in a cost-effective manner.

The above objectives were developed and used in the preparation of the proposed Project, and are reflected in the proposed improvements and timing for implementation. These objectives will aid the Lead Agency in preparing findings and overriding considerations, if necessary.

3.7 Mobility Plan Components

3.7.1 Layered Network

The proposed Project intends to increase multi-modal transportation opportunities intended to provide a balanced circulation system that facilitates walking, biking, and transit use. This approach acknowledges that not all roadways necessarily need to provide “complete” transportation for all modes, but the community as a whole should provide for multi-modal transportation that connects to adjacent communities. This “layered network” approach prioritizes specific corridors for specific modes, while still accommodating the non-prioritized modes. The travel modes identified for the study area include bicycle, transit, pedestrian, and vehicular (freeways and local roadways). The goals and policies included in the Mobility Plan are responsive to the key issues affecting the study area and are intended to guide future circulation improvements.

Figure 3-1 presents the proposed Mobility Network, identifying the street typologies: Greenways (pedestrian-mode prioritized), Cycleways (bicycle-mode prioritized), Transitways (transit-mode prioritized), Autoways (vehicular-mode prioritized), and Multi-functional Streets (multi-modal corridors). The network is intended to provide a roadway prioritized for each mode every three to four blocks, evenly distributing access for each mode throughout the community. The networks were largely developed parallel and in close proximity to one another, generally offering an emphasized roadway for each mode within each neighborhood. This approach is intended to provide multi-modal choices throughout the community. Additionally, the network allows for extensive multi-modal travel through intersecting networks, for example, a pedestrian in Cortez Hill may walk southerly along the Eighth Avenue Greenway to arrive at the C Street Transitway to access the Blue Line or Orange Line Trolleys.

The proposed Project would not increase trips within nor would it attract trips to the study area. It would redistribute vehicle traffic, pedestrians, and cyclists within the study area as suggested improvements and concepts are carried out over time. An overarching approach to ensure the design of a feasible transportation system is to repurpose and reconfigure the current roadway pavement and right-of-way by converting the excess auto capacity to accommodate the other travel modes and on-street parking. A system-wide traffic

operational analysis was conducted to determine which study area streets have excess capacity and where an auto travel lane may be removed to accommodate a greenway, a separated bicycle facility, or angled (from parallel) on-street parking to off-set the potential parking losses associated with the implementation of cycle tracks and greenways and road diets throughout the study area to accommodate complete streets implementation.

3.7.2 Streetscape: Corridor Concepts

A multi-modal circulation system would provide enhanced connectivity, safety, and comfort for all transportation modes. The proposed Project provides design guidelines and implementation mechanisms for streetscape enhancements for each type of corridor, as described further below.

3.7.2.1 Greenways

The Greenways (“Green Streets”) would prioritize pedestrian travel and are intended to provide a link between parks, the waterfront, and various outdoor destinations. Greenways would be linear parks, and may include features such as dog parks, picnic areas, unique mini-parks or other areas for relaxing and socializing. The Greenways total 5.5 miles of promenades along the following seven public streets (Figure 3-2):

- Union Street, Date Street to Island Avenue
- Sixth Avenue, Elm Street to Cedar Street
- Eighth Avenue, Date Street to J Street
- 14th Street, C Street to Commercial Street
- Cedar Street, Pacific Highway to Tenth Avenue
- E Street, Fourth Avenue to I-5
- Island Avenue, Union Street to I-5

3.7.2.2 Cycleways

Cycleways prioritize bicycle travel, and would consist of cycle tracks, buffered bicycle lanes, and bicycle boulevards. A total 9.3 miles of Cycleways are identified in the Mobility Plan in addition to other bicycle facilities, such as Class I Bike Paths, Class II Bicycle Lanes, and Class III Bicycle Routes, as illustrated on Figure 3-3. The various types of bicycle facilities proposed within the study area are described in detail below.

a. Class I Bike Path

A Class I Bike Path (Bike Path), also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike Paths are intended to provide critical connections in the city where roadways are not conducive to bicycle travel.

The segment of the Bayshore Bikeway approaching Downtown San Diego from the south is proposed to be upgraded from a Bike Lane to a separated Bike Path, running north up

Harbor Drive until turning west on Park Boulevard/Convention Way and then connecting to the promenade behind the Convention Center fronting the Bay. An additional link is proposed around the northern and eastern edge of Seaport Village, connecting the path behind the Convention Center to the path along the waterfront, west of Downtown.

With the implementation of the proposed Project, Class I Bike Paths would include:

- Waterfront path;
- Martin Luther King, Jr., Promenade;
- Path parallel to and east of Pacific Highway, between Broadway and Harbor Drive;
- Path parallel to and west of State Street, between Broadway and G Street;
- Path parallel to Harbor Drive/ Trolley line (Green Line), between G Street and Commercial Street;
- Connection between Newton Avenue and Commercial Street; and
- Bridge over I-5 to San Diego City College.

b. Class II Bike Lanes

Class II Bike Lanes (Bike Lanes) are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike Lanes are one-way facilities on either side of a roadway. Whenever possible, Bike Lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or way-finding signage.

A Class II Bike Lane is proposed along Harbor Drive, south of Pacific Highway within the study area. There is an existing Bike Lane that runs along Harbor Drive southeast from Fifth Avenue. The proposed Bike Lane would connect this Bike Lane from Pacific Highway to Fifth Avenue. No other Class II Bike Lanes are proposed.

c. Class III Bike Routes

Class III Bike Routes (Bike Routes) provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, Bike Routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, Bike Routes should be enhanced with treatments that improve safety and connectivity, such as the use of “sharrows” or shared lane markings to delineate that the road is a shared-use facility.

Class III Bike Routes are proposed along the following roadways within the study area:

- Harbor Drive, Laurel Street to Pacific Highway
- Kettner Boulevard, A Street to Laurel Street
- India Street, A Street to Laurel Street
- Columbia Street, Market Street to G Street and north of Broadway
- Union Street, Island Avenue to Date Street
- Third Avenue, K Street to Island Avenue and B Street to I-5
- Fourth Avenue, K Street to B Street

- Fifth Avenue, Harbor Drive to B Street
- Sixth Avenue, Beech Street north to I-5
- Seventh Avenue, K Street to J Street
- Eighth Avenue, J Street to Date Street
- Park Boulevard, Harbor Drive to K Street
- 14th Street, Commercial Street to C Street
- Newton Street, 16th Street to Commercial Street
- National Avenue, Commercial Street to 16th Street
- Laurel Street, Harbor Drive to I-5
- Kalmia Street, Kettner Boulevard to India Street
- Cedar Street, Pacific Highway to Tenth Avenue
- Ash Street, Harbor Drive to Eighth Avenue
- A Street, Kettner Boulevard to Tenth Avenue
- B Street, Sixth Avenue to I-5
- Broadway, Third Avenue to I-5
- E Street, Fourth Avenue to 17th Street
- F Street, State Street to Union Street
- Market Street, Harbor Drive to I-5
- Island Avenue, Union Street to I-5
- K Street, Third Avenue to Seventh Avenue

d. Class IV Cycle Track (Cycleways)

A Cycle Track is a hybrid type bicycle facility that combines the experience of a separated Bike Facility with the on-street infrastructure of a conventional Bike Lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers. Cycle Tracks provide for one-way or two-way bicycle travel and are exclusively for bicycle use.

A Cycle Track is proposed along the following roads:

- Hawthorne Street, Harbor Drive to State Street (one-way cycle track);
- Grape Street, Harbor Drive to State Street (one-way cycle track);
- Beech Street, Pacific Highway to Sixth Avenue (two-way cycle track);
- B Street, Third Avenue to Sixth Avenue (two-way cycle track);
- C Street, Sixth Avenue to I-5 (two-way cycle track);
- J Street, First Avenue to I-5 (two-way cycle track);
- Pacific Highway, Harbor Drive to Laurel Street (one-way cycle track);
- State Street, Market Street to I-5 (two-way cycle track);
- Third Avenue, B Street to Broadway (two-way cycle track);
- Fourth Avenue, B Street to Date Street (one-way cycle track);
- Fifth Avenue, B Street to Date Street (one-way cycle track);
- Sixth Avenue, L Street to Beech Street (two-way cycle track); and
- Park Boulevard, K Street to C Street (two-way cycle track) and C Street to I-5 (one-way cycle track).

3.7.2.3 Transitways

Transitways emphasize transit route usage and in Downtown are composed of bus, light rail (Trolley), commuter rail (Coaster), and rail (Amtrak). As transit usage typically includes a pedestrian or bicycle travel mode component, Transitways also inherently require safe bicycle and pedestrian connections. To encourage transit use, high quality transit shelters, bike racks, bike share stations, information kiosks, and other amenities that serve to promote transit and improve the environment and experience for transit users should be provided along Transitways. As shown in Figure 3-4, 6.6 miles of Transitways would be designated along:

- Amtrak Rail and MTS Trolley (Green and Orange Line) lines, between Laurel Street and I-5;
- Front Street (southbound bus route), between Grape Street and Broadway;
- First Avenue (northbound bus route), between I-5 and Broadway;
- Tenth Avenue (southbound bus route), between the terminus of SR-163 and Broadway;
- Eleventh Avenue (northbound bus route), between the entrance of SR-163 and Broadway;
- Park Boulevard (Trolley–Orange/Blue Lines and bus routes), from I-5 to the south;
- 13th Street, between Broadway and G Street;
- C Street (Trolley–Orange/Blue Lines), between Santa Fe Depot and Park Boulevard;
- Broadway (bus routes), between Kettner Boulevard and 13th Street;
- F Street (westbound), between 13th Street and I-5; and
- G Street (eastbound), between 13th Street and I-5.

3.7.2.4 Autoways

Automobile transportation is the primary mode of transportation within the study area. Regional connections to the study area are provided via I-5, SR-163, and SR-94, with major regional destinations including Petco Park, San Diego Convention Center, waterfront, and the Gaslamp Quarter. The Mobility Plan designates 7.5 miles of Autoways within the study area (see Figure 3-5), which are transportation corridors prioritized for automobile use. As much of the study area includes one-way streets, these Autoways are commonly coupled into paired northbound/southbound or eastbound/westbound roadways. The proposed Autoways consist of the following (see Figure 3-5):

- Hawthorn Street (westbound) / Grape Street (eastbound) between I-5 and Harbor Drive;
- Ash Street (westbound), between Harbor Drive and 11th Avenue;
- A Street (eastbound), between the train/trolley tracks and Park Boulevard;
- F Street (westbound), between Fourth Avenue and SR-94;
- G Street (eastbound), between Pacific Highway and SR-94;
- Market Street (eastbound and westbound), between the Harbor Drive and I-5;
- Front Street (southbound), between I-5 and Harbor Drive;
- First Avenue (northbound), between I-5 and Harbor Drive;

- Tenth Avenue (southbound), between Park Boulevard and I-5/SR-163;
- Eleventh Avenue (northbound), between Park Boulevard and I-5/SR-163; and
- Park Boulevard (northbound and southbound), between Harbor Drive and 11th Avenue.

3.7.2.5 Recommended Street System Improvements

A guiding strategy for roadway improvements is to limit recommendations to modifications within the current roadway curb-to-curb widths. This approach was intended to limit project expenses by avoiding costly measures such as property acquisition and major construction involving moving curbs and utilities. The proposed roadway modifications fall under one of four general themes:

1. One-way street segments proposed for conversion to two-way streets.
2. Lane diet, road diet, or road closure to accommodate cycle-tracks.
3. Lane diet or road diet to provide for additional parking.
4. Lane diet or road diet to accommodate Greenways.

Figure 3-6 shows all of the proposed lane diets, road diets, and road closures within the study area.

a. One-way Couplet Conversions

The study area street system currently consists of both one- and two-way streets, with some streets alternating the permitted directions of travel. As shown in Figure 3-7 and detailed below, the following segments are proposed for conversion from one-way to two-way travel:

- Third Avenue, from Date Street to A Street
- Eighth Avenue, from Ash Street to G Street
- Ninth Avenue, from Ash Street to Market Street
- E Street, from Fourth Avenue to 13th Street

b. Cycle Track Accommodation

As previously detailed, a cycle track network is proposed throughout the study area to improve bicycle mobility and safety. Lane diets, road diets, and road closures are proposed to accommodate cycle tracks along the following segments:

Lane Diet

- State Street, from Broadway to Market Street
- Third Avenue, from C Street to Broadway
- Park Boulevard, from I-5 northbound on-ramp to C Street
- Beech Street, from Pacific Highway to Sixth Avenue
- Broadway, from Harbor Drive to Third Avenue
- J Street, from First Avenue to I-5

Road Diet

- Pacific Highway, from Laurel Street to Harbor Drive
- State Street, from Fir Street to Broadway
- Third Avenue, from B Street to C Street
- Fourth Avenue, from Date Street to B Street
- Fifth Avenue, from Date Street to B Street
- Sixth Avenue, from Beech Street to J Street
- B Street, from Third Avenue to Sixth Avenue
- C Street, from Tenth Avenue to I-5

Closure to Vehicular Traffic

- Park Boulevard, from E Street to Market Street
- Park Boulevard, from Island Avenue to K Street
- C Street, from Sixth Avenue to Tenth Avenue

c. Parking Accommodation

A concerted effort was made to maximize on-street parking throughout the study area through the conversion of parallel parking to angled parking spaces, with lane diets or road diets proposed along the following segments:

Lane Diet

- Ninth Avenue, from Market Street to J Street
- 13th Street, from C Street to E Street
- 15th Street, from C Street to Broadway
- 17th Street, from F Street to Market Street
- 17th Street, from J Street to Imperial Avenue
- Kalmia Street, from Kettner Boulevard to India Street
- Juniper Street, from India Street to Columbia Street
- B Street, from Kettner Boulevard to State Street
- K Street, from Third Avenue to Seventh Avenue
- K Street, from Park Boulevard to 17th Street

Road Diet

- Kettner Boulevard, from Ivy Street to Grape Street
- Kettner Boulevard, from Cedar Street to Ash Street
- India Street, from Beech Street to Broadway
- Columbia Street, from Juniper Street to Broadway
- Second Avenue, from Cedar Street to A Street
- Third Avenue, from Date Street to B Street
- Sixth Avenue, from Beech Street to B Street
- Seventh Avenue, from Ash Street to K Street
- Ninth Avenue, from A Street to Market Street
- 17th Street, from Market Street to J Street

d. Greenway Accommodation

A network of Greenways is proposed throughout the study area to improve the pedestrian environment and provide additional park space in the community. A lane diet or road diet is proposed along the following segments:

Lane Diet

- Union Street, from Date Street to Broadway
- Union Street, from F Street to Island Avenue
- Eighth Avenue, from Date Street to Ash Street
- 14th Street, from C Street to E Street
- 14th Street, from Market Street to Commercial Street
- Cedar Street, from Pacific Highway to First Avenue
- Cedar Street, from Seventh Avenue to Tenth Avenue
- E Street, from 14th Street to 17th Street
- Island Avenue, from Union Street to I-5

Road Diet

- Eighth Avenue, from Ash Street to J Street
- 14th Street, from E Street to Market Street
- Cedar Street, from Second Avenue to Seventh Avenue
- E Street, from Fourth Avenue to 14th Street

3.7.2.6 Other Planned Vehicular Improvements

In addition to the improvements proposed as a part of the proposed Project, there are several other roadway and intersections improvements that were identified through previous planning and engineering efforts.

The following is a list of all City CIPs in the study area that have to do with transportation or the augmentation of the street surface:

- B13056, Park Boulevard and B Street Accessible Pedestrian Signals (APS) Bond Debt Servicing – The project will provide Americans with Disabilities Act (ADA) pedestrian push buttons, Polara APS countdown timers, additional push button poles by each crosswalk and sections of concrete sidewalk as needed.
- B10198, Ash Street at Second, Third, Seventh and Ninth Avenues Traffic Signal Modifications – This project will modify four traffic signals along Ash Street.
- B13137, 4th Avenue and Date Street Traffic Signal – This project will install a new traffic signal including signal poles, vehicle and pedestrian indicators, ADA curb ramps, curb, pedestrian countdown timers, ADA push buttons and Emergency Vehicle Pre-Emption (EVPE).

- B00923, Accessible Pedestrian Signals Phase II – This project will install audible pedestrian signals and associated accessibility upgrades at the following locations: Kettner Boulevard and Harbor Drive, Second Avenue and C Street, Third Avenue and B Street, Tenth Avenue and C Street, Park Boulevard and Ash Street.
- B11108, Traffic Signal Modifications – This project will make major traffic signal modifications to the signal at Eighth Avenue and E Street.

In addition, to be consistent with the Downtown Community Plan, traffic signals are assumed to be installed at the following intersections:

- | | |
|----------------------------------|---------------------------------|
| • India Street/Fir Street | • State Street/Market Street |
| • Kettner Boulevard/Cedar Street | • 15th Street/ Market Street |
| • India Street/Cedar Street | • 17th Street/Market Street |
| • Second Ave/Cedar Street | • Fifth Avenue/Island Street |
| • Third Ave/Cedar Street | • Seventh Avenue/Island Street |
| • Pacific Coast Hwy/Beech Street | • Tenth Avenue/ Island Street |
| • Kettner Boulevard/Beech Street | • 11th Avenue/Island Street |
| • India Street/Beech Street | • 14th Street/Island Street |
| • Columbia Street/B Street | • 16th Street/Island Street |
| • State Street/B Street | • Fifth Avenue/J Street |
| • Union Street/B Street | • Seventh Avenue/J Street |
| • 17th Street/B Street | • 14th St/J Street |
| • 13th Street/C Street | • 16th Street/J Street |
| • 15th Street/Broadway | • Fifth Avenue/K Street |
| • 14th Street/E Street | • Tenth Avenue/K St |
| • 15th Street/E Street | • 11th Avenue/K Street |
| • Front Street/F Street | • 16th Street/L Street |
| • 15th Street/F Street | • 17th Street/L Street |
| • 17th Street/F Street | • 14th Street/Imperial Avenue |
| • 17th Street/G Street | • 13th Street/Commercial Street |
| • Pacific Coast Highway/G Street | |

3.7.2.7 Multi-Functional Streets

Instead of being designated for one prioritized mode of transportation, Multi-Functional Streets are designated for a variety of purposes. These streets provide access within neighborhoods, and consist of all the other local public roadways in Downtown. Refer to Figure 3-1 for a map of the Multi-Functional Streets.

3.7.2.8 Conceptual Cross Sections

Conceptual cross sections in the Mobility Plan illustrate the typical features associated with priority modes of transportation (Figures 3-8 through 3-12). The proposed enhancements for each corridor type can be accommodated within the existing right-of-way, eliminating the need to acquire additional roadway width. As previously detailed, in order

to accommodate the various improvements, such as bicycle facilities or greenways, a series of roadway alterations are proposed for each mode to gain the necessary right-of-way through lane diets or road diets in select locations (see Figure 3-6).

3.8 Implementation

As identified in the Downtown Community Plan, improvements implemented under the proposed Project would be implemented through a number of different mechanisms. Implementation would require the active participation of the City departments and agencies; regional agencies such as SANDAG and MTS; and the community and users. The Mobility Plan describes the necessary actions and key parties responsible for implementation and provides recommendations for funding mechanisms that can be pursued to finance the implementation of the proposed Project.

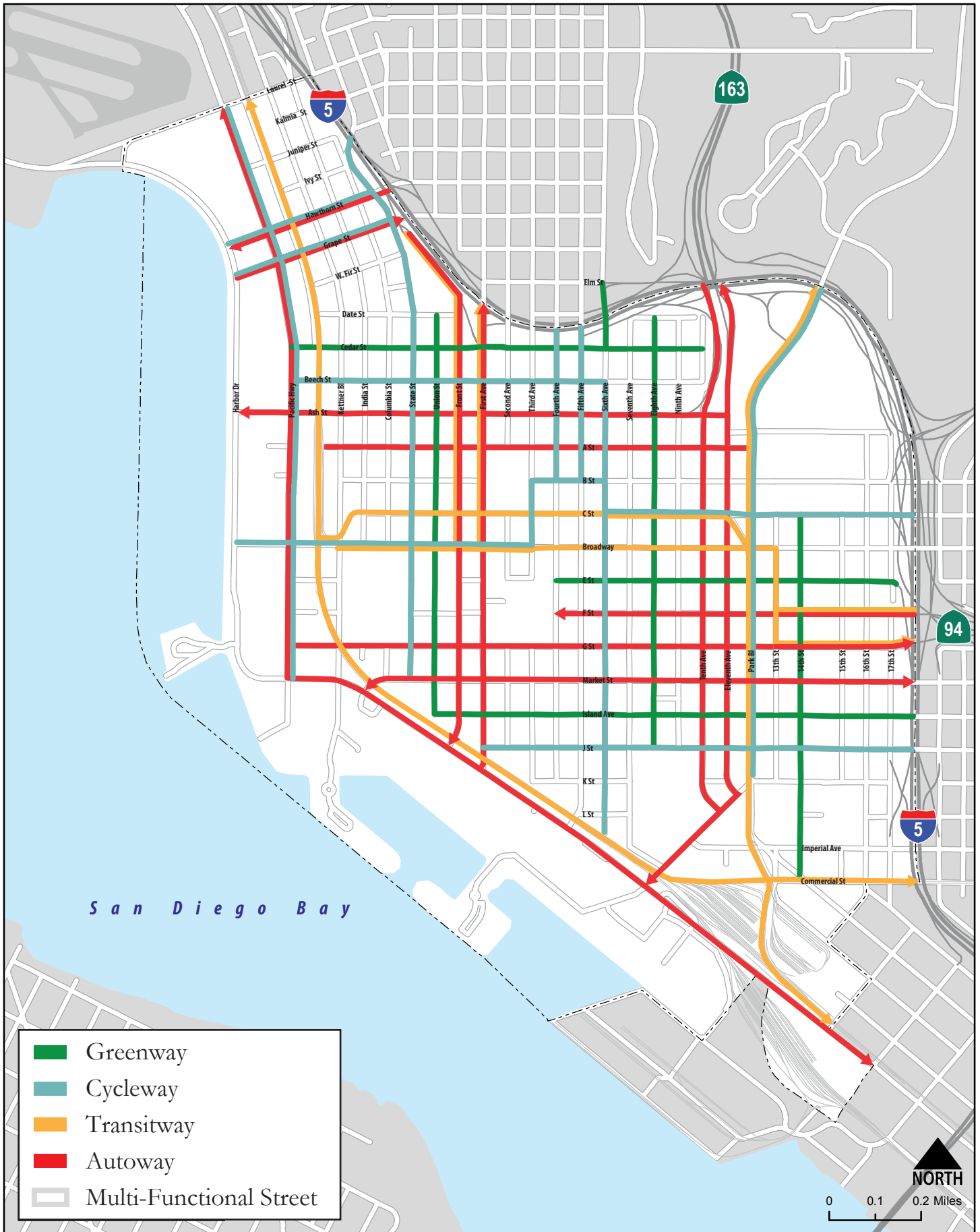
3.8.1 Concurrent Discretionary Actions

As previously detailed, the City Council would decide whether to adopt, modify, or reject the proposed Project and whether to certify this SEIR. The proposed Project includes the Mobility Plan and a comprehensive amendment to the Transportation Chapter for the Downtown Community Plan.

3.8.2 Subsequent Actions

The proposed Project would be implemented through subsequent activities, requiring a variety of discretionary and ministerial actions. These subsequent activities would generally be public projects. A non-exclusive list of regulatory actions required for future implementing activities is provided below.

- Ministerial permits for grading, storm water infrastructure, and road improvements;
- Caltrans Encroachment Permits; and
- City's approvals of elimination of parking, one-way to two-way conversion, street closure to vehicular traffic, potential vacation of street rights-of-way, signalization of intersections, converting on-street parking to travel lanes during peak hours, restriping turn lanes, adding dedicated turn lanes, as well as conversion of on-street parallel parking to angled parking.



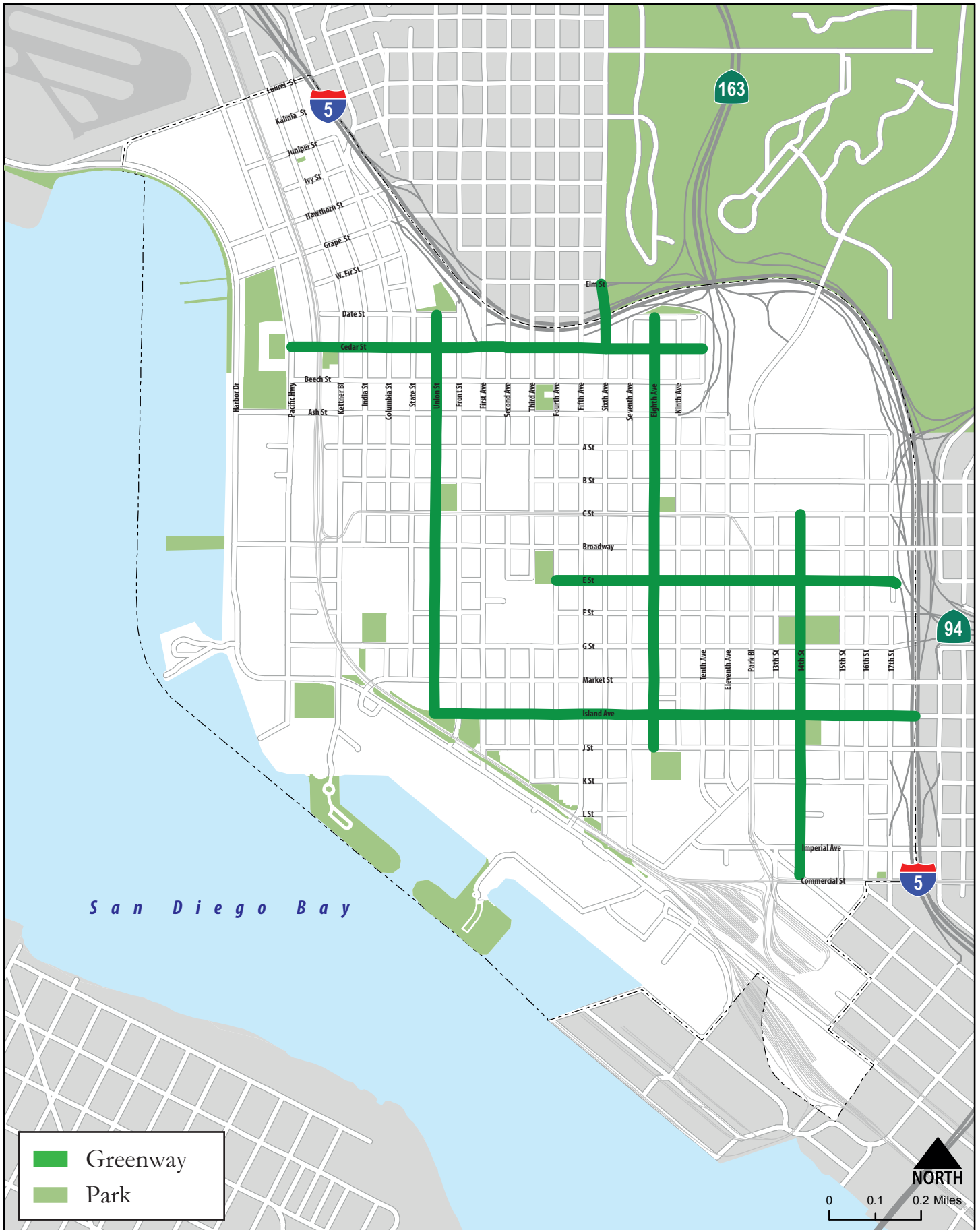
Downtown San Diego Mobility Plan

CHEN + RYAN

Downtown Complete Streets Implementation (Phases 1A-1B-2A)
Appendix A – Supplemental Environmental Impact

Figure 3-1

Planned Downtown Mobility Network



Downtown San Diego Mobility Plan

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Downtown Complete Streets Implementation (Phases 1A-1B-2A)
Appendix A – Supplemental Environmental Impact

Figure 3-2

Proposed Greenways
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Appendix A – Supplemental Environmental Impact

Figure 3-3
Planned Bicycle Network
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Downtown Complete Streets Implementation (Phases 1A-1B-2A)
Appendix A – Supplemental Environmental Impact

Figure 3-4

Proposed Transitways
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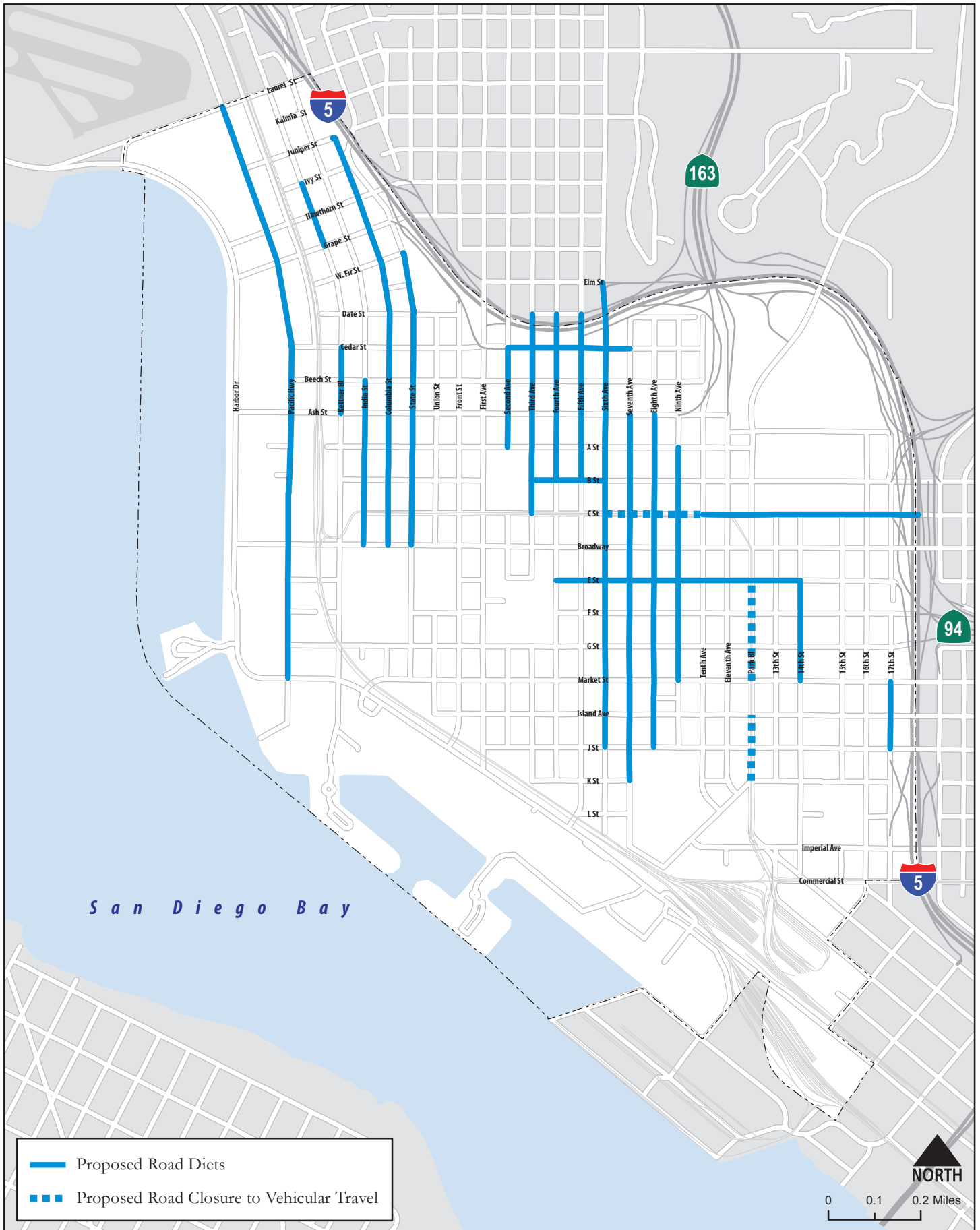
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Figure 3-5

Proposed Autoways
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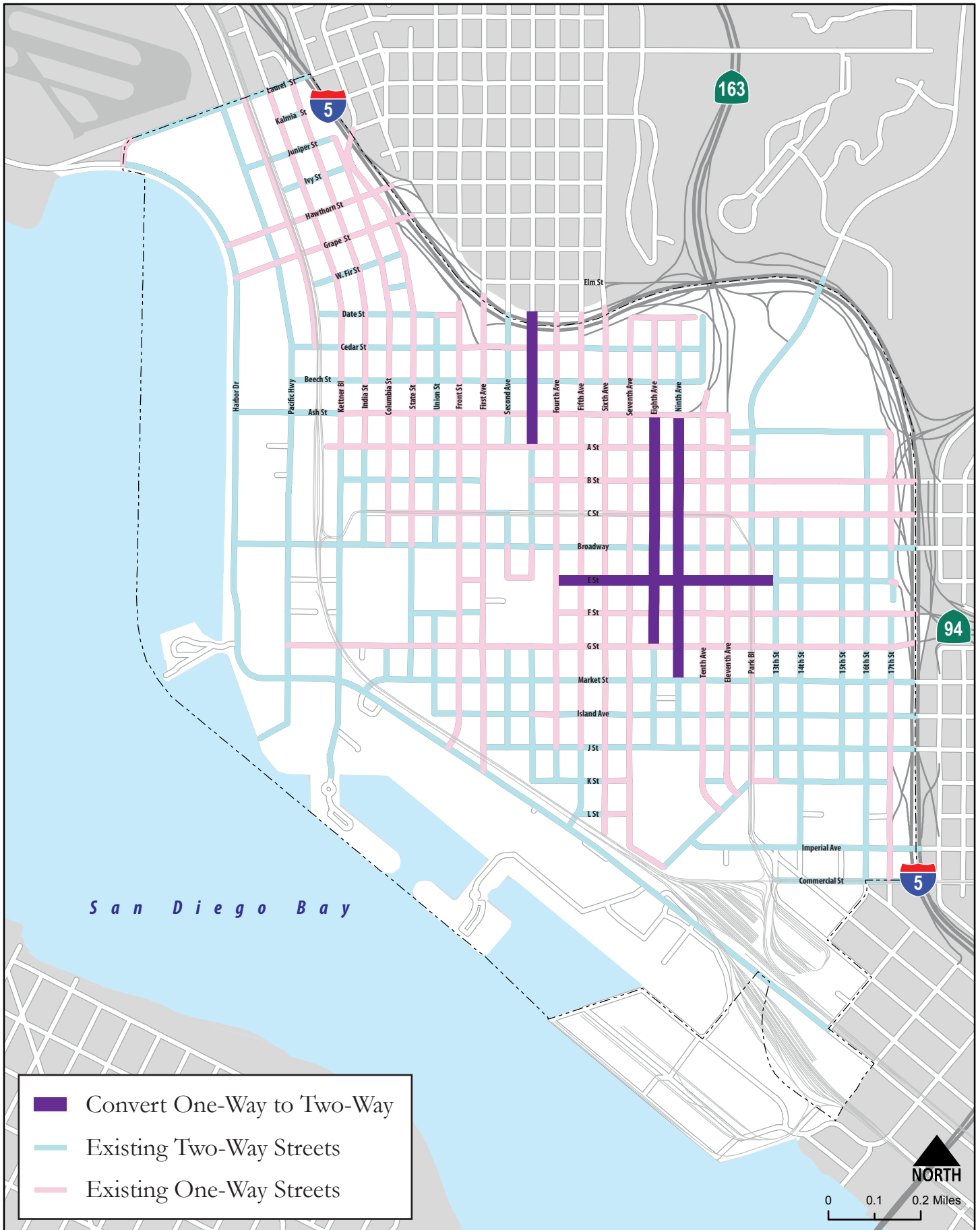
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Figure 3-6

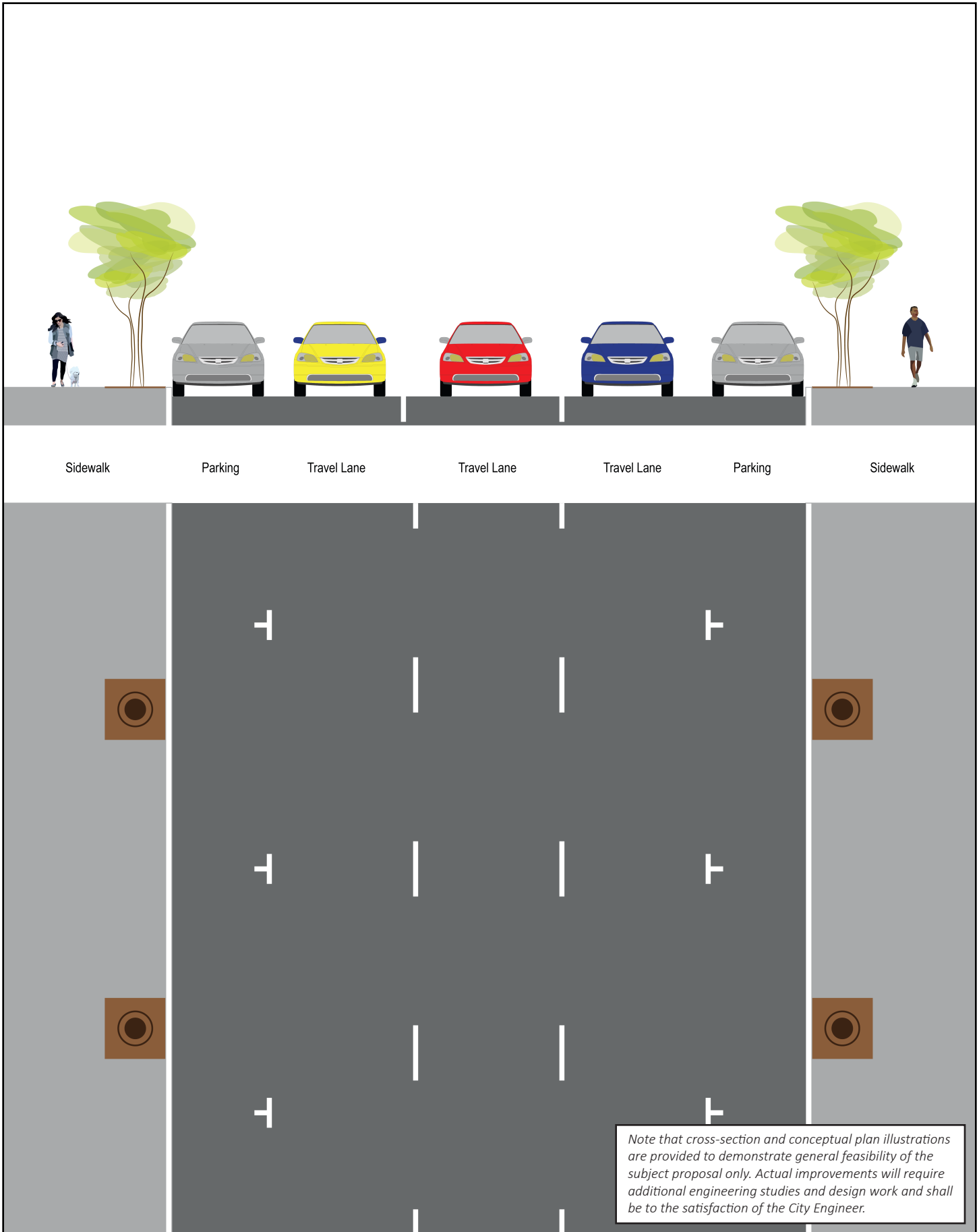
Road Diets Accommodating Complete Streets



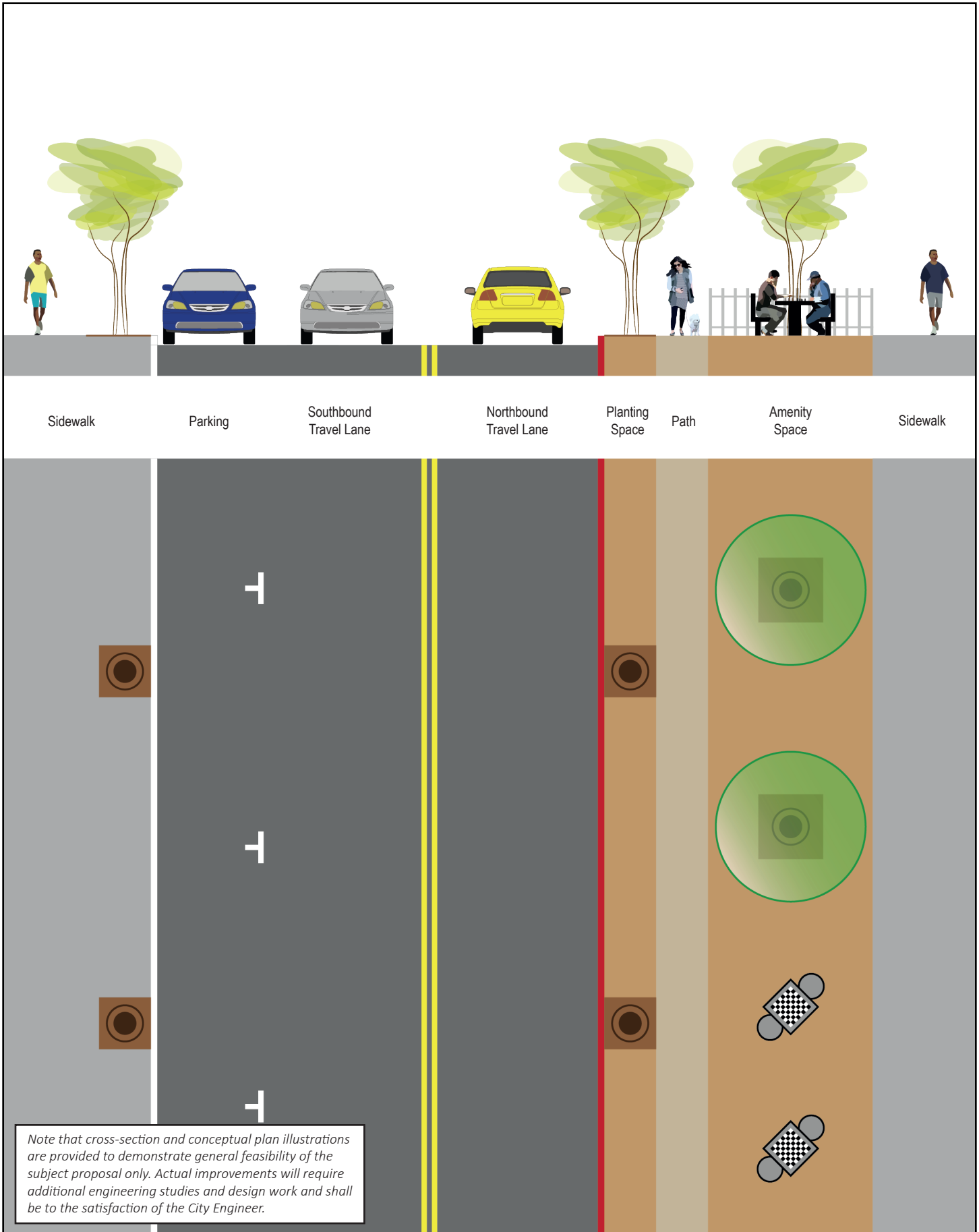
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Figure 3-7
Proposed One-Way to Two-Way Street Conversions
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Note that cross-section and conceptual plan illustrations are provided to demonstrate general feasibility of the subject proposal only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.



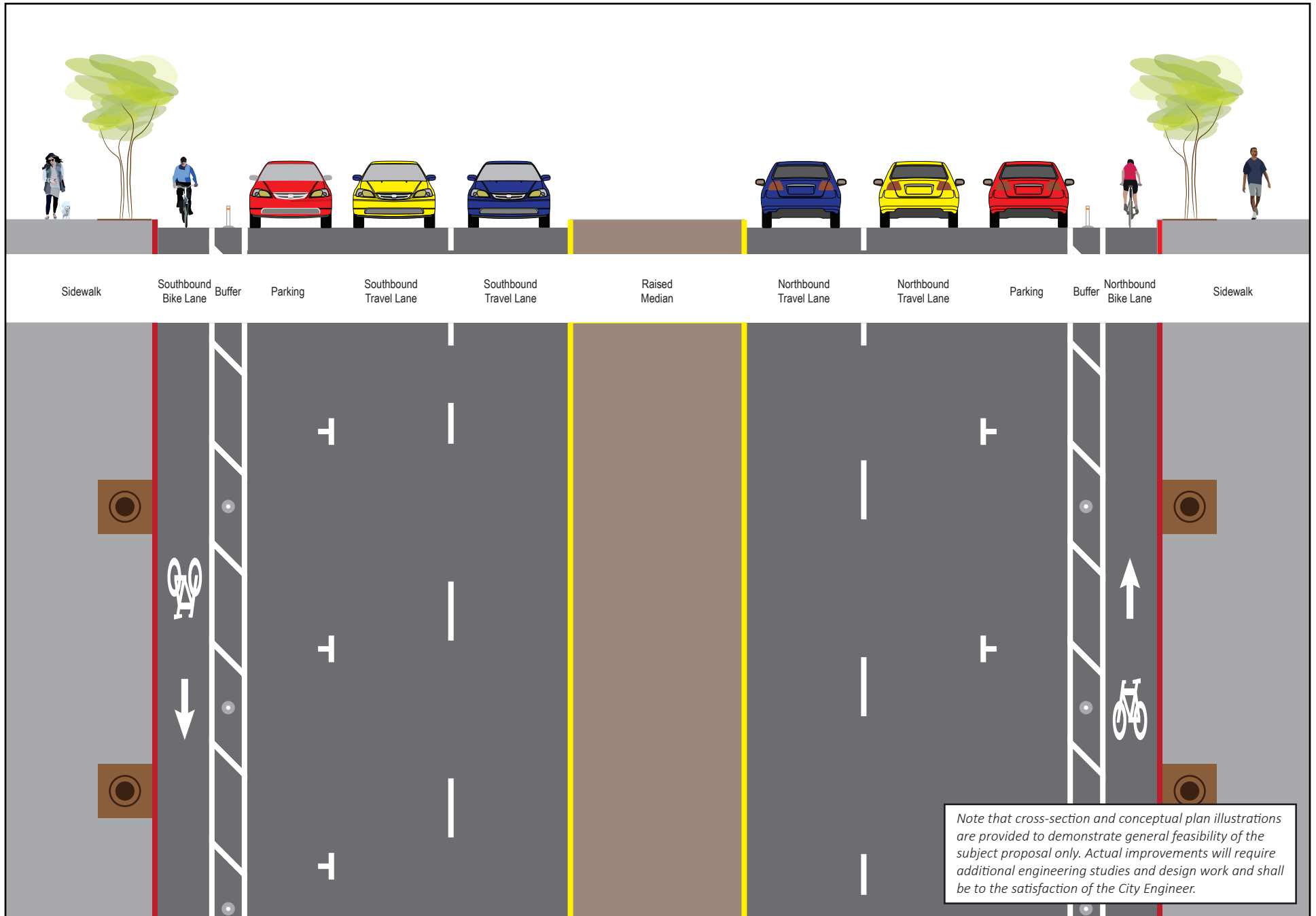
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Figure 3-9

Greenway Cross Section



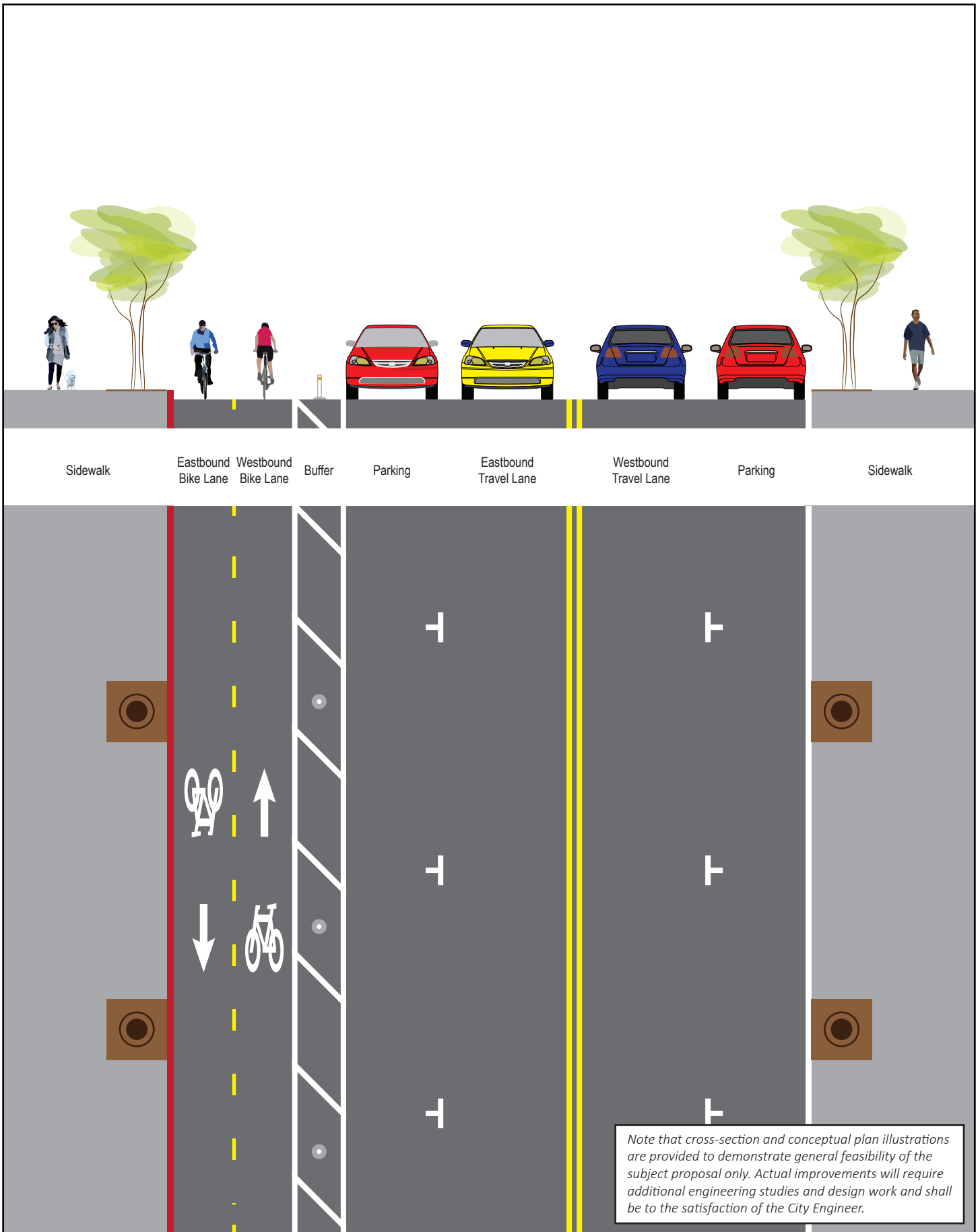
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Appendix A – Supplemental Environmental Impact

Figure 3-10

One-Way Cycle Track Cross Section



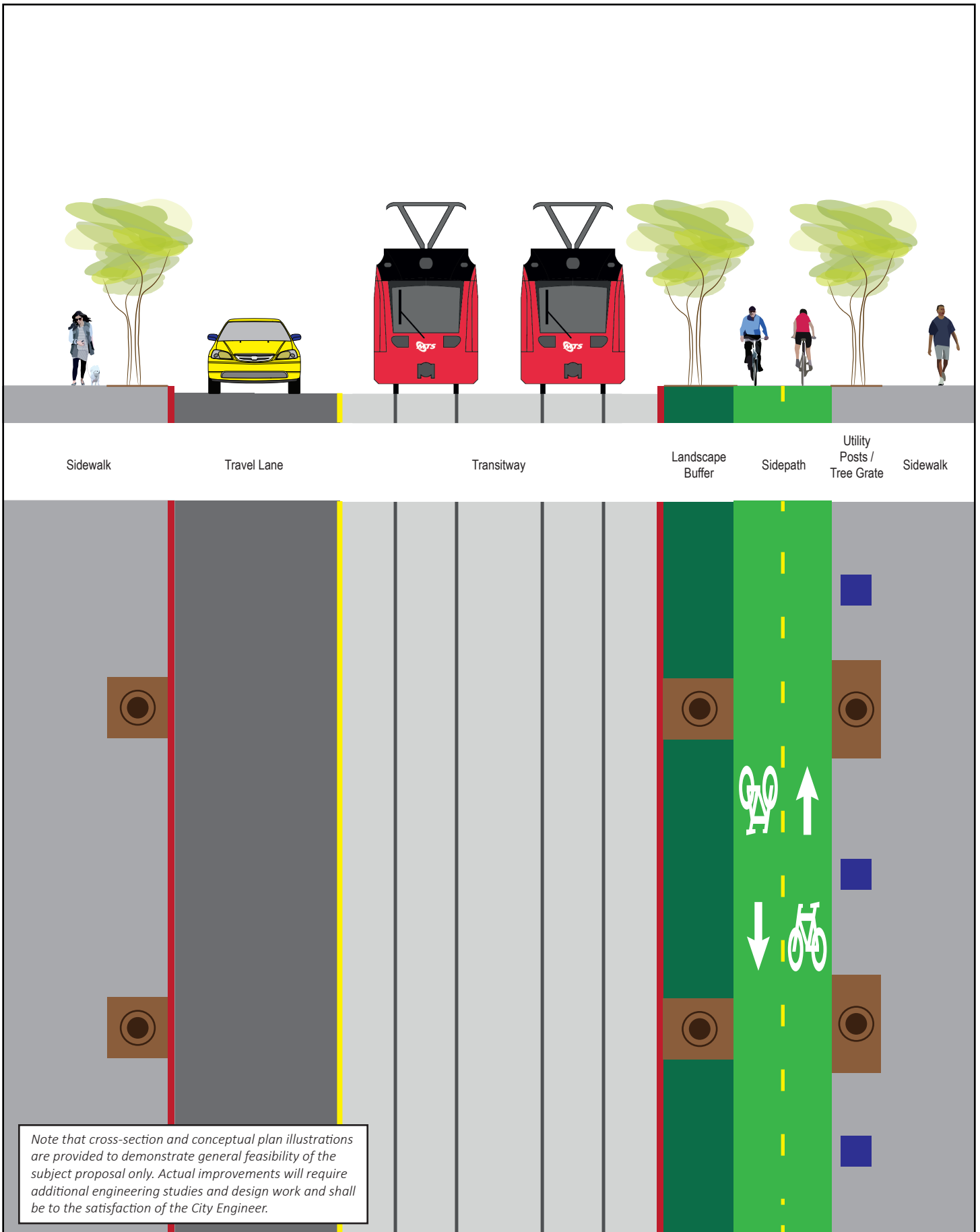
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Downtown Complete Streets Implementation (Phases 1A-1B-2A)
Appendix A – Supplemental Environmental Impact

Figure 3-11

Two-Way Cycle Track Cross Section



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 Appendix A – Supplemental Environmental Impact

Figure 3-12

Transitway Cross Section

4

Chapter 4 Environmental Analysis

The following sections analyze the potential environmental impact changes that may occur as a result of the proposed Project. Five environmental issues addressed in the following section were identified by the City through preliminary project review and were noted in the NOP as potentially significant. The analysis is presented in accordance with the City's 2005 EIR Guidelines to extent practicable given the supplemental nature of the EIR. The issues addressed in Section 4.0 include:

1. Land Use and Planning,
2. Transportation/Access/Parking,
3. Air Quality,
4. Noise, and
5. Hydrology/Water Quality.

Each issue analysis section is formatted to include a summary of existing conditions, the criteria for the determination of impact significance, evaluation of potential project impacts, a list of required mitigation measures (if applicable), and conclusion of significance after mitigation for impacts identified as requiring mitigation. Each of these sections discusses the changes from the 2006 PEIR, which includes a discussion of existing condition changes and any changes with respect to impacts, mitigation, and/or significance after mitigation. The existing conditions information provided in this chapter is in part based on the reports prepared for the proposed Project by Chen Ryan for Civic San Diego, which are incorporated by reference.

All potential direct and indirect impacts in Section 4.0 are evaluated in relation to applicable City, state, and federal standards, as reflected in the City's Significance Determination Thresholds (2011) and in consideration of thresholds and conclusions in the 2006 PEIR, which is incorporated by reference.

4.1 Land Use and Planning

This section addresses the consistency of the proposed Project with land use plans and development regulations that have been adopted since the 2006 PEIR was prepared, as well as the Downtown Community Plan.

4.1.1 Existing Conditions

4.1.1.1 Existing Land Use Plans and Development Regulations

a. City General Plan

The City's General Plan was adopted in 2008 and therefore was not addressed in the 2006 PEIR. The General Plan was based on the "City of Villages" planning strategy for the City developed in the 2002 Strategic Framework Element which aims to direct development toward urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. This development strategy mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat, and focus development within areas with available public infrastructure.

The General Plan includes ten elements as described below.

The **Land Use and Community Planning Element** (Land Use Element) provides policies to implement the City of Villages strategy within the context of the City's community planning program. The element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies as needed. The Land Use Element establishes a structure for the diversity of each community and includes policy direction to govern the preparation of community plans. The element addresses zoning and policy consistency, the plan amendment process, airport land use planning, balanced communities, equitable development, and environmental justice.

The **Mobility Element** contains transportation planning goals and policies related to pedestrian, transit, street and freeway systems, Intelligent Transportation Systems, TDM, bicycling, parking management, airports, passenger rail, goods movement/freight, and regional coordination and financing. The element discusses several key topics related to pedestrian-oriented planning, traffic calming techniques, bicycle facility network improvements, and transit priorities. The Mobility Element sets forth several goals relevant to the proposed Project. For example, the Mobility Element promotes walking, cycling, and transit as viable travel choices. This includes a safe pedestrian environment, comprehensive bikeway network, and interconnected street system that provides multiple linkages.

The **Urban Design Element** policies call for development that respects the City’s natural setting; enhances the distinctiveness of neighborhoods; strengthens the natural and built linkages; and creates mixed-use, walkable villages throughout the City. The Urban Design Element addresses urban form and design through policies relative to the City’s natural environment that work to preserve open space systems and target new growth into compact villages.

The **Public Facilities, Services, and Safety Element** is directed at providing adequate public facilities through policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. The policies within the Public Facilities Element also apply to transportation, and park and recreation facilities and services.

The **Conservation Element** contains policies to guide the conservation of resources that are fundamental components of the City’s environment, that help define the City’s identity, and that are relied upon for continued economic prosperity. The City’s resources include, but are not limited to water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy.

The **Historic Preservation Element** guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources. Within the study area, there are two Historic Districts including the Asian Pacific Historic District and the Gaslamp Quarter National Register Historic District.

The **Noise Element** provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. It includes specific goals and policies regarding motor vehicle traffic noise and trolley and train noise that are relevant to the project.

The separately adopted 2013–2020 **Housing Element** is intended to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group. The updated housing element was adopted in March 2013.

b. Downtown Community Plan

The Downtown Community Plan establishes the land use vision and development policies for Downtown, as a component of the City’s General Plan and Progress Report. The Community Plan establishes a basis for evaluating whether development is consistent with policies and standards and to ensure projects are designed that will enhance the character of the community.

The Downtown Community Plan identifies mobility improvements for Downtown, as well as for several roadways connecting to surrounding communities. It promotes reconfiguring streets where feasible in residential neighborhoods and in neighborhood centers to accommodate diagonal parking, widen or provide sidewalks, and improve pedestrian and bicycle safety. It also promotes improving Broadway to reflect its status as the principal

boulevard within the study area. The Downtown Community Plan outlines the following specific street improvements:

- Examine the feasibility of extending B Street and 2nd Avenue to open up the Civic Center, cultivate the public realm, and increase accessibility and connections.
- Re-establish the street grid, extending the streets in the waterfront areas and across bus yards when redevelopment occurs, and extending 8th Avenue across Interstate 5 in conjunction with freeway “lid” construction.
- Promote closures on E Street and Union Street to vehicle traffic while retaining pedestrian access.

Another important goal of the plan is to reconnect Downtown to the surrounding neighborhoods. The Downtown Community Plan encourages re-dedication of Park Boulevard as a pedestrian corridor and green street to provide the “Park-to-Bay” connection. It also promotes evaluation of removing the Cedar Street off-ramp, and switching Cedar Street from one-way to two-way traffic to improve pedestrian safety and re-establish the historic connection between Balboa Park, Cortez, Little Italy, and the waterfront. Another way the Downtown Community Plan promotes connecting Downtown to Balboa Park is through a local shuttle service. There are also regional connections for bicycle mobility such as the San Diego Bayshore Bikeway.

The Downtown Community Plan sets forth several mobility goals that are relevant to the proposed Project, such as:

Pedestrian and Bicycle Movement

- Develop a cohesive and attractive walking and bicycle system within Downtown that provides linkages within the area and to surrounding neighborhoods.
- Facilitate development of mixed-use neighborhoods, with open spaces, services, and retail within convenient walking distance of residents, to maximize opportunities for walking.

Transit System

- Provide land uses to support a flexible, fast, frequent, and safe transit system that provides connections within Downtown and beyond.
- Increase transit use among Downtown residents, workers, and visitors.

Street System

- Develop street typology based on functional and urban design considerations, emphasizing connections and linkages, pedestrian and cyclist comfort, transit movement, and compatibility with adjacent land uses.
- Maintain, re-establish, and enhance the street grid to promote flexibility of movement, preserve, and/or open view corridors, and retain the historic scale of the streets.

c. Downtown Planned Development Ordinances

With the exception of properties governed by the Unified Port District, County of San Diego, State of California, or the United States Government, all development in Downtown must comply with the regulations set forth in one of three PDOs (Centre City, Marina, and Gaslamp Quarter). The PDOs define development and design standards for specific areas. The PDOs supplement and supersede the conventional citywide zoning found in the LDC.

As detailed in Section 1511.0101 of the San Diego Municipal Code, the purpose of the Marina PDO is to establish development controls that will create discreet neighborhoods, encourage new housing, conserve heritage buildings, permit mixed-use developments, provide opportunities for both large- and small-scale development, guide the location of high-rise development intensity and land use characteristics, establish strong linkages to the waterfront, prescribe building mass standards, and establish a strong sense of pedestrian orientation at the street level.

As detailed in Section 156.0301 of the San Diego Municipal Code, the purpose of the Centre City PDO is to establish land use regulations and design and development criteria to implement the Downtown Community Plan. The PDO's focus is to create a Downtown that allows residents to live close to work, transit, and culture; to reinforce transit, with a pedestrian emphasis, while accommodating vehicles; to provide distinctive streetscapes; and to reconnect Downtown's neighborhoods to the waterfront, Balboa Park, and the surrounding neighborhoods.

According to Section 157.0101 of the San Diego Municipal Code, the purpose of the Gaslamp PDO is to establish design and development criteria to ensure that the development and redevelopment of the Gaslamp Quarter and Gaslamp Quarter Historical District implement the goals of the Downtown Community Plan.

d. Downtown Design Guidelines

The Downtown Design Guidelines serve as a companion to the Downtown Community Plan and the PDOs. Complementing the policies and regulations in the Community Plan and PDOs, the Downtown Design Guidelines address aesthetic aspects related to design and development (such as color, building materials, and facade articulation), and provide greater detail, where appropriate, on streetscapes, parks, and other aspects of the public realm. They also identify priorities for streetscape and other public improvements within each neighborhood.

Chapter 2, the Urban Design Framework, establishes an image for Downtown emphasizing a legible hierarchy of street corridors and pathways, and a clear network of linkages between Downtown districts and neighborhoods. The Urban Design Framework also focuses on the public realm, including streets, sidewalks, parks, and plazas where public life takes place. Figures 2-1 through 2-3 of the Downtown Design Guidelines display the overall urban design framework, including the street hierarchy and linkages.

e. San Diego Forward

In October of 2015, SANDAG adopted San Diego Forward, the combination and update of the RCP for the San Diego Region and the RTP/SCS into one plan to provide a vision for a regional transportation system that further enhances quality of life, promotes sustainability, and offers more mobility options for people and goods. The Plan reflects a strategy for a more sustainable future which includes investing in a transportation network that will provide people more travel choices, protects the environment, creates healthy communities, and stimulates economic growth. These include creating a system of high-frequency services on many of the existing local bus routes in the urban core. The RTP also proposes constructing Bus Rapid Transit (BRT) routes and stations to provide access to Downtown from Escondido, Otay Mesa, Mid-City (San Diego State University), and Coronado. The plan carries forward planned improvements to the Trolley service and a proposal for a streetcar and/or shuttle circulation services to improve mobility within Downtown and surrounding communities as well as improvements to the passenger rail service. The 2004 RCP set goals for the creation of “focused community centers.” San Diego Forward builds on those goals developing a plan for connecting those neighborhood centers with real transportation choices, giving people the option to walk, bike, or take transit in addition to driving a car. Generally, latest regional growth forecasts reflect the need and desire for more compact communities, providing housing, jobs, and services closer to one another, and giving residents more choices in where to live and how to get around.

f. Port of San Diego Master Plan

The Port of San Diego Master Plan provides the official planning policies for the physical development of the tide and submerged lands conveyed and granted in trust to the San Diego Unified Port District. Within the study area, the jurisdiction of the Port of San Diego includes tidelands within the Centre City Embarcadero Precise Plan including the Convention Center, B Street Pier, Broadway Pier and the Navy Pier.

The Master Plan contains provisions for utilizing land and water areas for commercial, industrial, recreation, public facilities, conservation, and military uses and includes a map showing circulation and navigation systems involving highways, regionally significant arterials, belt-line railroads, bridges, ship navigation corridor and terminals, and air terminal facilities. An update to the Master Plan is currently underway by the Port. The Board of Port Commissioners has adopted an integrated planning vision and guiding principles that will guide development of the Master Plan.

g. San Diego International Airport Land Use Compatibility Plan

The purpose of an ALUCP is to provide for the orderly growth of airports and the areas surrounding the airports, and to safeguard the general welfare of inhabitants within an airport’s vicinity. An ALUCP addresses compatibility between airport operations and future land uses that surround them by providing policies and criteria for aircraft overflight, noise, safety, and airspace protection, to both minimize the public’s exposure to excessive noise and safety hazards within the AIA and to preserve the viability of airport operations.

The AIA Review Area 1 is generally composed of aircraft overflight area, noise contour (60 CNEL and greater), accident potential, and FAA Part 77 airspace protection surfaces. The AIA Review Area 2 is generally composed of aircraft overflight area and the FAA Part 77 airspace protection surfaces.

The SDIA ALUCP was prepared by the Airport Land Use Commission and provides airport land use compatibility policies and criteria for the City to implement with its land use plans and zoning. Any proposed land use plan amendments or rezones within the AIA are required by state law to be submitted to the Airport Land Use Commission for a consistency determination with the ALUCP. The SDIA runways are located less than 0.1 mile north of the northern boundary of the study area at Laurel Street, and the entirety of the study area is within the AIA for SDIA. The northern portion of the study area is located within Review Area 1, which is defined as an area subject to noise levels of 65 decibels (dB) and greater and are located within ALUCP Safety Compatibility Zones. The majority of the study area is within Review Area 2 where noise levels are forecast below 65 dB and outside of ALUCP Safety Compatibility Zones.

h. Comprehensive Parking Plan for Downtown San Diego

The Comprehensive Parking Plan for Downtown San Diego was adopted by the City Council in 2009. This document provides guidance and implementation tools for parking strategies addressing parking infrastructure, supply, demand, policy requirements, and management. The Comprehensive Parking Plan anticipates that new development in Downtown will add parking supply but there will be parking deficiencies in the neighborhoods of East Village, Little Italy, Cortez Hill, and Columbia, between the years 2015 and 2030. The neighborhoods of Marina and Civic Core could also experience deficiencies by 2030.

This plan promotes the implementation of demand management strategies to reduce parking demand in Downtown and its surrounding communities when parking reaches 85 percent of capacity. Strategies include using incentives to promote transit use and non-vehicular modes of travel. Other strategies encourage the minimum 85 percent utilization of all parking spaces, as well as policies for shared parking and uncoupling parking spaces reserved for single uses.

i. Centre City Streetscape Manual

The Centre City Streetscape Manual (Manual) provides guidance for improving the functionality and aesthetic quality of Downtown through a streetscape improvement program. The Manual, which was adopted in 1992 but updated through 2012, requires construction of improvements that enhance the quality of the pedestrian environment focusing on safety, convenience, and encouraging walking. The neighborhoods should have their own character through the use of street trees, sidewalk paving, and street lighting in the public right-of-way. The Manual also classifies each Downtown street as a Neighborhood Street, Special Street, Gateway Street, or Ceremonial Street based on the associated land uses, architecture, scale, and vehicular traffic along those streets.

j. Bicycle Master Plan Update

The City's Bicycle Master Plan (Bicycle Master Plan) provides a framework for making cycling a more practical and convenient transportation option for a wider variety of San Diegans with varying riding purposes and skill-levels. The 2013 plan evaluates and builds on the 2002 Bicycle Master Plan so that it reflects changes in bicycle user needs and changes to the City's bicycle network and overall infrastructure. The Bicycle Master Plan proposes a dense network of Class III Bicycle Routes in Downtown, including in the north-south direction along Kettner Boulevard, India Street, State Street, Columbia Street, 1st Avenue, 4th Avenue, 5th Avenue, 6th Avenue, Park Boulevard, and 14th Street. Class III Bicycle Routes are also proposed in the east-west direction, along A Street, Broadway, Market Street, and Island Avenue. Class II Bike Lanes are proposed in the north-south direction along portions of State Street, 3rd Avenue, 8th Avenue, Park Boulevard, and 14th Street; while in the east-west direction, bike lanes are proposed along Cedar Street, B Street, and C Street.

As part of the planning process for the Bicycle Master Plan, 40 high priority projects throughout the City were identified through a systematic prioritization effort. Conceptual designs and cost estimates were prepared for the 40 projects, and eight of the 40 high-priority project corridors are located within Downtown and are the following:

- #2 – Broadway, between Park Boulevard and 19th Street (Class III)
- #3 – Ash Street and A Street couplet (Class III)
- #6 – Island Avenue/Market Street connection to Harbor Drive (Class III)
- #7 – Park Boulevard (Class II)
- #9 – 14th Street (Class II)
- #12 – 4th/5th Avenue couplet (Class III)
- #18 – State Street (Class III)
- #26 – 8th Avenue (Class II)

k. San Diego Regional Bike Plan

SANDAG's San Diego Regional Bike Plan, adopted in 2010, proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make cycling more practicable and desirable to a broader range of people in the region. The document includes recommendations and goals that seek to increase the number of people who bike and the frequency of bicycle trips for all purposes. It also encourages the development of Complete Streets, which would improve safety for bicyclists, and increase public awareness and support for bicycling in the region.

There are six “high priority” planned regional corridor alignments reaching into or through Downtown including:

- *Central Coast Corridor* (runs along Harbor Drive, north of the Coronado Ferry Landing, into Point Loma and northerly via Nimitz Boulevard)
- *Coastal Rail Trail* (runs along Pacific Highway into Downtown, ultimately connecting the City of Oceanside to Downtown San Diego)
- *Clairemont – Centre City Corridor* (runs south along Ulric Street into Mission Valley, up Bachman Place and connects into Downtown San Diego along 4th/5th Avenues and terminates at C Street)
- *North Park – Centre City Corridor* (connects from the City Heights – Old Town Corridor in North Park, through Balboa Park along Park Boulevard, then connects to C Street and runs westerly to the waterfront)
- *Park Boulevard Connector* (provides a connection between the North Park – Centre City Corridor along C Street to Island Avenue in Downtown San Diego, where the Centre City – La Mesa Corridor runs)
- *Centre City – La Mesa Corridor* (runs east-west from La Mesa into Downtown San Diego via Ocean View Boulevard, then Island Avenue, terminating at the Bayshore Bikeway near Harbor Drive and Market Street)
- *Bayshore Bikeway* (runs along Harbor Drive and the waterfront south of the Coronado Ferry Landing and provides a loop around the San Diego Bay)

A number of these corridors have segments near Downtown San Diego that were identified in the SANDAG Early Action Plan (2015) with an estimated schedule for completion around the year 2021. SANDAG continues to identify projects that are awarded TransNet funding for implementation on a revolving basis.

1. Coastal Act

Chapter 3 of the Coastal Act, also known as PRC Sections 30200-30265.5, governs coastal resources planning and management and protects public access and recreation within the Coastal Overlay Zone. As previously discussed, the Coastal Act requires projects within the Coastal Overlay Zone to be consistent with standards and policies addressing public access, recreation, marine environment, land resources, development, and industrial development.

The City’s Local Coastal Program (LCP) guides development and improvements in the City’s coastal zones under the jurisdiction of the California Coastal Commission. In Downtown, this encompasses the area roughly three blocks inland from the San Diego Bay (see Figure 3.1-2). The overarching goals of the LCP (mandated by the Coastal Commission) are to protect public shoreline access, coastal resources, and views, and ensure sufficient

visitor-serving and recreational uses. The Downtown Community Plan, along with the three Downtown area PDOs, meets the California Coastal Commission requirements for the LCP.

4.1.2 Significance Determination Thresholds

Based on a review of Appendix G of the CEQA Guidelines, the City's 2011 Significance Determination Thresholds and thresholds used in the preparation of the 2006 PEIR, impacts related to land use would be significant if the proposed Project would:

1. Result in a conflict with the environmental goals, objectives, or recommendations of the Downtown Community Plan;
2. Result in a conflict with the LDC, Downtown PDOs (Centre City, Marina, and Gaslamp Quarter), or other Downtown mobility related guidelines that would in turn result in a physical impact on the environment;
3. Physically divide an established community;
4. Result in land uses which are not compatible with an adopted ALUCP;
5. Result in land uses which are not compatible with the Coastal Act/LCP.

As stated in the Significance Determination Thresholds, project inconsistency or conflict with a plan does not in and of itself constitute a significant environmental impact. The plan or policy inconsistency would have to result in a physical effect on the environment to be considered significant pursuant to the City's guidelines and CEQA. As previously detailed in Chapter 2, there are no MHPA lands within the study area. Therefore, the proposed Project would be consistent with the MSCP Subarea Plan and no further analysis of this threshold is required.

4.1.3 Issue 1: Community Plan Consistency

Would the proposed Project result in a conflict with the environmental goals, objectives, or recommendations of the Downtown Community Plan?

4.1.3.1 Impacts

The General Plan provides goals and policies that guide the development of Community Plans, as well as growth and development citywide. Most of the General Plan's goals are implemented through policy established in the Downtown Community Plan. As with the General Plan, the Downtown Community Plan contains goals and policies related to sustainable development and transportation. The transportation-related goals and policies aimed at increasing transit use among Downtown residents, workers, and visitors; enhancing streetscapes within transit corridors; and supporting planned street improvements to accommodate a range of transit.

Table 4.1-1 (located at the end of this section) provides a summary analysis of the project’s consistency with the policies of the Downtown Community Plan. The Transportation Chapter of the Downtown Community Plan listed various goals and policies consistent with the Mobility Plan. The proposed Project includes replacing this chapter with a new mobility chapter consistent with the Mobility Plan. The proposed Project would directly support various policies specified in the Downtown Community Plan through the development of a balanced multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit experience. Provision of open space would be supported through the establishment of Greenways, which would prioritize pedestrian travel with wide walkways and showcase landscaping features and roadway designs that slow vehicular traffic. The proposed Project involves amending the Transportation Chapter of the Downtown Community Plan to more directly support and implements Downtown Community Plan policies. Through implementation of the proposed Project and the development of a balanced multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit experience, the proposed Project would be consistent with the Downtown Community Plan goals and policies. The proposed Project also intends to enhance the livability of Downtown through the provision of a multi-modal mobility network, which would generally provide better integration and connectivity to parks and other areas of interest. Overall, the proposed Project would support the environmental goals, objectives and recommendations of the Community Plan, and as demonstrated in Table 4.1-1, would be consistent with applicable Community Plan policies.

4.1.3.2 Significance of Impacts

The project would be consistent with the goals and policies of the Downtown Community Plan; therefore, impacts would be less than significant.

4.1.3.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

4.1.4 Issue 2: LDC and PDO Consistency

Would the proposed Project result a conflict with the LDC, Downtown PDOs (Centre City, Marina, and Gaslamp Quarter), or other Downtown mobility related guidelines that would in turn result in a physical impact on the environment?

4.1.4.1 Impacts

The proposed Project includes a policy in the Mobility Plan to develop and adopt inter-departmental policies on Complete Streets, such as urban design guidelines, zoning, and performance standards. Implementation of this policy and other improvements called for as part of the proposed Project could require revisions to the LDC, PDOs, the Centre City Streetscape Manual, and potentially other design guidelines or standards that address road design.

Within the study area, the Centre City, Marina and Gaslamp Quarter PDO's apply. Any updates to the PDO would be to further refine the regulations for the balance network, providing consistency with the goals of the proposed Project, which would be generally consistent with the Community Plan and General Plan goals and policies for multi-modal circulation and options in Downtown. For example, the Centre City PDO includes requirements for parking design, vehicular access, and TDM.

The Street Design Manual is intended to assist implementation of the General Plan, Transit-Oriented Development Guidelines, and the LDC. Subsequent actions to the approval of the proposed Project would involve updating select guidelines for implementing Complete Streets within the study area (e.g., Street Design Manual [Appendix I of the LDC] or the Centre City Streetscape Manual). For example, modified road design standards would be required to feasibly implement road diets, cycle tracks, and Greenways. Any policy changes including revisions to City guidance documents would be evaluated and appropriate revisions would be made to provide policy consistency. No physical impacts on the environment would be associated with policy revisions because all improvements would occur within the urban area and any specific policy revisions would focus on specific site design requirements such as setbacks, access, parking and other applicable streetscape requirements within the right-of-ways which are existing urban, developed areas. As a result, the proposed Project would not result in physical impacts related to conflicts with the LDC, Downtown PDOs, or other applicable road design guidelines.

4.1.4.2 Significance of Impacts

Modifications to the LDC, PDOs, or other applicable standards may be required to implement the proposed Project; however, those policy level changes would not result in physical impacts on the environment because they would accommodate mobility improvements within the existing developed area. Therefore, impacts would be less than significant.

4.1.4.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

4.1.5 Issue 3: Physical Division of Community

Would the proposed Project result in physical division of a community?

4.1.5.1 Impacts

The proposed Project includes a variety of improvements to Downtown transportation network to accommodate pedestrians, bicycles, and vehicles, in a balanced network. Planned improvements would occur within the existing street rights-of-way and would better accommodate and improve the experience for pedestrians and bicyclists and improve overall connectivity. These improvements would not involve features that would have the potential to physically divide the community. For example, no new major freeways or

circulation barriers are proposed that could divide the community. The proposed Project is intended to improve connectivity and cohesiveness of Downtown.

4.1.5.2 Significance of Impacts

The proposed Project would result in no impact related to physical division of community because implementation of the proposed Project would enhance connectivity and connection within Downtown and would not include features that would physically divide the community. Thus, no impact would occur.

4.1.5.3 Mitigation, Monitoring, and Reporting

No impact would occur. No mitigation is required.

4.1.6 Issue 4: ALUCP Compatibility

Would the proposed Project result in land uses which are not compatible with an adopted ALUCP?

4.1.6.1 Impacts

As previously described, a northern portion of the study area is located with Review Area 1 of the SDIA ALUCP, which are subject to noise levels of 65 dB and greater and are within ALUCP Safety Compatibility Zones. The majority of the Community Plan area is within Review Area 2 where noise levels are forecast below 65 dB and are outside of ALUCP Safety Compatibility Zones.

Pursuant to the SDIA ALUCP, airport land use compatibility review is required for all land use plans, regulations and projects located in Review Area 1. The San Diego County Regional Airport Authority (Airport Authority) land use staff may make recommendations to the Board of the Airport Authority regarding consistency determinations for any land use plan, regulation or project on whether it is compatible with ALUCP noise and safety compatibility policies, and whether FAA review is required for determination on hazards to air navigation.

The airport land use compatibility review is required for land use plans and regulations within Review Area 2 proposing increases in height limits and for land use projects that:

- have received from the FAA a Notice of Presumed Hazard, a Determination of Hazard or a Determination of No Hazard subject to conditions, limitations or marking and lighting requirements, and/or
- would create any of the following hazards: glare, lighting, electromagnetic interference, dust, water vapor, and smoke, thermal plumes, bird attractants.

Subsequent projects implemented under the proposed Project within Review Area 2 would not meet the triggers for land use compatibility review since no new structures, land uses, or increase in height limits would be proposed. Future projects to implement the proposed Project involve improvements to existing roadways. The proposed Project would be compatible with ALUCP noise policies because it would not accommodate new sensitive receptors within airport noise contours. Thus, the proposed Project would be compatible with the adopted ALUCP.

4.1.6.2 Significance of Impacts

The proposed Project would be compatible with the SDIA ALUCP. Impacts would be less than significant.

4.1.6.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

4.1.7 Issue 5: Coastal Plan Compatibility

Would the proposed Project result in land uses which are not compatible with the Coastal Act/LCP?

4.1.7.1 Impacts

The Coastal Act includes numerous policies that address the public's access to and protection of coastal resources. The proposed Project would directly support implementation of the following Coastal Act policies as specified in Section 30000, et seq. of the PRC:

- Maximum access and recreational opportunities shall be provided for all people, consistent with public safety needs and the need to protect public rights, private property owner rights, and natural resource areas from overuse (PRC, Article 2, 30210).
- Scenic and visual qualities of coastal areas shall be considered and protected. To protect such resources, development shall minimize the alteration of natural landforms, be visually compatible with the character of surrounding areas, and, where feasible, restore and enhance visual quality in visually degraded areas (PRC, Article 6, 30251).
- Provides that the location and amount of new development should maintain and enhance public access to the coast by facilitating the provision or extension of transit; public access to the coast by:
 - Minimizing the use of coastal access roads for commercial facilities;
 - Providing non-automobile circulation;

- Providing adequate parking or alternative public transportation; auto internal circulation;
 - Assuring the potential for public transit for high intensity uses; and
 - Assuring that new development will not overload nearby coastal recreation areas (PRC, Article 6 30252).
- New development shall...minimize energy consumption and vehicle miles traveled and protect special communities and neighborhoods that are popular visitor destination points for recreational users (PRC, Article 6 30253).

The proposed Project would be consistent with these Coastal Act provisions because it would improve public access to coastal resources through planned road improvements that increase accessibility of coastal areas by pedestrians and bicyclists, while maintaining vehicular access. Roadway improvements would be designed to visually enhance the pedestrian and bicycle experience by developing a layered street network that prioritizes one mode of travel, while accommodating all modes. For example, a Greenway is proposed along Cedar Street that would enhance pedestrian access to the waterfront. Planned cycle tracks on Hawthorne Street, Grape Street, Beech Street, Broadway, J Street, and Pacific Highway would enhance bicycle access to the coastal areas as well. The proposed Project would also support existing transit access along the coast and would reduce vehicle miles traveled in Downtown through planned improvements that would increase the mode share for pedestrians, bicyclists, and transit users.

4.1.7.2 Significance of Impacts

The project would support the intent of the Coastal Plan to protect and enhance access to coastal resources. Impacts would be less than significant.

4.1.7.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

**Table 4.1-1
Applicable Community Plan Policy Consistency Analysis**

Policy	Analysis	Consistency
PARKS, OPEN SPACE AND RECREATION		
Open Space System		
4.1-P-1 Develop at least 15 acres of new parks and plazas open and accessible to the public.	The proposed Project would support development of publicly available open space through planned Greenways that would serve as linear parks and may include additional features such as dog parks, picnic areas, and unique mini-parks or other areas.	Consistent
4.1-P-5 Continue efforts to improve the waterfront open space network according to the North Embarcadero Visionary Plan and connecting to the redeveloped Seaport Village.	The proposed Project involves implementation of future projects that intend to improve the waterfront open space network and connect to the redeveloped Seaport Village through planned improvements including upgrading the segment of the Bayshore Bikeway approaching Downtown San Diego from the south from a Bike Lane to a separated Bike Path, running north up Harbor Drive until turning west on Park Boulevard/Convention Way, and then connecting to the promenade behind the Convention Center fronting the Bay. An additional link is proposed around the northern and eastern edge of Seaport Village, connecting the path behind the Convention Center to the path along the waterfront, west of Downtown.	Consistent
4.1-P-8 Pursue new smaller open spaces—including public plazas and places, fountains, and pocket parks—on portions of blocks throughout Downtown and on geologic faults to supplement the larger public open spaces, provide local focus points, and diversify the built environment.	The proposed Project would support development of smaller open spaces through planned Greenways. The Greenways also provide diversity to the typical, somewhat monotonous Downtown streetscape.	Consistent
4.1-P-9 Improve Green Streets as an essential element of the open space system – as connections to the waterfront, Balboa Park, activity centers, and parks and plazas; as tree-lined open spaces; and as continuous recreational paths.	The proposed Project includes plans for Greenways that would provide pedestrian oriented connections to activity centers and would be enhanced with landscaping and trees, providing linear parks and unique gathering places.	Consistent
4.1-P-13 Unify, strengthen, and continue the Park-to-Bay Link, especially along the San Diego High School and City College edges, and develop an enhanced “Green Bridge” at the Interstate 5 overpass.	The proposed Project proposes a Cycle Track along Park Boulevard from Balboa Park to K Street which would enhance connectivity between the Park and the Bay by providing a dedicated bicycle path separated from street traffic.	Consistent

**Table 4.1-1
Applicable Community Plan Policy Consistency Analysis**

Policy	Analysis	Consistency
URBAN DESIGN		
Street Grid and Views		
<p>5.1-P-1 Do not allow full or partial street closures by new buildings, utilities, ramps, or transportation improvements. The only allowable use enabled through a street closure is park or open space. Where a street closure to vehicular traffic may be essential, access for pedestrians and bicycles must still be maintained.</p>	<p>The proposed Project implements a layered network approach which ensures that across the community, all modes would be able to access necessary opportunities in a convenient manner. The proposed Project envisions the closure of parts of two roadways to automobiles—C Street and Park Boulevard. These roadways partially serve the Trolley through Downtown. The roadways would remain open to cyclists and pedestrians.</p>	<p>Consistent</p>
<p>5.1-P-2 Re-establish the street grid as redevelopment on larger sites occurs.</p>	<p>The proposed Project includes policies that support maintenance and enhancement of the street grid and prohibits interruption of the street grid. The proposed Project advocates for reconnecting the street grid through the Navy Broadway Complex, Civic Center, Tailgate Park and the MTS Bus Yard.</p>	<p>Consistent</p>
<p>5.1-P-3 Protect public views of the water, and re-establish water views, in the corridors shown in Figure 5-1, with the following two tiered system: Within the system established in Chapter 7: Transportation, including existing streets and new street segments to be created when future development proceeds (such as G); and</p> <p>In instances where the view corridors have been designated on Figure 5-1 but a street will not be built, view/public access easements or dedications shall be required where the ground-level right-of-way width will be the same average dimension as the existing street right-of-way for street segments comprising the view corridor, including Date, Beech, A, B, C, and E streets.</p>	<p>The proposed Project would not result in construction of new developments that could affect public views along corridors. The improvements included in this plan would be limited to street plantings and furniture, signage, and dedicated bicycle facilities. The proposed Project also includes policies to protect view corridors. The proposed Project advocates for reconnecting the street grid through the Navy Broadway Complex, Civic Center, Tailgate Park and the MTS Bus Yard.</p>	<p>Consistent</p>
<p>5.1-P-6 Ensure that streetscape design in the designated corridors is sensitive to views.</p>	<p>The proposed Project includes policies to protect view corridors and to retain the historic scale of streets. In addition, the proposed Project includes a policy to develop and adopt complete street policies which would address urban and street design, and would include design standards and guidelines.</p>	<p>Consistent</p>

**Table 4.1-1
Applicable Community Plan Policy Consistency Analysis**

Policy	Analysis	Consistency
Streetscape and Building Interface: Streetscape		
5.4-P-1 Revise the Downtown Streetscape Design Manual to include criteria for the design of street typologies specified in Chapter 7.	The proposed Project would define the Downtown Community Plan street typologies specified in Chapter 7 for implementation of the balanced and layered network proposed. Furthermore, the proposed Project includes a policy to develop and adopt policies on Complete Streets such as urban design guidelines, zoning and performance standards.	Consistent
5.4-P-2 Undertake, as a priority, cohesive streetscape improvements to streets designated as Boulevards, Green Streets, Main Streets, and Residential Streets in Pedestrian Priority Zones, as established in Chapter 7: Transportation.	The proposed Project would further refine the Community Plan by providing an updated map of pedestrian needs (see Mobility Plan Figure 5-1) including improvements to address high collision areas, barriers to pedestrian travel, and high pedestrian demand areas. The proposed Project includes specific pedestrian oriented goals and policies to guide streetscape improvements to improve the pedestrian experience.	Consistent
Sustainable Development		
5.8-P-4 Reduce auto-dependency, pollution impacts, and waste of valuable Downtown real estate by encouraging shared parking, automated parking, transit-use, carpools, and non-polluting mobility nodes such as electric vehicles, pedicabs, bicycling, and walking.	The balanced and layered network proposed under the proposed Project would enhance the road network for pedestrians and bicyclists and is anticipated to reduce auto-dependency of Downtown commutes. In addition, the enhanced pedestrian and bicycle improvements assist in the provision of the connectivity necessary that would in turn make transit more attractive.	Consistent
NEIGHBORHOODS AND DISTRICTS		
Civic Core		
6.1-G-2 Strengthen Civic Core as a focus of civic uses and government activity, and reconnect government buildings and open spaces to the public realm.	The proposed Project includes improvements that would provide enhanced connections to public spaces. A proposed Greenway along Union Street would be located in proximity to government buildings west of Union Street.	Consistent
Colombia		
6.2-G-2 Establish new and improved functional and visual connections to the waterfront; enhance existing ones, especially along the entire lengths of A, B, C, E, and F Streets.	Policies proposed by the Project would re-connect public streets along B, C, E, F, and G Streets between Pacific Highway and Harbor Drive to provide better vehicular, bicycle, and pedestrian access to the waterfront. Proposed new cycle tracks along Beech, J, Broadway, and Pacific Highway will provide further improvement bicycle access to the waterfront.	Consistent
Marina		
6.3-G-2 Promote development of a fine-grained, porous waterfront, with connections between the neighborhood and the areas west of Pacific Highway and south of Harbor Drive.	Please refer to the discussion above.	Consistent

**Table 4.1-1
Applicable Community Plan Policy Consistency Analysis**

Policy	Analysis	Consistency
Northeast		
6.5-G-12 Develop cohesive, lush streetscapes to promote sub-district identity, character, and connections.	The proposed Project would include a proposed Greenway along 14 th Street and E Street that would provide a focus to this sub-district with streetscape improvements.	
Convention Center		
6.8-G-3 Maintain and improve linkages to adjacent neighborhoods to the greatest extent possible.	The proposed Project includes plans for improved access at the Convention Center such as the proposed Bikeway along the length of Sixth Avenue, and J Street. Refer to Section 4.1.8 for additional discussion of coastal/waterfront access.	Consistent
TRANSPORTATION		
Street System		
7.1-G-1 Develop street typology based on functional and urban design considerations, emphasizing connections and linkages, pedestrian and cyclist comfort, transit movement, and compatibility with adjacent land uses.	The proposed Project includes policies that support maintenance and enhancement of the street grid and prohibits interruption of the street grid, such as along the waterfront, through the Civic Center and along Cedar Street, as well as other view corridors.	Consistent
7.1-G-2 Maintain, re-establish, and enhance the street grid, to promote flexibility of movement, preserve and/or open view corridors, and retain the historic scale of the streets.	The proposed Project includes policies that support maintenance and enhancement of the street grid and prohibits interruption of the street grid, such as along the waterfront, through the Civic Center and along Cedar Street, as well as other view corridors.	Consistent
Pedestrian and Bicycle Movement		
7.2-G-1 Develop a cohesive and attractive walking and bicycle system within Downtown that provides links within the area and to surrounding neighborhoods.	The proposed Project includes plans for an enhanced pedestrian and bicycle experience through implementation of Greenways, cycle tracks and other amenities. Furthermore, the proposed Project is has been developed with connections to pedestrian, bicycle and transit plans and improvements in the adjacent surrounding neighborhoods.	Consistent
Transit System		
7.3-G-1 Provide land uses to support a flexible, fast, frequent, and safe transit system that provides connections within Downtown and beyond.	The proposed Project provides policies that would support and enhance a safe and attractive transit experience and is expected to result in an increase in transit ridership. The Plan identifies transit ways along Park Boulevard, C Street, Broadway, and along Commercial Street, East Harbor Drive, and between Pacific Highway and Kettner Boulevard (Trolley Line). The plan would improve bicycle and pedestrian access to transit and B Street would also be extended through the Civic Center site.	Consistent

**Table 4.1-1
Applicable Community Plan Policy Consistency Analysis**

Policy	Analysis	Consistency
Parking		
7.4-G-1 Promote quality of life and business viability by allowing the provision of parking to serve growing needs, while avoiding excessive supplies that discourage transit ridership and disrupt urban fabric.	<p>The proposed Project includes policies to emphasize shared parking approaches and maximize efficient use of parking resources. Specifically, the Plan includes the following policies:</p> <ul style="list-style-type: none"> • TDM-G-2 - A viable set of joint use parking arrangements for evenings, weekends, and holidays that is coordinated with regional transportation planning and demand management programs. • P-P-2 Emphasize shared parking approaches, including: <ul style="list-style-type: none"> ▪ Development of parking facilities that serve multiple uses, to enable efficient use of space over the course of the day; ▪ Parking under new parks that are full-block or larger in size, where not to limited by geological or other constraints; and ▪ Enhance on-street parking through restriping streets where appropriate. • P-P-3 Allow off-site and/or shared parking arrangements where appropriate to maximize efficient use of parking resources. 	Consistent
7.4-G-4 Locate public parking resource(s) near each Neighborhood Center to provide short-term parking for merchants and businesses.	The proposed Project includes the following policy: P-G-4 Public parking resource(s) near each Neighborhood Center that provide short-term parking for merchants and businesses.	
Transportation Demand Management		
7.5-G-1 Encourage TDM strategies to minimize traffic contributions from new and existing development.	The proposed Project includes TDM Policies to support and participate in existing TDM Programs. Additionally, the proposed Project includes additional active TDM recommendations to improve bicycle wayfinding signage, provide a comprehensive bicycle parking program, monitor and evaluate the existing bike sharing system.	Consistent
PUBLIC FACILITIES AND AMENITIES		
Civic Center		
8.4-P-2 To integrate the Civic Center with Downtown, extend the street grid across the site; and interface open spaces, plazas, and buildings with the streets	The proposed Project includes policies that support maintenance and enhancement of the street grid and prohibits interruption of the street grid.	Consistent

**Table 4.1-1
Applicable Community Plan Policy Consistency Analysis**

Policy	Analysis	Consistency
ARTS AND CULTURE		
Public Art		
10.1-P-1 Strengthen the presence of public art in public spaces Downtown, including public parks and plazas; Boulevards, Active Streets, and Green Streets as shown in Figure 7-1.	The proposed Project would accommodate strengthening of public art in public places Downtown. Policy T-P-7 would coordinate transit station design with the transit agency to ensure inviting, enjoyable places, with shade, public art, landscaping, and memorable design features reflective of the surrounding environment. Greenways would provide the opportunity for public art, as well as showcase landscaping features and link Downtown parks, the waterfront, and various outdoor destinations.	Consistent
HISTORIC PRESERVATION		
Identification and Preservation of Historical Resources		
HP-A.5.c. Protect and preserve historic sidewalk stamps, street signs, lampposts, street trees, and other hardscape and cultural landscape elements, in addition to designated historical buildings, structures, and sites that contribute to the historic character of a neighborhood.	The proposed Project includes policies to incorporate existing historical elements into mobility improvements and retain the historic scale of streets. The proposed Project also promotes evaluation of removing the Cedar Street off-ramp, and switching Cedar Street from one-way to two-way traffic to improve pedestrian safety and re-establish the historic connection between Balboa Park, Cortez, Little Italy, and the waterfront. The proposed Project promotes preservation of Historic District's through inclusion of the following policy: PM-P-6: Comply with street design recommendations identified in all Downtown Historic Districts including applicable historical overlays.	Consistent
ECONOMIC DEVELOPMENT		
Economic Development Strategy		
911.3-P-4 Emphasize shared parking and merchant-serving parking approaches, including: <ul style="list-style-type: none"> • Development of parking facilities that serve multiple uses, to enable efficient use of space over the course of the day; • Consider providing parking under all new parks, minimizing ramp impacts to urban design, where not limited by geologic or other constraints; and • Maximize short-term, on-street parking through restriping streets and minimal "red-curbs" where appropriate. 	The proposed Project includes policies to emphasize shared parking approaches and maximize efficient use of parking resources. Specifically, the Mobility Plan includes the following policies: <ul style="list-style-type: none"> • TDM-G-2 A viable set of joint use parking arrangements for evenings, weekends, and holidays that is coordinated with regional transportation planning and demand management programs. • P-P-2 Emphasize shared parking approaches, including: <ul style="list-style-type: none"> ▪ Development of parking facilities that serve multiple uses, to enable efficient use of space over the course of the day; ▪ Parking under new parks that are full-block or larger in size, where not to limited by geological or other constraints; and ▪ Enhance on-street parking through 	Consistent

**Table 4.1-1
Applicable Community Plan Policy Consistency Analysis**

Policy	Analysis	Consistency
	<p align="center">restriping streets where appropriate.</p> <ul style="list-style-type: none"> • P-P-3 Allow off-site and/or shared parking arrangements where appropriate to maximize efficient use of parking resources. • P-P-7 Provide for parking designs and solutions that maximize public on-street parking and also enhances pedestrian and bicycle environments. • P-P-8 Strive to maintain on-street parking availabilities by converting parallel parking to angled parking where possible. 	

4.2 Transportation and Circulation

This section addresses the potential for significant impacts to occur due to increased traffic or to the planned transportation systems from implementation of the proposed Project, beyond what was analyzed within the 2006 PEIR. This section is based on the Mobility Plan, as well as the Technical Report, which are incorporated by reference to this SEIR as described in Section 1.3.4.

4.2.1 Existing Conditions

4.2.1.1 Regulatory Updates

Several key transportation planning efforts and legislative actions of the past decade at the state and local level alike have changed the way community transportation planning is carried out. An overarching theme of these regulations is to achieve a more balanced, multi-modal transportation system that allows people of varying physical and economic conditions to accomplish daily activities without making a single-occupant vehicle trip.

a. California Complete Streets Act and Sustainable Communities Strategy

On September 30, 2008, the State of California approved AB 1358 – The Complete Streets Act. This act required, commencing January 1, 2011, that the legislative body of a city or county plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the General Plan.

In addition, the adoption of the 2008 SB 375 requires metropolitan planning organizations in the state to formulate a SCS to identify how the region will achieve targeted reductions in greenhouse gas emissions from automobiles and light trucks. SB 375 has three major components: (1) use the regional transportation planning process to achieve reductions in GHG emissions; (2) offer CEQA incentives to encourage projects that are consistent with a regional plan that achieves GHG emission reductions; and (3) coordinate the regional housing needs allocation process with the regional transportation process while maintaining local authority over land use decisions.

b. San Diego Association of Governments San Diego Forward

SANDAG's 2015 San Diego Forward plan is the combination and update of the RCP for the San Diego Region and the RTP/SCS. The RTP serves as the regional transportation planning tool for the San Diego region. It is a long-range advisory plan for transit, rail, and bus services, express or managed lanes, highways, local streets, bicycling, and walking. The RTP includes a SCS consistent with SB 375. The vision presented in regional plans is for a compact urban core where more people reside and use fewer resources. This vision includes an integrated, multi-modal transportation system proposing transit investments in specific areas. These include creating a system of high-frequency services on many of the existing local bus routes in the urban core. The plan also proposes constructing Bus Rapid Transit routes and stations to provide access to Downtown San Diego from Escondido, Otay Mesa, Mid-City (San Diego State University), and Coronado.

c. City General Plan Mobility Element

The Mobility Element from the General Plan proposes transportation planning goals and policies related to pedestrian, transit, street and freeway systems, Intelligent Transportation Systems, Transportation Demand Management, bicycling, parking management, airports, passenger rail, goods movement/freight, and regional coordination and financing. The Mobility Element discusses several key topics related to pedestrian-oriented planning, traffic calming techniques, bicycle facility network improvements, and transit priorities. The Mobility Element sets forth several goals that are relevant to the proposed Project, which are outlined in Section 3.4.

d. City Bicycle Master Plan

The Bicycle Master Plan provides a framework for making cycling a more practical and convenient transportation option for a wider variety of people, recognizing changes in bicycle user needs and changes to the City's bicycle network and overall infrastructure. As part of this planning process, 40 high priority projects were identified through a systematic prioritization effort. Eight of the 40 high priority project corridors are located within Downtown, including the following:

- #2 – Broadway, between Park Boulevard and 19th Street (Class III)
- #3 – Ash Street and A Street couplet (Class III)
- #6 – Island Avenue/Market Street connection to Harbor Drive (Class III)
- #7 – Park Boulevard (Class II)
- #9 – 14th Street (Class II)
- #12 – 4th/5th Avenue couplet (Class III)
- #18 – State Street (Class III)
- #26 – 8th Avenue (Class II)

4.2.1.2 Existing Mobility Network

The mobility network within Downtown is composed of diverse elements, including roadway and freeway systems, public transit, light rail, and bicycle and pedestrian infrastructure. The 2006 PEIR did not include extensive information regarding pedestrian and bicycle facilities or activity levels. Information regarding pedestrian, bicycle, and transit facilities is provided below. The existing street network is briefly detailed where changes occurred since the 2006 PEIR.

a. Pedestrian Facilities, Activity Levels, and Safety

Pedestrian facilities include sidewalks, crosswalks, signage, curb ramps, and other amenities such as street trees for shading. The City's 1997 ADA Transition Plan seeks to help create better accessibility and connectivity throughout the City by making all sidewalks and pedestrian ramps ADA compliant. The technical report prepared for the Mobility Plan identifies pedestrian facility deficiencies, including roadway segments with missing sidewalks, missing pedestrian ramps, and non-ADA compliant pedestrian ramps within Downtown (refer to Figure 4-1 of the report). Current inventories indicate that, of the 1,359 potential curb ramp locations, 43 are missing curb ramps and 463 are not ADA compliant.

Downtown comprises a dense network of streets which provide pedestrian connectivity throughout the community. Crossing distances for pedestrians range from 30 to 70 feet, with a majority of intersection locations provided signalized controlled with pedestrian indications. Although pedestrian connectivity is strong within Downtown, connections to adjacent communities are weak due to I-5 forming a barrier around the northern and eastern boundaries of the community, restricting pedestrian access to the adjacent neighborhoods of Golden Hill, Southeastern San Diego, Bankers Hill, and Balboa Park.

The quality of pedestrian facilities was determined by examining three criteria: clear pedestrian zone (existing sidewalk with no obstructions), buffer zone (an area between the sidewalk and the street), and on-street parking. The number and quality of facilities was evaluated using the following:

- *Quality Pedestrian Facility (61%)* – Facility possesses all three of the characteristics (clear pedestrian zone, buffer, and on-street parking).
- *Adequate Pedestrian Facility (27%)* – Facility possesses a clear pedestrian zone and has either a buffer or on-street parking is present.
- *Poor Pedestrian Facility (12%)* – Facility only possesses one or fewer of the three characteristics.

Almost all of Downtown falls within high pedestrian demand locations. When compared to other parts of the City, Downtown has very high population and employment densities, and strong mixes of residential and commercial/retail land uses, helping to drive up both trip attraction and generation values leading to the high pedestrian priority model score.

Several sources of actual walking rates and pedestrian counts indicate the four highest pedestrian counts during both the AM and PM peak hours (7 AM–9 AM and 4 PM–6 PM) occurred along Market Street and Broadway, signifying the importance of pedestrian mobility along these corridors:

AM Peak Hour

- Fifth Avenue and Market Street
- Fourth Avenue and Market Street
- Front Street and Broadway
- First Avenue and Broadway

PM Peak Hour

- Fifth Avenue and Market Street
- Fourth Avenue and Market Street
- Fifth Avenue and Broadway
- First Avenue and Broadway

With regard to pedestrian safety, data was obtained from the City for the period from 2008 to 2013. During this timeframe, 327 pedestrian-involved collisions were reported in Downtown. The most common cause was “pedestrian right-of-way violations,” accounting for 138 (or 42.2 percent) of all pedestrian-involved collisions, which is more than double the second leading cause, “unknown,” with an 18 percent share of collision causes.

b. Bicycle Facilities, Activity Levels, and Safety

Bicycle facilities are an integral component of the transportation system. Adequate bicycle facilities encourage active transportation, enhance recreational opportunities, and help attract visitors. Bikeways not only provide local opportunities for cyclists, but also offer regional connections and connections to transit.

Bicycle facilities are classified based on the standard Caltrans typology as follows:

- **Class I Bikeway (Multi-Use Bike Path)** provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- **Class II Bikeway (Bike Lane)** is designated for the use of bicycles by a striped lane on a street or highway. Bicycle lanes are generally five feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
- **Class III Bike Route (Bike Route)** provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.
- **Class IV Bikeway (Cycle Track)** provides a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic (e.g., grade separation, flexible posts, or on-street parking).

As shown in Figure 4.2-1, there are approximately 15.3 miles of existing bicycle facilities within Downtown, with approximately 70 percent of these facilities classified as Bike Routes. Figures are provided at the end of this chapter. This classification provides cyclists with the lowest level of separation from vehicular travel. A large portion of the Class III facility is the new San Diego Bike Loop. About 22 percent of roadways within the study area have bicycle facilities, which is higher than the citywide total of 12.6 percent.

A majority of the Downtown network reflects high levels of cycling propensity. The lack of bicycle facilities, however, inhibits safe cycling and potentially leads to lower rates of cycling. The corridors of Market Street, Broadway, and 16th Street have relatively higher intersection bicycle volumes during both the AM and PM peak periods. The increased volumes along 16th Street intersections shows the comparatively higher bicycle commute mode share represented in the community's easternmost census tract. Additionally, the 16th Street volumes may be reflective of inter-community bicycle commuting, potentially representing cyclists riding between Downtown and the communities of Greater Golden Hill, Southeastern San Diego, and Barrio Logan. Roadways with relatively high bicycle volumes, however, also experienced bicycle collisions, including both Broadway and 16th Street where multiple collisions occurred according to data obtained from the City for 2008 to 2013. Additional corridors with noteworthy numbers of collisions include Fourth Avenue, Fifth Avenue, Market Street, Ash Street, and Park Boulevard. During the five-year collision analysis period, 11 bicycle-involved collisions were recorded adjacent to San Diego City College and/or San Diego High School (along Park Avenue, B Street, and C Street).

Currently, the sole bicycle facility connecting Downtown and communities to the east is a Class III Bike Route along B Street, which connects to a Class II Bike Lane on Pershing Drive, just east of I-5. Similarly, two east-west facilities, a Class III Bike Route along Broadway in Golden Hill and a Class II Bike Lane along Island Avenue in Southeastern San Diego, could potentially connect Downtown to communities to the east, but they abruptly terminate just east of Downtown.

Sidewalk cycling rates in Downtown were also studied. Relatively higher sidewalk cycling rates are a strong indicator that cyclists do not feel comfortable using the bicycle facility, if present, or mixing with traffic. Within Downtown, sidewalk cycling rates ranged from a low of zero percent along C Street east of Park Boulevard, Broadway east of Park Boulevard and F Street, to a high of 63 percent of cyclists on sidewalks along B Street east of Park Boulevard. These environments may be uninviting for bicyclists to utilize the roadway due to a number of reasons, such as high vehicle volumes, high vehicle speeds, lack of bicycle facility, or no shoulder.

c. Transit Service, Facilities, and Ridership

Transit opportunities are provided by the MTS, offering both bus and Light Rail Trolley (LRT) services, NCTD operating the Coaster commuter rail, and Amtrak operating the passenger train. Figure 4.2-2 displays the existing high frequency transit network, defined as routes with headways of 15 minutes or less during the majority of operating hours, inclusive of trolley, rapid bus, and local bus. Figure 4.2-3 displays transit frequency for all routes within the study area. Broadway, Market Street, Front Street, First Avenue, 4th Avenue, 5th Avenue, 10th Avenue and 11th Avenue currently serve as transit corridors, each with multiple bus routes. In total, there are 25 transit lines that service Downtown with a total of 128 transit stops. For 2013, there were approximately 83,500 transit trips on an average weekday.

The following lists the top five trolley and bus stops in Downtown along with ridership levels, which includes boardings and alightings:

Trolley

- 12th and Imperial (29,444)
- City College (11,816)
- Santa Fe Depot (8,425)
- 5th Avenue Station (7,439)
- Civic Center (6,121)

Bus

- Third Avenue and Broadway (2,333)
- 11th Avenue and C Street (2,004)
- Broadway and Park Boulevard (1,699)
- 11th Avenue and Broadway (1,618)
- First Avenue and Broadway (1,527)

The density of pedestrian and cyclist involved collisions near transit are detailed below, as safety in these locations will be particularly important for bringing about mode shifts and travel changes that also support the City’s Mobility Element.

Transit stop locations with relatively higher numbers of pedestrian and bicycle collisions within 500 feet are listed below with the number of occurrences:

- Broadway / Sixth Avenue (westbound) – 21
- Broadway / Sixth Avenue (eastbound) – 16
- Broadway / Eight Avenue (eastbound) – 15
- Broadway / Fourth Avenue (eastbound) – 15
- Fifth Avenue / G Street – 15
- B Street / Fifth Avenue – 15

d. Street System

The roadways, intersections, and freeways are the same as those within the 2006 PEIR. Figure 4.2-4 shows the existing roadway network. The study area encompasses Downtown San Diego and up to one key intersection (generally ramp intersections) beyond. To be consistent with the 2006 PEIR, the proposed Project focuses on peak hour intersection analysis rather than roadway segment levels of service analysis based on roadway capacity.

LOS is a professional industry standard by which to measure the operating conditions of a given roadway segment or intersection. LOS is defined on a scale of A to F, where LOS A through C represents free-flowing traffic conditions with little or no delay. LOS D represents limited congestion and some delay that is considered acceptable to most people. LOS E and F represent significant delay on local streets, which are generally unacceptable for people and design purposes.

Figure 4.2-5 shows the study area selected for the proposed Project. Study intersections were selected to include all intersections projected to operate at LOS D, E, and F under buildout of the 2006 Community Plan as well as critical intersections that control vehicular flow within the study area, such as freeway ramp intersections and other high activity locations for a total of 107 intersections. The following seven study area intersections are currently operating at LOS F during the AM and/or PM peak hour:

- 2nd Avenue and Cedar Street (AM - LOS F)
- 17th Street and B Street (AM - LOS F)

- Front Street and Broadway (PM - LOS F)
- 16th Street and E Street (AM - LOS F)
- 15th Street and F Street (PM - LOS F)
- 17th Street and G Street (PM - LOS F)
- 19th Street and J Street (PM - LOS F)

Six of the seven failing intersections are located near freeway on- or off-ramps, except the intersection of Front Street and Broadway.

All of the freeway segments along I-5, surrounding the study area, are currently operating at acceptable LOS D or better, with the exception of the following during the peak hour of traffic flow conditions:

- Northbound I-5 between First Street and Sixth Street - LOS E
- Northbound I-5 between Sixth Street and SR-163 - LOS F
- Northbound I-5 between SR-163 and Pershing - LOS E
- Northbound I-5 between Pershing Drive and SR-94 - LOS E
- Southbound I-5 between Pershing Drive and SR-94 - LOS F

4.2.2 Significance Determination Thresholds

Based on a review of Appendix G of the CEQA Guidelines, the City's 2011 Significance Determination Thresholds and thresholds used in the preparation of the 2006 PEIR, for the purposes of this analysis impacts related to air quality would be significant if the project would:

1. Result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system;
2. Result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp;
3. Have a substantial impact upon existing or planned transportation systems;
4. Result in substantial alterations to present circulation movements including effects on existing public access areas; or
5. Conflict with adopted policies, plans, or programs supporting alternative transportation modes.

Due to overlap in the threshold issues and for clarity of analysis, the thresholds evaluated below are grouped into similar headings, where applicable.

4.2.3 Issues 1 and 2: Traffic Capacity

Would the project in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system; or result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?

4.2.3.1 Impact Analysis

The street system is designed to provide for the efficient movement of vehicles along specific corridors with enhancements to pedestrian, cycling, and parking facilities. Autoways identify streets where driving is prioritized. These roadways typically provide for high volume automobile and transit flows into, out of, and through the study area. Autoways are intended to support these high volumes by providing maximum efficiency while also considering safety. The street system within the study area currently consists of both one- and two-way streets, with some streets alternating the permitted directions of travel. Each of the street segments proposed for conversion or road diets were previously identified in Section 3.7.2.5.

Implementation of the proposed Project would not generate any vehicle trips. The primary goal of the proposed Project is to develop a transportation network that accommodates all users including pedestrians, cyclists, drivers, and transit users of all ages and abilities, children, the elderly and the disabled, as well as vehicles. However, the network set forth by the proposed Project would change circulation patterns, prioritize various users throughout the network, and redistribute vehicle traffic; therefore, the proposed Project has the potential to impact intersection operations within Downtown.

Future year traffic volumes within the study area were developed based on the mode share and vehicular growth projected by the hybrid model utilized as part of the Mobility Technical Report. Future traffic generated by neighborhoods within the study area was distributed based on a San Diego Association of Governments Series 12 Select Zone assignment developed for each neighborhood individually. The projected future year traffic on the roadways was then compared to the existing traffic volumes to develop an overall growth factor for the corridor.

Both AM and PM peak hour intersection LOS analyses were performed for the proposed Project. Of the 107 intersections analyzed, a significant impact is anticipated at the 25 intersections (TRF-1). Therefore, impacts would be considered significant and mitigation is required at the following intersections:

- Pacific Highway and Laurel Street
- I-5 northbound off-ramp – Brant Street and Hawthorn Street
- Second Avenue and Cedar Street
- Front Street and Beech Street
- First Avenue and Beech Street
- Fourth Avenue and Beech Street
- 16th Street and E Street
- 15th Street and F Street
- 16th Street and F Street
- 11th Avenue and G Street
- Park Boulevard and G Street
- 13th Street and G Street
- 14th Street and G Street

- First Avenue and A Street
- 17th Street and B Street
- 16th Street and C Street
- Front Street and Broadway
- First Avenue and Broadway
- 11th Avenue and Broadway
- 16th Street and G Street
- 17th Street and G Street
- 11th Avenue and Market Street
- 16th Street and Island Avenue
- 19th Street and J Street
- Logan Avenue and I-5 southbound off-ramp

4.2.3.2 Significance of Impacts

The preferred mobility network set forth by the proposed Project would redistribute vehicle traffic over time as it is built out. As shown above, the proposed Project would result in additional delay at intersections within Downtown as the mobility network is built out under the proposed Project. The proposed Project does not prioritize vehicle operations within Downtown; rather, it proposes a network that accommodates all users including pedestrians, cyclists, drivers, and transit users of all ages. While providing additional and prioritized connections and facilities within the network for all users, the proposed Project would result in LOS F for vehicular traffic at several intersections. Therefore, impacts would be significant and mitigation is required.

4.2.3.3 Mitigation

Mitigation for impacts related to traffic capacity typically involve signaling or adding a dedicated turn lane an intersection, widening a roadway, or removing street parking. Within Downtown, the right-of-way is constrained as the entire area is built out. Therefore, mitigation has been identified and would be implemented over time as the proposed Project is implemented. In some instances, the identified mitigation fully or partially mitigates the impact. In other instances, mitigation would not be feasible, as the physical right-of-way available would preclude implementation.

Mitigation Measure: The City shall implement, as necessary, potential improvements for the identified roadway intersections as described below.

a. Mitigation that Fully Reduces Impact

Mitigation measures detailed below would fully mitigate traffic impact associated with the proposed Project at the following 11 intersections.

- **I-5 northbound off-ramp/Brant Street and Hawthorn Street** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.
- **Second Avenue and Cedar Street** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.

- **Fourth Avenue and Beech Street** – Convert on-street parking to a travel lane on Fourth Avenue between Cedar Street and Ash Street during the AM peak hour.
- **First Avenue and A Street** – Remove on-street parking on the north side of A Street between First and Front avenues as necessary to provide an eastbound left-turn lane.
- **17th Street and B Street** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.
- **16th Street and E Street** – Remove on-street parking on the east side of 16th Street south of E Street as necessary to provide a northbound right-turn lane.
- **Eleventh Avenue and G Street** – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **Park Boulevard and G Street** – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **16th Street and Island Avenue** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.
- **19th Street and J Street** – Restripe the northbound left-turn lane into a northbound left-turn and through shared lane.
- **Logan Avenue and I-5 southbound off-ramp** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.

b. Mitigation that Partially Reduces Impact

The following intersections are currently built to the limits of the existing right-of-way. Full mitigation of the potential traffic impacts associated with the proposed Project would require intersection widening to provide additional lanes. Sidewalks or bicycle facilities would need to be removed or reduced in width, which would result in impacts to non-vehicular modes of travel (pedestrians and bicyclists). As previously discussed in Section 4.2.1.1, an overarching theme of recent state and regional regulations is to achieve a more balanced, multi-modal transportation system that allows people of varying physical and economic conditions to accomplish daily activities without making a single-occupant vehicle trip.

As such, full mitigation measures identified below are considered infeasible. Another option for intersection widening would involve the expansion of current right-of-way through additional property acquisition. Property acquisitions, however, are considered infeasible. In many cases, property acquisitions would require demolition of existing buildings, which in turn could result in additional environmental impacts related to promoting vehicular usage.

Full mitigation measures identified below are considered infeasible at these six study area intersection and are provided only for informational purposes only. Feasible partial mitigation are also provided at these locations, however, impacts associated with the proposed Project would remain significant and unavoidable. The mitigation measures which would partially reduce impacts are included in the MMRP.

- **Front Street and Beech Street**

Full mitigation: Convert on-street parking to a travel lane on Front Street between Cedar Street and Ash Street during the PM peak hour, as well as construct an additional westbound right-turn lane at the Beech Street approach that would require street widening.

Partial mitigation: Convert on-street parking to a travel lane on Front Street between Cedar Street and Ash Street during the PM peak hour.

- **15th Street and F Street**

Full mitigation: Signalization as well as construct an additional westbound through lane at the F Street approach which would require street widening.

Partial mitigation: Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.

- **13th Street and G Street**

Full mitigation: Convert the current eastbound left-turn and through shared lane to a dedicated left-turn lane and construct one additional eastbound through lanes at the G Street approach which would require street widening. Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.

Partial mitigation: Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.

- **14th Street and G Street**

Full mitigation: Construct an additional eastbound through lane at the G Street approach which would require street widening. Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.

Partial mitigation: Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.

- **16th Street and G Street**

Full mitigation: Construct an additional eastbound through lane at the G Street approach which would require street widening. Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.

Partial mitigation: Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.

- **17th Street and G Street**

Full mitigation: Signalization and construct an additional eastbound through lane at the G Street approach which would require street widening. Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.

Partial mitigation: Signalization and convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.

c. Infeasible Mitigation

The following intersections are also currently built to the limits of the existing right-of-way. Intersection widening to provide additional lanes would be required to mitigate the impact to these intersections. Sidewalks or bicycle facilities would need to be removed or reduced in width, which would result in impacts to non-vehicular modes of travel (pedestrians and bicyclists). As previously discussed in Section 4.2.1.1, an overarching theme of recent state and regional regulations is to achieve a more balanced, multi-modal transportation system that allows people of varying physical and economic conditions to accomplish daily activities without making a single-occupant vehicle trip. As such, the mitigation measures identified below are considered infeasible.

Another option for intersection widening would involve the expansion of current right-of-way through additional property acquisition. As previously detailed, property acquisitions, however, are considered infeasible. For these reasons, mitigation measures identified below are considered infeasible and are provided only for informational purposes. Potential traffic impacts associated with the Preferred Alternative impact to these eight study area intersections would remain significant and unavoidable.

- **Pacific Highway and Laurel Street** – Construct an additional eastbound left-turn lane and an additional westbound left-turn lane at the Laurel Street approach, and construct an additional northbound left-turn lane at the Pacific Highway approach, both of which would require street widening.

- **First Avenue and Beech Street** – Convert on-street parking to a travel lane on First Avenue between Cedar Street and Ash Street during the PM peak hour which would require on-street parking removal. Construct an additional eastbound left-turn lane at the Beech Street approach, which would require street widening.
- **16th Street and C Street** – Construct an additional eastbound through lane at the C Street approach, and construct an additional southbound left-turn lane at the 16th Street approach, both of which would require street widening.
- **Front Street and Broadway** – Construct an additional eastbound right-through lane, an eastbound right-turn lane, and an additional westbound left-turn lane at the Broadway approach which would require street widening.
- **First Avenue and Broadway** – Construct an additional westbound right-turn lane, and an additional eastbound through-right lane at the Broadway approach which would require street widening.
- **Eleventh Avenue and Broadway** – Construct an additional northbound through lane at the Eleventh Avenue approach which would require street widening.
- **16th Street and F Street** – Construct an exclusive northbound right-turn lane at the 16th Street approach which would require street widening.
- **Eleventh Avenue and Market Street** – Construct an exclusive northbound right-turn lane at the 11th Avenue approach which would require street widening.

4.2.3.4 Significance after Mitigation

As improvements would not fully reduce impacts at six intersections, and are infeasible at eight intersections, impacts would remain significant and unavoidable.

4.2.4 Issues 3 and 4: Transportation System / Circulation / Public Access

Would the project have a substantial impact upon existing or planned transportation systems; or result in substantial alterations to present circulation movements including effects on existing public access areas?

4.2.4.1 Impacts

As previously detailed in Section 4.2.1.1, state and local regulations of the past decade set the framework for developing the proposed Project. The proposed Project sets forth an integrated transportation network of greenways, sidewalks, bikeways, transit services, and roadways that provides for the safety of all users and travelers, including the elderly, youth, and disabled, both within Downtown and to surrounding communities.

The proposed Project proposes a transportation network that provides convenient access to community resources such as employment centers, parks and the waterfront, cultural and entertainment attractions, and civic uses. Each street typology (i.e., Greenways, Bikeways) is intended to provide movement within Downtown, allowing community members and visitors to go north-south or east-west by any mode. The networks were largely developed parallel and in close proximity to one another, generally offering an emphasized roadway for each mode within each neighborhood. This approach is intended to provide multimodal choices throughout the community. The network also allows for extensive multimodal travel through intersecting networks.

4.2.4.2 Significance of Impacts

The proposed Project sets forth a balanced transportation network that would supersede the existing network from the 2006 PEIR. The proposed Project would enhance access circulation and access within Downtown, including access to resources such as employment centers, parks and the waterfront. Impacts would therefore be less than significant.

4.2.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.5 Issue 5: Alternative Transportation Plans

Would the project conflict with adopted policies, plans or programs supporting alternative transportation modes?

4.2.5.1 Impacts

The proposed Project intends to improve the pedestrian, transit, and bicycle transportation network. To further improve the pedestrian environment, the proposed Project proposes a system of Greenways along select corridors (see Section 3.7.2.1), linking to existing and planned parks, and improving connections to adjacent communities, as well as the waterfront (see Figure 3-2). Greenways are sidewalks that serve as linear parks. The proposed Project also recommends widened sidewalks and landscape features where appropriate, which can serve as a buffer between pedestrians and vehicular traffic. In areas of relatively higher pedestrian demand, the proposed Project suggests increasing the pedestrian crossing phase and exploring the potential of “all walk” signalization, like the intersection of Fifth Avenue and Market Street.

Cycleways prioritize bicyclist travel, and would consist of cycle tracks, buffered bicycle lanes, and bicycle boulevards, as detailed in Section 3.7.2.2. The proposed bicycle network addresses the current lack of connectivity through the center of the study area, as well as the lack of safe facilities traversing the community. The proposed network addresses the high bicycle demand observed by providing a cycle track on C Street and intersecting cycle track along Park Boulevard also serve to improve safety conditions for cyclists near San Diego High School and San Diego City College.

Increasing transit ridership to, from, and within Downtown is an important component of future mobility. Section 3.7.2.3 details the proposed Transitways. These corridors were selected based upon their existing and planned transit services and high transit demand. Transit is a priority along these corridors. The proposed Project also recommends that high-quality transit shelters, bike racks, bike share stations, information kiosks, and other amenities that serve to promote transit and improve the environment and experience for transit users should be considered.

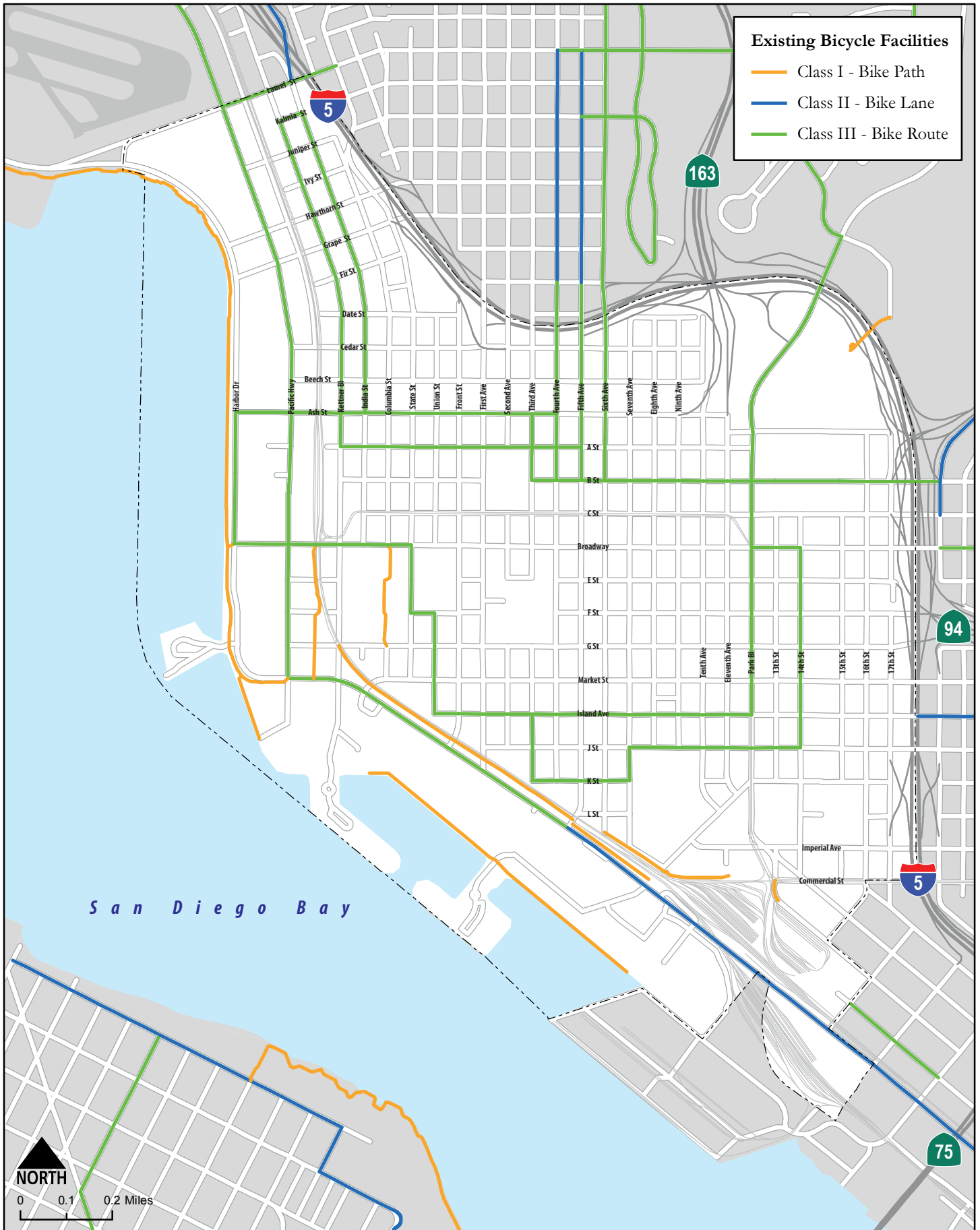
Overall, the proposed Project itself represents an updated guide for alternative transportation within the study area that would improve the network for pedestrians, cyclists, and transit users.

4.2.5.2 Significance of Impacts

The proposed Project intends to improve the pedestrian, transit, and bicycle transportation network. It represents an updated guide for alternative transportation within the study area. As the proposed Project intends to improve the network for pedestrians, cyclists, and transit users, impacts would be less than significant.

4.2.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.



Downtown San Diego Mobility Plan

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Downtown Complete Streets Implementation (Phases 1A-1B-2A)
Appendix A – Supplemental Environmental Impact

Figure 4.2-1

Existing Bicycle Facilities



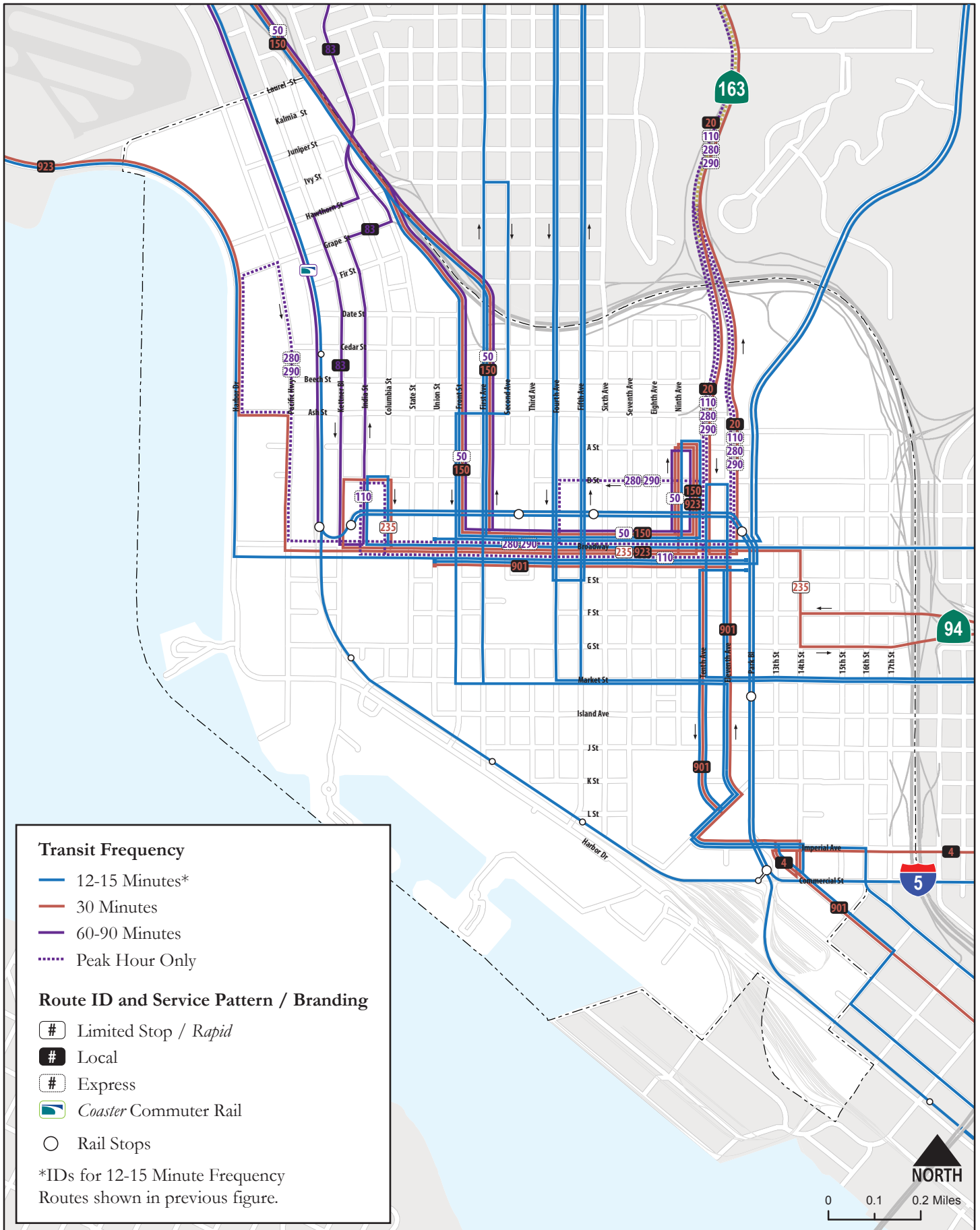
Downtown San Diego Mobility Plan

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Downtown Complete Streets Implementation (Phases 1A-1B-2A)
 Appendix A – Supplemental Environmental Impact

Figure 4.2-2

Existing High Frequency Transit Network

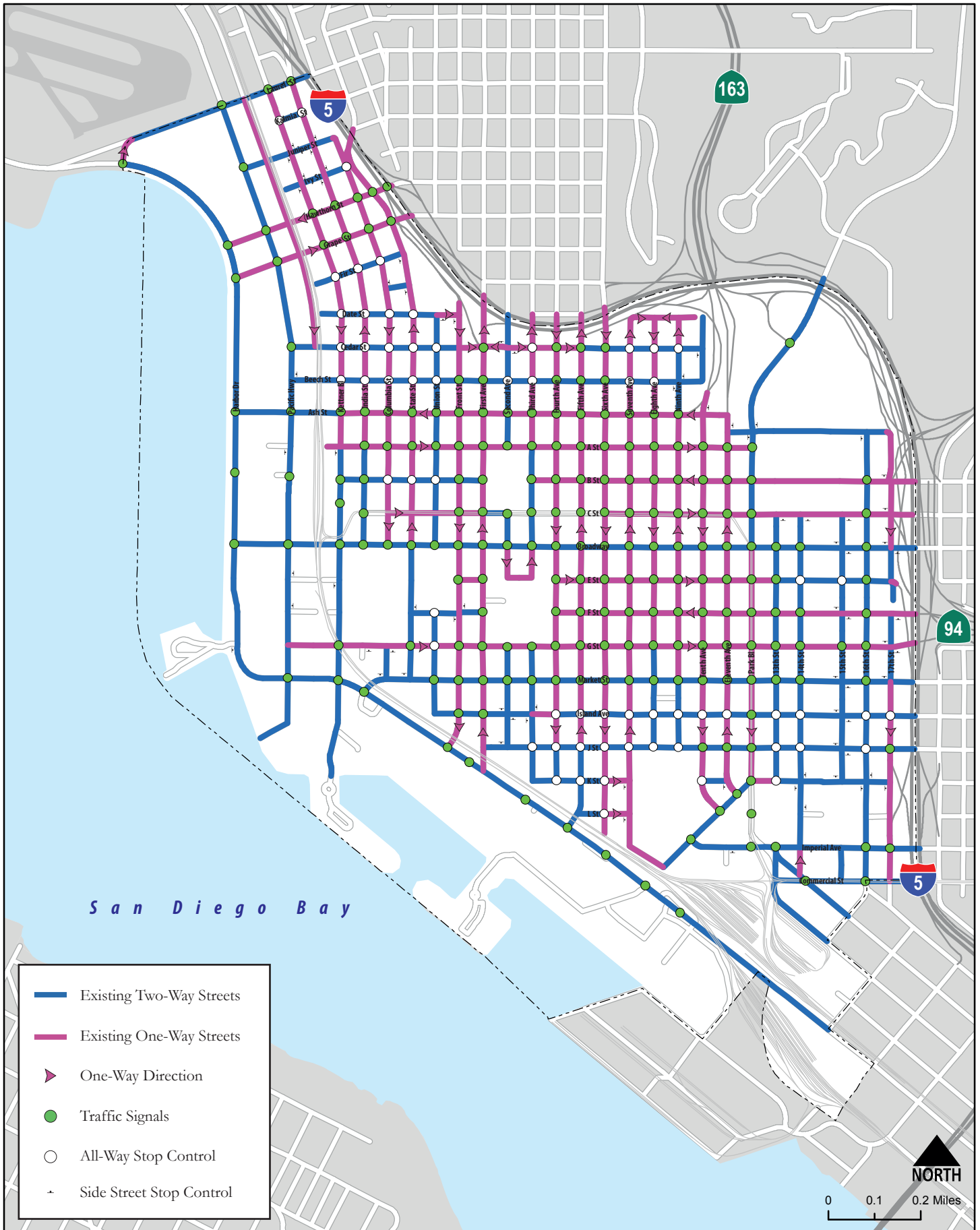


Downtown San Diego Mobility Plan

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Appendix A – Supplemental Environmental Impact

Figure 4.2-3
Existing Transit Frequency
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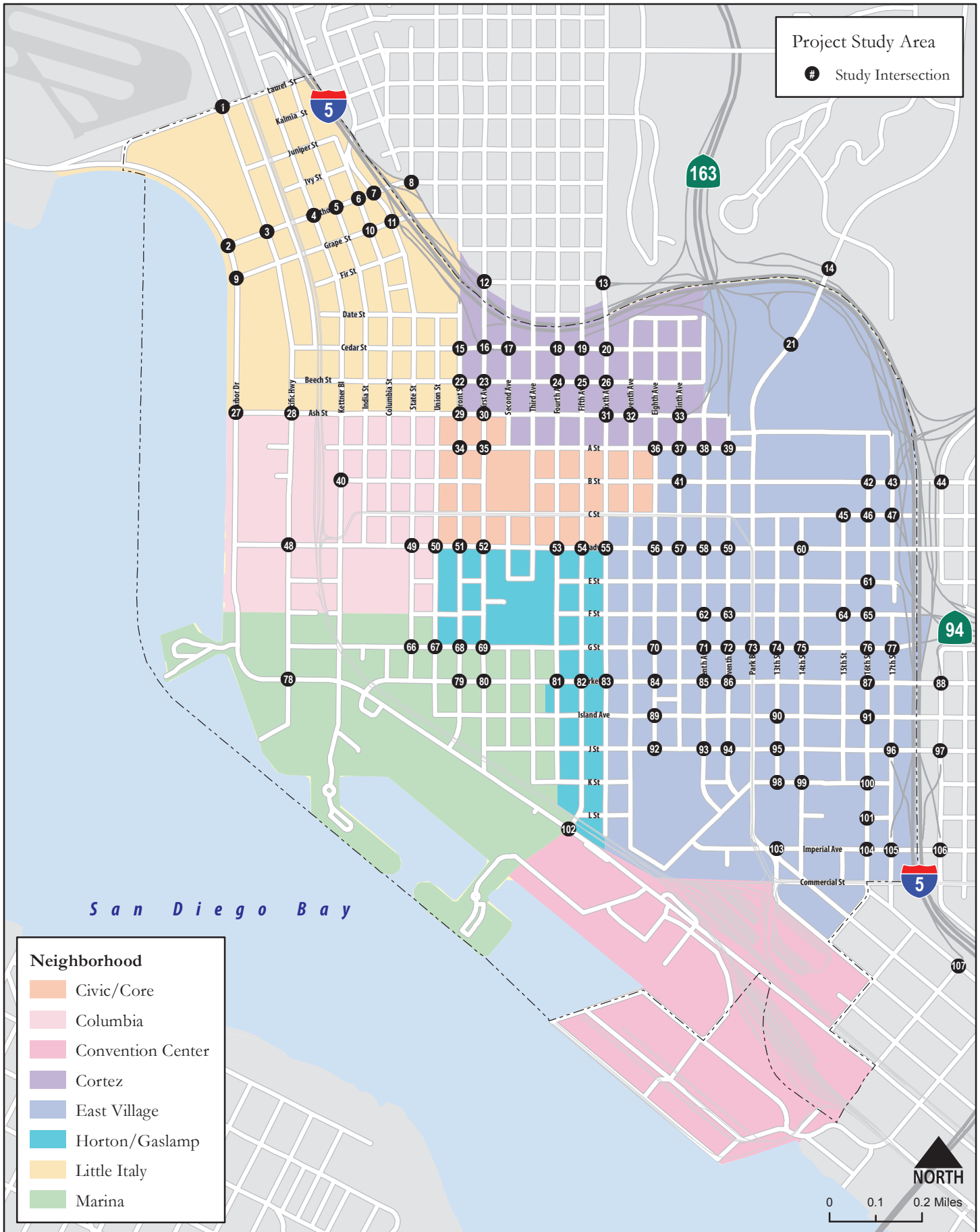
Downtown San Diego Mobility Plan

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Downtown Complete Streets Implementation (Phases 1A-1B-2A)
Appendix A – Supplemental Environmental Impact

Figure 4.2-4

Existing Roadway Network



Downtown San Diego Mobility Plan

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Appendix A – Supplemental Environmental Impact

Figure 4.2-5

Project Study Area and Key Study Intersections

4.3 Air Quality

This section addresses the potential for impacts to occur as associated with the emission of air pollutants during both construction and post-construction that could result from implementation of the proposed Project.

4.3.1 Existing Conditions

Air quality is commonly expressed as the number of days per year in which air pollution levels exceed federal standards set by the U.S. EPA or state standards set by the CARB. As the regulatory setting has changed since the 2006 PEIR, updated regulations are detailed below.

4.3.1.1 Regulatory Framework

Motor vehicles are the San Diego region's leading source of air pollution (County of San Diego 2013). In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD. Emission standards for mobile sources are established by state and federal agencies, such as CARB and the U.S. EPA. Reducing mobile source emissions requires the technological improvement of existing mobile sources and the examination of future mobile sources, such as those associated with new or modification projects (e.g., retrofitting older vehicles with cleaner emission technologies). Since the certification of the 2006 PEIR, the state of California has continued to develop statewide programs to encourage cleaner cars and cleaner fuels. The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile source air pollutants and the measures currently being taken to achieve and maintain healthful air quality in the SDAB.

The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile and stationary sources of air pollutants and what measures are currently being taken to achieve and maintain healthful air quality in the SDAB.

a. Federal Clean Air Act

The federal CAA was enacted in 1970 (and amended several times since) for the purpose of protecting and enhancing the quality of the nation's air resources. The U.S. EPA developed primary and secondary national ambient air quality standards (NAAQS). Since the certification of the 2006 PEIR, the NAAQS have been updated. The current NAAQS are presented in Table 4.3-1 and represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect public health and welfare considering

long-term exposure of the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The SDAB is classified as a federal nonattainment area for ozone.

b. California Clean Air Act

Through the California CAA (1988), the CARB has generally set more stringent limits on the criteria pollutants as shown in Table 4.3-1. Since the certification of the 2006 PEIR, the SDAB is classified as a state nonattainment area for ozone, particulate matter 10 microns or less in diameter (PM₁₀), and particulate matter 2.5 microns or less in diameter (PM_{2.5}).

c. Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) has continued to be a significant public health issue in California. Diesel-exhaust particulate matter emissions have been established as TACs. The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Locally, toxic air pollutants are regulated through the SDAPCD's Regulation XII. Of particular concern statewide are diesel-exhaust particulate matter emissions, and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

CARB has continued to work on developing strategies and regulations aimed at reducing the risk from diesel particulate matter (DPM).

As an ongoing process, CARB continues to establish new programs and regulations for the control of diesel-particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to DPM will continue to decline.

d. State Implementation Plan

The SIP is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SDAPCD adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives.

**Table 4.3-1
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m ³)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹⁰	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹⁰	–	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chroma- tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chroma- tography			

See footnotes on next page.

ppm = parts per million; ppb = parts per billion; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; – = not applicable.

- ¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10} , $\text{PM}_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- ² National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- ³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ⁴ Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁷ Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
- ⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁹ On December 14, 2012, the national annual $\text{PM}_{2.5}$ primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour $\text{PM}_{2.5}$ standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standards of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM_{10} standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ¹¹ On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- ¹² The ARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ¹³ The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- ¹⁴ In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2015a.

e. San Diego Air Pollution Control District

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the RAQS in response to the requirements set forth in the CAA AB 2595 (County of San Diego 1992). Attached, as part of the RAQS, are the Transportation Control Measures (TCMs) for the air quality plan prepared by the SANDAG in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The RAQS and TCM set forth the steps needed to accomplish attainment of state AAQS. The required triennial updates of the RAQS and corresponding TCM were adopted in 1995, 1998, 2001, 2004, and since the certification of the 2006 PEIR, in 2009.

4.3.1.2 Environmental Setting

The city of San Diego is located within the western portion of the SDAB, which encompasses the entire County of San Diego. The westerly, coastal areas of the SDAB typically experience westerly winds that direct pollutants eastward, as described below. The eastern portion of the SDAB is surrounded by mountains to the north, east, and south. The climate and meteorology of the study area remains the same and is discussed in Section 5.8.1.1 of the 2006 PEIR.

The SDAPCD maintains 10 air quality monitoring stations throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. The San Diego – Beardsley Street monitoring station, located near the southern portion of Downtown, is the nearest station to Downtown. The San Diego – Beardsley Street monitoring station measures ozone, NO₂, CO, PM₁₀, and PM_{2.5}. Table 4.3-2 provides a summary of measurements collected at this monitoring station from 2010 to 2014.

Table 4.3-2 Summary of Air Quality Measurements Recorded at the San Diego – Beardsley Street Monitoring Station					
Pollutant/Standard	2010	2011	2012	2013	2014
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	0	0	0	0	2
Days Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	0
Max. 1-hour (ppm)	0.078	0.082	0.071	0.063	0.093
Max 8-hour (ppm)	0.066	0.061	0.065	0.053	0.073
Nitrogen Dioxide					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0	0	0
Max 1-hour (ppm)	0.077	0.067	0.065	0.072	0.075
Annual Average (ppm)	Na	0.014	0.013	0.014	0.013
Carbon Monoxide					
Days State 8-hour Standard Exceeded (9 ppm)	0	0	0	Na	Na
Days Federal 8-hour Standard Exceeded (9 ppm)	0	0	0	Na	Na
Max. 1-hour (ppm)	2.80	2.80	2.60	3.00	Na
Max. 8-hour (ppm)	2.17	2.44	1.81	Na	Na
PM₁₀*					
Measured Days State 24-hour Standard Exceeded (50 µg/m ³)	0	0	0	Na	Na
Calculated Days State 24-hour Standard Exceeded (50 µg/m ³)	0.0	0.0	0.0	Na	Na
Measured Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0	0	0	Na	Na
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0.0	0.0	0.0	Na	Na
Max. Daily (µg/m ³)	40.0	49.0	47.0	Na	Na
State Annual Average (µg/m ³)	23.4	24.0	22.2	Na	Na
Federal Annual Average (µg/m ³)	22.8	23.3	21.8	Na	Na
PM_{2.5}*					
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	1	1	1	Na	Na
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)	1.0	1.1	1.0	Na	Na
Max. Daily (µg/m ³)	39.8	37.4	37.2	Na	Na
State Annual Average (µg/m ³)	Na	10.4	10.2	Na	Na
Federal Annual Average (µg/m ³)	11.0	10.3	10.1	Na	Na
SOURCE: CARB 2015b. Na = Not available. *Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.					

4.3.2 Significance Determination Thresholds

Based on a review of Appendix G of the CEQA Guidelines, the City's 2011 Significance Determination Thresholds and thresholds used in the preparation of the 2006 PEIR, for the purposes of this analysis impacts related to air quality would be significant if the proposed Project would:

1. Conflict or obstruct implementation of the San Diego RAQS or applicable portions of the State Implementation Plan;
2. Result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation; or
3. Expose sensitive receptors to substantial pollutant concentrations, including toxins.

4.3.3 Issue 1: Air Quality Plan Implementation

Would the proposed Project conflict or obstruct implementation of the San Diego RAQS or applicable portions of the State Implementation Plan?

4.3.3.1 Impacts

The California CAA requires areas that are designated nonattainment of state ambient air quality standards to prepare and implement plans to attain the standards by the earliest practicable date. As stated above, the SDAB is designated nonattainment for ozone. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state ozone standards. The two pollutants addressed in the RAQS are VOCs and NO_x, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and industrial growth create challenges in controlling emissions to maintain and further improve air quality. The RAQS, in conjunction with the TCM, were most recently adopted in 2009 as the air quality plan for the region.

The SDAPCD relies, to a certain degree, on land use designations contained in general plan documents and regional transportation plans to prepare air quality plans. SDAPCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that propose development that is equal to or less than population growth projections and land use intensity are inherently consistent. Projects that propose development that is greater than anticipated in the growth projections warrant further analysis to determine consistency with RAQS and the SIP.

The proposed Project itself is a guide for the mobility network within Downtown and would not generate any vehicle trips. The Mobility Plan includes a variety of improvements to the transportation network to accommodate pedestrians, bicycles, and vehicles, in a balanced network. Planned improvements would occur within the existing street rights-of-way and

would better accommodate and improve the experience for pedestrians and bicyclists, and improve overall connectivity.

The proposed Project would not result in a change in land use or an increase in density in Downtown. Rather, the proposed Project would directly support various policies specified in the General Plan and Downtown Community Plan through the development of a balanced multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit experience. Open space and connections for multiple modes would be supported through the provision of Greenways which would prioritize pedestrian travel with wide walkways and showcase landscaping features and roadway designs that slow vehicular traffic. The proposed Project would also enhance livability of Downtown and provide better integration and connectivity to parks and other areas of interest.

The proposed Project would not increase trips within nor would it attract trips to Downtown. The Mobility Plan would redistribute vehicle traffic, pedestrians, and cyclists within the study area as suggested improvements are carried out over buildout. The proposed Project would not conflict with regional air quality planning because it would implement many of the strategies and policies established by regional plans to reduce air pollution. Therefore, the proposed Project would not conflict or obstruct implementation of the regional air quality plans.

4.3.3.2 Significance of Impacts

The proposed Project would not result in a change in land use or an increase in density in Downtown; nor would it attract or generate new vehicular trips. The proposed Project would not conflict with regional air quality planning because it would implement many of the strategies and policies established by regional plans to reduce air pollution. Thus, the proposed Project would not conflict with or obstruct implementation of the regional air quality plans. Impacts would be less than significant.

4.3.3.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

4.3.4 Issue 2: Air Emissions

Would the proposed Project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

4.3.4.1 Impacts

Air quality impacts can result from the operation and construction of projects that would be implemented under the proposed Project. Operational impacts can occur on two levels: regional impacts resulting from growth-inducing development, or local hot-spot effects stemming from sensitive receivers being exposed to substantial concentration to localized pollutants and toxins. Construction impacts are temporary and result from fugitive dust, equipment exhaust,

and indirect effects associated with construction workers and deliveries. Both are discussed below.

The proposed Project itself is a guide for the mobility network within Downtown and would not generate any vehicle trips. The proposed Project would not result in a change in land use or an increase in density. The Mobility Plan would however redistribute vehicle traffic, pedestrians, and cyclists within Downtown as suggested improvements are carried out over Plan buildout. Implementation of the proposed Project would not result in an increase in mobile source air emissions. Thus, operation would not result in an increase in regional emissions, and maximum daily operation emissions are projected to be less than the applicable thresholds for all criteria pollutants.

Construction of the proposed Project would result in an increase in short-term, temporary air emissions of criteria pollutants. Construction activities would result in air pollutant emissions as a result of ground disturbance and exhaust from off-road construction vehicles (e.g., graders, loaders, dozers, and backhoes, etc.), and on-road vehicles (e.g., equipment and materials delivery, and construction workers driving to and from the sites). Emissions would vary from day to day, depending on the location, level of activity, specific type of construction activity, and prevailing weather conditions. But overall, impacts would be minor as all work would be confined to existing road rights-of-way with only minor grading required.

Construction emissions were analyzed in the 2006 PEIR. It was concluded that particulates generated during construction activities could exceed local standards and pose a health risk to nearby sensitive receptors. However, construction of improvements associated with the proposed Project would be of much a smaller scale than what was analyzed in the 2006 PEIR, which is focused on large, infill development projects. In order to determine the potential impacts associated with construction of future improvements, emissions due to construction of a one-mile road diet project were calculated.

Specific construction phasing and equipment parameters for the proposed Project are not known at this time. Daily construction-related emissions were quantified based on similar corridor improvement projects that contain numerous elements to enhance pedestrian and bicycle safety. Such street improvements would include widened medians with additional landscaping, wider sidewalks with shade trees, additional crosswalks/curb ramps, and bicycle lanes. The analysis was based on a similar project with phased improvements along an approximately one-mile corridor, with the intention to replicate the results of potential construction projects along several segments undergoing construction at the same time within close proximity. Construction would include demolition of the existing road surfaces, curb and gutters, and sidewalks. Excavation quantities are based on a depth of 6 inches to remove the roadway and sub-base. Hauling quantities are based on the assumption that 3 inches of sub-base would be hauled in to construct the new road surface. Table 4.3-3 summarizes the construction equipment parameters.

Table 4.3-3 Potential Construction Equipment by Phase				
Typical Equipment	Demo/ Clearing	Grading/ Excavation	Drainage/Sub-base/ Utilities	Paving
Concrete Pumps			X	
Concrete Trucks			X	
Dump Trucks	X		X	X
Bulldozers	X	X	X	
Excavators				
Cranes	X			
Welding Equipment	X			
Skiploaders	X	X	X	X
Wheeled Front-end Loaders	X	X	X	X
Ground Compactors		X	X	
Graders		X	X	
Scrapers		X		
Backhoe/Loaders	X	X	X	
Asphalt Pavers				X
Cold Planers				X
Flatbed Trucks			X	X
Rollers				X

Construction-related pollutants that result from these activities is dust which is raised during demolition and grading, and emissions from construction vehicles. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in Regulation 4, Rules 52, 54, and 55, of the SDAPCD's rules and regulations.

Based on these rules, the following fugitive dust-control measures are included in the modeling as part of the project design:

1. All active construction areas watered at least two times daily and during dust-generating activities to reduce dust emissions. Alternative SDAPCD dust control agents may be applied as an alternative to watering.
2. Dirt and debris tracked onto paved surfaces swept up immediately to reduce resuspension of particulate matter caused by vehicle movement.
3. Approach access routes to construction sites cleaned daily of construction-related dirt in dry weather.

Table 4.3-4 shows the projected maximum daily emissions from construction for each criteria pollutant. The Road Construction Model output for construction emissions is contained in Appendix A. The SDAPCD does not provide specific numerics for determining the significance of construction and operational source-related impacts. However, the SDAPCD does specify Air

Quality Impact Analysis trigger levels for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). Although these trigger levels do not generally apply to construction or mobile sources, for comparative purposes these levels are used by the City to evaluate the increased emissions that would be discharged to the SDAB if the project were approved.

However, SDAPCD Rules 20.2 and 20.3 do not specify thresholds for reactive organic gases (ROG) or PM_{2.5}. The threshold for ROG is based on the U.S. EPA General Conformity Rule, which equates ROG and NO_x emissions under the CAA and applies the same limitation on ROG and NO_x emissions in ozone non-attainment areas (Federal Register 2010). The PM_{2.5} threshold is equated to PM₁₀ as the County is a federal PM_{2.5} and PM₁₀ attainment area. Furthermore, based on the South Coast Air Quality Management District (SCAQMD) Final Methodology to Calculate PM_{2.5} and PM_{2.5} Significance Thresholds, the SCAQMD PM_{2.5} threshold was developed based on the CAA General Conformity Rule *de minimis* limits (SCAQMD 2006). As the *de minimis* limits in the SDAB are identical for PM₁₀ and PM_{2.5}, the threshold is set equal for maximum daily emission limits. The air quality thresholds used in this analysis are shown in Table 4.3-4. For assessing the significance of the air quality emissions resulting during construction of the project, the construction emissions were compared to these thresholds. As seen in Table 4.3-4, maximum daily construction emissions are projected to be less than the applicable thresholds for all criteria pollutants.

Typical Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition/Site Preparation	4	42	24	0	73	17
Grading/Excavation	18	184	85	0	80	23
Drainage/Utilities/Sub-grade	11	98	58	0	77	20
Paving	4	34	28	0	2	2
Maximum Daily	18	184	85	0	80	23
Significance Threshold	250	250	550	250	100	100
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

4.3.4.2 Significance of Impacts

Implementation of the proposed Project would not result in an increase in mobile source air emissions. Operation-related impacts would be less than significant. In addition, maximum daily construction emissions are projected to be less than the applicable thresholds for all criterion pollutants. Construction impacts would also be less than significant.

4.3.4.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

4.3.5 Issue 3: Sensitive Receptors

Would the proposed Project expose sensitive receptors to substantial pollutant concentrations, including toxins?

4.3.5.1 Impacts

a. Carbon Monoxide Hot Spots

Localized impacts to sensitive receivers could result from CO hot spots and exposure to DPM. Both are discussed below.

Small-scale, localized concentrations of CO above the state and national standards have the potential to occur near congested intersections. Appropriate procedures and guidelines to determine whether a project poses the potential for a CO hot spot are contained in *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol; U.C. Davis Institute of Transportation Studies 1997). According to the CO Protocol, projects that increase the percentage of vehicles in cold start modes by 2 percent or more, significantly increase traffic volumes over existing volumes, or worsen traffic flow have the potential to result in CO hotspots. The CO Protocol defines a significant increase in traffic as an increase in average daily traffic (ADT) from all roadways of 5 percent or more. Worsening traffic flow is defined for signalized intersections as increasing average delay at intersections operating at LOS E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F with the project. Un-signalized intersections are not considered as potential candidates for CO hot spots, as un-signalized intersections are typically signalized when significant delays in traffic are identified.

As a part of the 2006 PEIR, an evaluation of the potential for future CO hot spots as result of implementation of the Downtown Community Plan was conducted. Based on anticipated traffic congestion, the intersections with the potential for the highest CO levels near sensitive land uses in the development area were analyzed. Based on this analysis, no future CO hot spots are forecast at any intersection in Downtown with the additional traffic generated by the Downtown Community Plan. Thus, CO hot spot impacts were considered less than significant.

The proposed Project would not result in a change in land use or an increase in density in Downtown, nor would it increase or attract trips within Downtown. Planned improvements would occur within the existing street rights-of-way and would better accommodate and improve the experience for pedestrians and bicyclists and improve overall connectivity. Thus, consistent with the certified 2006 PEIR, no future hot spots are anticipated with implementation of the proposed Project.

Construction-related activities would result in short-term emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment. Diesel PM was identified as a toxic air contaminant by CARB in 1998. Generation of diesel PM from construction projects typically occurs in a single area for a short period. Construction of the proposed Plan would be in segments, or phases, and would occur in different locations over many years. The use of

diesel-powered construction equipment in any one area would likely occur for no more than a few weeks and would cease when construction was completed in that area. The amount of emissions to which the receptors are exposed is the primary factor used to determine health risk. Due to the short exposure period, and the implementation of EPA and CARB requirements for cleaner fuels, diesel engine retrofits, and new low-emission diesel engine types, diesel PM generated by project construction is not expected to affect nearby sensitive receptors.

4.3.5.2 Significance of Impacts

Similar to the conclusions in the 2006 PEIR, no future CO hot spots are forecast at any intersection in Downtown with implementation of the proposed Plan. Due to the short exposure period, and the ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels, diesel engine retrofits and new low-emission diesel engine types, diesel PM generated by project construction is not expected to affect nearby sensitive receptors. Therefore, CO hot spot impacts and localized impact from DPM would be less than significant.

4.3.5.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

4.4 Noise

This section evaluates potential noise impacts associated with construction and post-construction daily operations that could result from implementation of the proposed Project. Specifically, this section addresses potential noise impacts related to exposing persons to noise in excess of applicable noise ordinance standards and to temporary and permanent increases in ambient noise levels.

4.4.1 Existing Conditions

4.4.1.1 Regulatory Framework

The existing setting for noise, including the fundamentals of noise, were described in Section 5.7.1.1 of the 2006 PEIR; however, regulations adopted since the 2006 PEIR are summarized below.

a. City General Plan

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Table 4.4-1 provides the allowable noise levels by land use as identified in the City's General Plan.

As shown, the “compatible” noise level for noise sensitive land uses, including single- and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

Exterior noise levels ranging between 65 and 70 CNEL are considered “conditionally compatible” for multiple units, mixed-use commercial/residential, live work, and group living accommodations. For single-family units, mobile homes, and senior housing, exterior noise levels ranging between 60 and 65 CNEL are considered “conditionally compatible.” Conditionally compatible uses are permissible, provided interior noise levels will not exceed 45 CNEL. Therefore, projects sited on land that falls into the “conditionally compatible” noise environment require an acoustical study.

**Table 4.4-1
City of San Diego Noise and Land Use Compatibility Guidelines**

Land Use Category	Exterior Noise Exposure [CNEL]			
	60	65	70	75
<i>Open Space, Parks, and Recreational</i>				
Community and Neighborhood Parks; Passive Recreation				
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Water Recreational Facilities; Horse Stables; Park Maintenance Facilities				
<i>Agricultural</i>				
Crop Raising and Farming; Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables				
<i>Residential</i>				
Single Units; Mobile Homes; Senior Housing	45			
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations	45	45		
<i>Institutional</i>				
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities	45			
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)	45	45		
Cemeteries				
<i>Sales</i>				
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories		50	50	
<i>Commercial Services</i>				
Building Services; Business Support; Eating and Drinking; Financial Institutions; Assembly and Entertainment; Radio and Television Studios; Golf Course Support		50	50	
Visitor Accommodations	45	45	45	
<i>Offices</i>				
Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters		50	50	
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>				
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking				
<i>Wholesale, Distribution, Storage Use Category</i>				
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution				
<i>Industrial</i>				
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries				
Research and Development			50	
Notes:				
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.	
		Outdoor Uses	Activities associated with the land use may be carried out.	
	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.	
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.	
	Incompatible	Indoor Uses	New construction should not be undertaken.	
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.	
SOURCE: City of San Diego 2008.				

b. Municipal Code

Construction Noise

Construction noise is regulated by the San Diego Municipal Code. Section 59.5.0404 of the City Municipal Code, the Noise Abatement and Control Ordinance, states that:

It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise...

...it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

Noise Abatement and Control Ordinance

Section 59.5.0101 et seq. of the City Municipal Code, the Noise Abatement and Control Ordinance, regulates the sources of disturbing, excessive, or offensive noises within the City limits. Sound level limits are established for various types of land uses and are measured in one-hour averages. The 1-hour, A-weighted equivalent sound level, $L_{eq(1)}$, is the energy average of the A-weighted sound levels occurring during a 1-hour period. The Ordinance states that it is unlawful for any person to cause noise by any means to the extent that the 1-hour average sound level exceeds the applicable limit given for that land use. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

c. California Code of Regulations Title 24 Interior Noise Building Standards

Interior noise levels for dwellings other than detached single-family dwellings are regulated by Title 24 of the California Code of Regulations (CCR), California Noise Insulation Standards. Title 24, Chapter 12, Section 1207, of the California Building Code requires that interior noise levels, attributable to exterior sources, not exceed 45 CNEL in any habitable room within a residential structure. A habitable room in a building is used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable spaces. Additionally, acoustical studies must be prepared for proposed residential structures located where the exterior noise level exceeds 60 CNEL. The studies must demonstrate that the design of the building would reduce interior noise to 45 CNEL in habitable rooms. If compliance requires windows to be inoperable or closed, the structure must include ventilation or air-conditioning (24 CCR 1207 2010).

d. Airport Land Use Compatibility Plan

The adopted ALUCP for the SDIA contains policies that limit residential uses in areas experiencing noise above 60 CNEL by placing conditions on residential uses within the 60 CNEL contour. Table 4.4-2 provides the allowable noise levels by land use.

e. Downtown Community Plan

The Downtown Community Plan further refines the General Plan for applicability to Downtown, for such Downtown noise generators as aircrafts, trains, urban traffic, and commercial uses. With respect to aircraft and train noise, while these noise sources cannot be contained, the effects on Downtown residences and commercial uses can be reduced through building techniques and noise mitigating materials. Compliance with the City's Municipal Code for residential noise levels is included.

4.4.1.2 Existing Noise Environment

The dominant noise source in Downtown is traffic on roadways. Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. The road generating the greatest noise level is I-5. Ambient noise levels were measured at seven noise-sensitive sites in Downtown as a part of the 2006 PEIR. Measured noise levels ranged from 61.4 to 70.4 A-weighted [dB(A)] hourly sound level [L_{eq}]. While regional growth has resulted in an increase in traffic volumes and associated noise levels since the preparation of the 2006 PEIR, the overall noise environment in the Community Plan area is the same.

Aircraft is another noise source within Downtown. The SDIA is located less than two miles away to the northwest. The 65 CNEL contour extends into the northwest corner of the Community Plan area. Areas north of Grape Street experience noise in excess of 65 CNEL.

Freight and commuter rail and the San Diego Trolley operate on the railroad tracks along the southern and western boundaries of Downtown. Noise associated with the railroad includes freight and trolley travel, horns, emergency signaling devices, and stationary bells at grade crossings. Average hourly noise levels generated by railroad activity do not exceed 65 CNEL. Diesel train engines may produce short-term levels of 85 dB(A) during maneuvering events, but the duration of the noise is insufficient to create a measurable noise constraint except near the station where engines idle continuously during train turn-arounds.

Table 4.4-2 Airport Noise Compatibility Criteria				
Land Use Category ^a Note: Multiple categories may apply to a project	Exterior Noise Exposure (CNEL)			
	60-65	65-70	70-75	75+
Residential				
Single-family, Multi-family	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Single Room Occupancy (SRO) Facility	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Group Quarters ^b	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Commercial, Office, Service, Transient Lodging				
Hotel, Motel, Resort	45/50	45/50	45/50	45/5
Office – Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Drug Store, Pet Store)			50	50
Service – Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)			50	50
Service – Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels,			50	50
Service – High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel,			50	50
Sport/Fitness Facility			50	50
Theater – Movie/Live Performance/Dinner		45	45	45
Educational, Institutional, Public Services				
Assembly – Adult (Religious, Fraternal, Other)	45	45 ¹	45 ¹	45 ¹
Assembly – Children (Instructional Studios, Cultural Heritage Schools, Religious,	45			
Cemetery				
Child Day Care Center/Pre-K	45			
Convention Center				
Fire and Police Stations			50	50
Jail, Prison		45/50	45/50	45/5
Library, Museum, Gallery		45	45	45
Medical Care – Congregate Care Facility, Nursing and Convalescent Home ^b	45			
Medical Care – Hospital	45			
Medical Care – Out-Patient Surgery Centers	45			
School for Adults – College, University, Vocational/Trade School	45	45 ¹	45 ¹	
School – Kindergarten through Grade 12 (Includes Charter Schools)	45			
Industrial				
Junkyard, Dump, Recycling Center, Construction Yard				
Manufacturing/Processing – General				
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Manufacturing/Processing of Hazardous Materials ⁴				
Mining/Extractive Industry				
Research and Development – Scientific, Technical				
Sanitary Landfill				
Self-Storage Facility				
Warehousing/Storage – General				
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials ⁴				
	Compatible: Use is permitted.			
	Conditionally Compatible: Use is permitted subject to stated conditions.			
	Incompatible: Use is not permitted under any circumstances			
45	Indoor uses: building must be capable of attenuating exterior noise to 45 CNEL.			
50	Indoor uses: building must be capable of attenuating exterior noise to 50 CNEL.			
45/50	Sleeping rooms must be attenuated to 45 CNEL and any other indoor areas must be attenuated to 50 CNEL.			
1	Aviation easement must be dedicated to the Airport owner/operator.			
2	New residential use is permitted above the 70 CNEL contour only if the current General/Community Plan designation allows for residential use. General/Community Plan amendments from a nonresidential designation to a residential designation are not permitted.			
3	Refer to Appendix A of the SDIA Land Use Compatibility Plan for definition of Assembly – Children.			
4	Refer to Appendix A of the SDIA Land Use Compatibility Plan for definitions of manufacturing, processing and storage of hazardous materials.			
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A of the SDIA Land Use Compatibility Plan.			
b	If this land use would occur within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.			
SOURCE: San Diego County Regional Airport Authority 2014.				

4.4.2 Significance Determination Thresholds

Based on a review of Appendix G of the CEQA Guidelines, the City's 2011 Significance Determination Thresholds and thresholds used in the preparation of the 2006 PEIR, for the purposes of this analysis impacts related to noise would be significant if the proposed Project would:

1. Result in the exposure of people to noise levels which exceed the City's Noise Abatement and Control Ordinance;
2. Expose habitable areas of residences, hospitals, and hotels to interior noise levels in excess of 45 CNEL;
3. Expose required outdoor open space in residential developments to exterior noise levels in excess of 65 CNEL;
4. Expose public parks and plazas to exterior noise levels in excess of 65 CNEL; or
5. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed Plan.

Due to overlap in the threshold issues and for clarity of analysis, the thresholds evaluated below are grouped into similar headings, where applicable.

4.4.3 Issue 1: Noise Abatement and Control Ordinance

Would the proposed Project result in the exposure of people to noise levels which exceed the City's Noise Abatement and Control Ordinance?

4.4.3.1 Impacts

a. On-site Generated Noise

Stationary sources of noise include activities associated with a given land use. For example, within residential areas noise sources include dogs, landscaping activities, and parties. Commercial uses include restaurants, shopping areas, and parking garage facilities. Sources of noise in industrial and manufacturing areas include heavy machinery and truck loading/unloading. Noises from these types of activities would be considered normal environmental noises that would be expected to occur within these types of land uses and are not typically considered significant sources of noise. The City's Municipal Code regulates excessive noises resulting from these types of activities.

The proposed Project includes a variety of improvements to the Downtown transportation network to accommodate pedestrians, bicycles, and vehicles, in a balanced network. Planned improvements would occur within the existing street rights-of-way and would better accommodate and improve the experience for pedestrians and bicyclists, and improve overall

connectivity. The proposed Project would not result in a change in land use or an increase in density in Downtown. Rather, the proposed Project would directly support various policies specified in the Downtown Community Plan through the development of a balanced multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit experience. The proposed Project would not introduce new land uses that would generate stationary noise or require the installation or use of mechanical equipment or activities that would generate noise. Thus, operation of proposed Project would not generate noise levels in excess of standards established in the City's Noise Abatement and Control Ordinance.

b. Construction Noise

Noise impacts from construction of the proposed improvements under the Mobility Plan are a function of the noise generated by equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Prediction of construction noise impacts is based on the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (FHWA 2006). Maximum construction equipment noise levels used in the model and shown in Table 4.4-3 are based on data collected during construction of the Central Artery/Tunnel in Boston, Massachusetts, which is the largest urban construction project ever conducted in the United States.

The model also employs an "acoustic usage factor" to estimate the percentage of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction phase. As shown in Table 4.4-3, maximum noise levels generated by typical construction equipment operating at full power ranges from approximately 70 dB(A) to 95 dB(A) at 50 feet. Construction equipment noise attenuates at a rate of 6 to 7.5 dB(A) per doubling of distance over hard and soft sites, respectively.

During excavating, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities.

Specific construction phasing and equipment parameters for the proposed Project are not known at this time. Based on typical roadway construction practices, a typical daily work area would have an average linear working distance of 300 feet. Due to the urban area and the relatively short block lengths, this would be a conservative assumption for construction. A receiver was modeled at the edge of the roadway, approximately 50 feet from the centerline of construction. Assuming the receiver is centered on the construction, the equipment would pass the receiver at a nearest point 50 feet away and up to 150 feet at either end. This would result in an average distance of 150 feet from the center of construction activity. At 150 feet, short-term noise levels may reach as high as 85 dB(A) maximum sound level (L_{max}) for very short periods, typically less than a few seconds, as pieces of equipment pass by with the engines under full load and hourly average noise levels near the edge of the construction areas would be 75 dB(A) L_{eq} or less.

Table 4.4-3 Typical Maximum Construction Equipment Noise Levels		
Equipment	Noise Level at 50 feet [dB(A) L _{max}]	Acoustic Usage Factor ¹
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
<i>In situ</i> Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%

SOURCE: Federal Highway Administration 2006; Thalheimer 2000.
KVA = kilovolt amps; L_{max} = maximum sound level
¹ Acoustic Usage Factor represents the percent of time that the equipment is assumed to be running at full power.

As discussed in Section 4.4.1.2, construction noise is regulated by the City Municipal Code (Section 59.5.0404). This ordinance limits the hours of allowable construction activities and establishes performance standards for construction noise. Compliance with this ordinance would avoid significant noise impacts related to construction activity.

4.4.3.2 Significance of Impacts

The proposed Project would not introduce new land uses that would generate stationary noise or require the installation or use of mechanical equipment or activities that would generate

noise. Thus, implementation and operations under the proposed Project would not generate noise levels in excess of standards established in the City's Noise Abatement and Control Ordinance. Compliance with the Noise Abatement and Control Ordinance would also avoid significant noise impacts related to construction activity associated with implementation of improvements under the Mobility Plan. Impacts would be less than significant.

4.4.3.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

4.4.4 Issue 2: Interior Noise

Would the proposed Project expose habitable areas of residences, hospitals, and hotels to interior noise levels in excess of 45 CNEL?

4.4.4.1 Impacts

a. Vehicle Noise

The roadways, intersections, and freeways that exist within the study area are the same as those within the 2006 PEIR. As identified in the 2006 PEIR, roadway segments in Downtown, as well as the I-5, are expected to carry traffic volumes which would create traffic noise in excess of 65 CNEL, and could therefore result in interior noise levels in excess of 45 CNEL.

The proposed Project provides a guide for the mobility network within Downtown and would not generate any vehicle trips. None of the mobility improvements would place vehicle travel lanes closer to sensitive receptors. Although the mobility network set forth by the proposed Project would redistribute vehicle traffic, the proposed Project is not expected to result in an audible change in noise levels when compared to what was analyzed in the 2006 PEIR.

Additionally, the Downtown Community Plan contains Policy 13.4-P-3 which requires construction techniques such as greater insulation, reinforced windows, ventilation systems, and limited outdoor exposure in areas of 65 dB(A) CNEL or greater. This policy is consistent with the City's Municipal Code and serves to further reduce exposure to habitable areas.

b. Other Sources of Transportation Noise

The proposed Project would not affect aircraft operations at the SDIA or trolley and freight operations on the railroad in Downtown. Aircraft- and railroad-related policies in the Downtown Community Plan would continue to be implemented to reduce noise impacts.

4.4.4.2 Significance of Impacts

Because policies are in place that would reduce interior noise levels and noise levels would not increase from the proposed Project, impacts would be less than significant.

4.4.4.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No new mitigation is required.

4.4.5 Issue 3 and 4: Exterior Noise

Would the proposed Plan expose required outdoor open space in residential developments to exterior noise levels in excess of 65 CNEL; or expose public parks and plazas to exterior noise levels in excess of 65 CNEL?

4.4.5.1 Impacts

The roadways, intersections, and freeways that exist within the study area are the same as those within the 2006 PEIR. As identified in the 2006 PEIR, roadway segments in Downtown, as well as I-5, carry traffic volumes which would create traffic noise in excess of 65 CNEL, and thus could expose required outdoor open space for residential, and parks and plazas, to noise levels considered unacceptable. As discussed under Issue 2, none of the mobility improvements would place vehicle travel lanes closer to sensitive receptors, however, the mobility network set forth by the proposed Plan would redistribute vehicle traffic when compared to what was analyzed in the 2006 PEIR. The redistribution would not result in a doubling of traffic volumes on any Downtown roadway. Thus, noise level increases associated with traffic redistribution would not be audible (i.e., would be less than 3 dB). Thus, no new significant impacts from traffic noise would occur to these uses as a result of the proposed Project.

Additionally, policies in the General Plan would reduce traffic noise exposure because they set standards for the siting of sensitive land uses. General Plan policy NE-A.4 requires an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines. Site-specific exterior noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the City’s General Plan would be required as part of future discretionary proposals.

The proposed Project would also not affect aircraft operations at the SDIA or trolley and freight operations on the railroad in Downtown. Aircraft- and railroad-related policies in the Downtown Community Plan would continue to be implemented to reduce noise impacts.

4.4.5.2 Significance of Impacts

While the proposed Plan would result in a redistribution of traffic volumes on Downtown roadways due to the change in priorities on roadways, policies are in place that would reduce interior noise levels. The proposed Project would not result in an audible change in noise levels, and impacts would be less than significant.

4.4.5.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No new mitigation is required.

4.4.6 Issue 5: Ambient Noise

Would the proposed Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed Project?

4.4.6.1 Impacts

A significant impact would occur if the proposed Project resulted in or created a significant increase in the existing ambient noise levels. Studies have shown that the average human ear can barely perceive a change in sound level of 3 dB(A). A doubling of the traffic volume on a given roadway would result in a 3 dB(A) increase in noise. A change of at least 5 dB(A) is considered a readily perceivable change in a normal environment. A 10 dB(A) increase is subjectively heard as a doubling in loudness and would cause a community response.

The proposed Project would not result in a change in land use or an increase in density in Downtown. The proposed Project would not increase trips within, nor would it attract trips to Downtown. Additionally, none of the mobility improvements would place vehicle travel lanes closer to sensitive receptors. The mobility network set forth by the proposed Project would redistribute vehicle traffic when compared to what was analyzed in the 2006 PEIR. However, the redistribution would not result in a doubling of traffic volumes on any Downtown roadway. Thus, noise level increases associated with traffic redistribution would not be audible (i.e., would be less than 3 dB).

Lane conversions could increase vehicle delay where implemented. However, traffic delay would lead to lower vehicle speeds and would not result in a distinguishable increase in ambient noise levels. Additionally, queuing and traffic signals would also not result in an audible increase in noise levels as the proposed Project would not increase the number of vehicles in Downtown and the noise associated with vehicle queuing would be characteristic of the existing urban Downtown environment. Thus, implementation of the proposed Project is not anticipated to result in a permanent increase in the existing ambient environment.

4.4.6.2 Significance of Impacts

The proposed Project would not increase trips within nor would it attract trips to Downtown. The redistribution of vehicle traffic would not result in a doubling of traffic volumes on any Downtown roadway. Thus, noise level increases associated with traffic redistribution would not be audible. Additionally, queuing and traffic signals would also not result in an audible increase in noise levels as the proposed Project would not increase the number of vehicles in Downtown and the noise associated with vehicle queuing would be characteristic of the existing urban Downtown environment. Thus, implementation of the proposed Project is not anticipated to result in a permanent increase in the existing ambient environment.

4.4.6.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant. No mitigation is required.

4.5 Hydrology/Water Quality

This section addresses the potential for significant impacts to hydrology, water quality, and floodplains from implementation of the proposed Project.

4.5.1 Existing Conditions

4.5.1.1 Surface and Ground Water

The flow patterns of surface waters and beneficial uses of surface waters and groundwater described in the existing conditions section of the 2006 PEIR have not changed and are applicable to the environmental analysis for the proposed Project. To summarize, the information presented in the previous analysis, Downtown is located within the Pueblo San Diego sub-watershed and the San Diego Bay watershed. The majority of Downtown is hardscape and surface runoff is conveyed through the storm water system that outfalls into San Diego Bay. Beneficial uses of the Bay include industrial service supply, navigation, contact and non-contact water recreation, commercial and sport fishing, shellfish harvesting, and several biological habitats (2006 PEIR; RWQCB 2011). Groundwater is located a few feet AMSL in the study area and also flows underground, but does not have any current or potential beneficial use.

The water flowing through the watershed is primarily storm water runoff from developed areas to the east. Typical pollutants found in runoff include metals, sediments, pesticides, hydrocarbons, nutrients (phosphates and nitrates), surfactants, bacteria, and pathogens. The groundwater in Downtown is known to include petroleum and solvent pollutants. Refer to Sections 5.9.1.1 and 5.9.1.2 of the PEIR for additional details.

4.5.1.2 Storm Drain System

The majority of Downtown is developed and includes impervious surfaces that surface flow to the storm drain system. The storm drain system in general is similar to the system described in the 2006 PEIR (Section 5.9.1.3), with changes primarily consisting of maintenance upgrades and pipeline replacements.

The City is continuing to plan for storm drain system improvements, and has prepared a Watershed Asset Management Plan (WAMP) to address future storm drain system maintenance and improvement needs for each of the six watersheds located within the City (2013). The study area is located in the San Diego Bay Watershed area of the Watershed Asset Management Plan. The WAMP states that Downtown has an older storm drain system and a heavy concentration of storm drain pipes in poor condition. In

accordance with this, the WAMP identifies the San Diego Bay Watershed as the area needing the most maintenance and improvements.

4.5.1.3 Flooding

Downtown is primarily within the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 06073C1885G (FEMA 2012a). The area within the northeastern portion of the study area, around the San Diego City College area, is covered by FEMA FIRM panel 06073C1882G (FEMA 2012b). Per these maps, the majority of Downtown is in Zone X (Low to Moderate Hazard with 0.2 percent or less chance of flooding per year) with the exception of:

- A portion of the railroad yard near Crosby Road (south of Harbor Drive, west of Caesar Chavez Parkway) that is Zone A (high hazard area with more than a 1 percent annual flooding chance);
- A portion of land generally bounded by C St, 16th Street, Broadway, and 17th Street that is Zone AO (1 percent annual flooding chance)

These areas identified within the 100-year flood zones are all currently developed.

4.5.1.4 Regulatory Updates

The PEIR Relevant Ordinances and Regulations Section (Section 5.9.1.4) remains relevant and current, with the following exceptions that are updated below.

a. Clean Water Act Section 303(d) List Status

The Clean Water Act (CWA) Section 303(d) List of Water Quality Limited Segments (CWA 303(d) List) has been updated multiple times since the preparation of the 2006 PEIR. The approved 303(d) List effective at the time of the project was the 2002 303(d) List (RWQCB 2003). The 2002 303(d) List identified the following San Diego Bay shoreline areas adjacent to the Plan area as impaired by benthic community effects, sediment toxicity, bacteria indicators, chlordane, lindane, and polycyclic aromatic hydrocarbons. The currently applicable list is the 2012 303(d) List, which identifies the following impairments for San Diego Bay adjacent to the Plan area: polychlorinated biphenyls, benthic community effects, sediment toxicity, enterococcus, total coliform, copper, chlordane, and polycyclic aromatic hydrocarbons (RWQCB 2015). Since the preparation of the PEIR, lindane and bacteria indicator impairments were delisted, and polychlorinated biphenyls, enterococcus, total coliform and copper impairments were added.

b. Regional Water Quality Control Board Permit Updates

In 2013, the RWQCB adopted Order No. R9-2013-0001, NPDES Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds within the San Diego Region (RWQCB 2013). This update changed the general approach from a list of actions to protect water quality, to

a focus on positive outcomes in addressing highest priority water quality conditions (RWQCB 2013). This allows for the tailoring of project requirements to address water quality issues and priorities of the specific watershed. Order No. R9-2015-0001 was adopted in February 2015, amending Order No. R9-2013-0001 to extend coverage of the Regional MS4 Permit to the Orange County Co-permittees and address a variety of other issues.

The Construction General Permit (2009-0009-DWQ) was updated in 2009, and amended in 2010 (RWQCB 2010). This permit requires BMPs to be implemented during construction to avoid impacts to water quality. Monitoring of pH, chlorine and turbidity of any water leaving the site and reporting are also required to ensure that the BMPs implemented are effective. Dewatering may be completed through the Industrial Waste Pretreatment Program or the Construction General Permit issued by the State Water Resources Control Board (SWRCB).

c. County of San Diego Regional Hydromodification Requirements

Under Provision D.1.g of the San Diego RWQCB Permit Order R9-2007-0001, superseded by the 2013 Regional Permit, all co-permittees, which includes the County of San Diego and all incorporated cities within the San Diego region, were required to “implement a HMP to manage increases in runoff discharge rates and durations from all priority development projects, where such increased rates and durations are likely to cause increased erosion of channel beds and banks, sediment pollutant generation, or other impacts to beneficial uses and stream habitat due to increased erosive force.” To address the permit condition, the San Diego regional storm water co-permittees, representing the County of San Diego and all incorporated cities, developed a HMP that meets the intent of the Order. The HMP was adopted in March 2011 and identifies standards to control flows that may result in erosion. Priority development projects are required to implement hydromodification mitigation measures so that post-project runoff flow rates and durations do not exceed pre-project flow rates and durations where such increases would result in an increased potential for erosion or significant impacts to beneficial uses. The HMP also includes a decision matrix, which leads project applicants through HMP compliance options.

d. City Ordinances and Guidelines

Various updates to the City Ordinances and Guidelines have been completed since the preparation of the 2006 PEIR. These updates were generally to provide City compliance with the updates to the RWQCB MS4 Permit, which is described above. Below is a summary of the updated ordinances and guidelines:

City’s Storm Water Management and Discharge Control Regulation (San Diego Municipal Code Sections 43.0301 to 43.0312) – This regulation was updated in 2008 and again in 2015, to reflect updates to the RWQCB MS4 Permit. As described in the previous environmental analysis, this City regulation is consistent with and enforces state and federal requirements.

City's Storm Water Runoff and Drainage Regulations (San Diego Municipal Code Sections 142.0201 to 142.0230) – This regulation applies to all development proposed within the City and is intended to minimize impacts associated with flooding, to implement state and federal regulations, and to protect public health, safety and welfare.

City's Storm Water Standards – The City's Storm Water Standards Manual provides information to project applicants on how to comply with all of the City's construction and post-construction permanent storm water BMP requirements, including the Model Standard Urban Storm Water Mitigation Plan. The City developed the first Storm Water Standards Manual in 2002, and updated it in 2008 and 2012 to comply with new requirements in subsequent Municipal Permits. The 2013 Municipal Permit requires the City to update its Storm Water Standards Manual to incorporate additional requirements. The Draft Storm Water Standards materials, including a BMP Design Manual and other supporting materials, were released for public review in August 2015. Primary elements of the Storm Water Standards Manual include:

- Low Impact Development (LID) BMPs Requirements;
- Source Control BMPs;
- BMPs Applicable to Individual Priority Development Project Categories; and
- Treatment Control BMPs.

2011 San Diego Low Impact Development Design Manual – The 2011 LID Design Manual was developed in order to implement the City's Land Development Code requirements. More specifically, it includes guidance for on-site planning, development, BMP siting and sizing, as well as for the selection and placement of LID BMPs.

2015 Jurisdictional Runoff Management Plan – The Jurisdictional Runoff Management Plan (JRMP) was updated and adopted in June 2015 to comply with revised MS4 Permit requirements. The JRMP includes basic day-to-day strategies, as well as more stringent strategies, to meet specific goals to achieve improved water quality. These strategies address illicit discharge detection and elimination; development planning; construction, industrial, commercial, municipal, residential, and public education and participation. The plan identifies Minimum BMPs for residential, industrial, commercial, and municipal sites/sources. In addition, enforcement of BMP compliance is addressed. The ultimate goal of the plan is to prevent and reduce storm water pollution within the City.

2015 Water Quality Improvement Plan – Current MS4 Permit requirements also include preparation of multi-jurisdictional Water Quality Improvement Plans (WQIPs), which are divided into Watershed Management Areas (WMAs). The WQIPs are developed through a collaborative effort by the co-permittees in each WMA, and other key stakeholders, including representatives from the San Diego RWQCB. The WQIPs include descriptions of the highest priority pollutants or conditions in a specific watershed, goals, and strategies to address those pollutants or conditions, and time schedules associated with those goals and strategies. By allowing the co-permittees to expend their resources to address the highest priority issues, they will no longer be required to address “all pollutants, all of the time,” as was the premise of previous storm water permits.

Downtown is located within the San Diego Bay WMA. The San Diego Bay WQIP was released for public review in June 2015 and was revised and submitted in September 2015. For its part, the City has identified administrative policies, urban development management programs, and innovative pilot projects, and is investing in research for site locations for green infrastructure and other treatment BMPs throughout its jurisdiction in multiple watersheds. The City has identified water quality improvement strategies that are expected to provide the greatest benefits to the watershed and its residents, businesses, and communities within its jurisdictional boundaries. The City is currently developing a framework to evaluate other potential benefits that the recommended strategies may provide beyond improved water quality. These other benefits may be financial, environmental, or societal. The recommended strategies will be evaluated on the basis of the number of other benefits they may provide, and could guide future updates to the WQIP.

4.5.2 Significance Determination Thresholds

Based on a review of Appendix G of the CEQA Guidelines, the City's 2011 Significance Determination Thresholds and thresholds used in the preparation of the 2006 PEIR, for the purposes of this analysis impacts related to hydrology/water quality would be significant if the proposed Project would:

1. Result in modifications to existing drainage patterns that would impact environmental resources;
2. Result in a substantial increase in impervious surfaces and associated increased runoff;
3. Substantially degrade the quality of groundwater surface water result in a substantial increase in erosion and sedimentation;
4. Result in increased flooding on- or off-site where there may be significant impacts on upstream or downstream properties and to environmental resources;
5. Violate federal, state, or regional water quality standards or waste discharge requirements; or
6. Impede or redirect flood flows within a 100-year flood hazard area or develop wholly or partially within the 100-year floodplain identified in the FEMA maps or impose flood hazards on other properties.

Due to overlap in the threshold issues and for clarity of analysis, the thresholds evaluated below are grouped into similar headings, where applicable.

4.5.3 Issues 1 and 2: Hydrology

Would the proposed Project result in modifications to existing drainage patterns that would impact environmental resources; or result in a substantial increase in impervious surfaces and associated increased runoff?

4.5.3.1 Impacts

Downtown would continue to be primarily paved surfaces with the implementation of the proposed Plan, and runoff would continue to be collected by the storm drain system that outlets into the San Diego Bay. The proposed 5.3 miles of Greenways along Cedar Street, E Street, Island Avenue, Union Street, Eighth Avenue, and 14th Street would include improvements that would increase on-site capture of runoff through more semi-pervious and pervious surfaces and street plantings. These improvements would improve runoff control. Ultimately, subsequent projects implemented in accordance with the proposed Project would be required to comply with applicable hydrology regulations, which are identified in the 2006 PEIR, as updated above in Section 4.5.1.3.

Based on current regulations, subsequent projects would likely be exempt from hydromodification requirements considering Downtown is more than 70 percent impervious. Further, the areas identified for mobility improvements are already impervious and impervious area, or runoff, rates would not be increased. Future projects would include both construction and operational BMPs consistent with regulations to control runoff (refer to Section 5.9 of the 2006 PEIR for examples of BMPs). Compliance with the applicable and current regulations would require control of runoff in a manner that would prevent impacts downstream; therefore, impacts would be less than significant.

In addition to compliance with regulations, the following goals and policies related to hydrology are included in the Mobility Plan and would apply to future development:

S-P-1 Coordinate with the City to manage and reduce storm water runoff.

S-P-2 Utilize permeable paving, bio swales and/or other storm water design features that will manage rain water and irrigation runoff while supporting heavy load vehicles.

S-P-6 Install infrastructure that includes components to capture, minimize, and prevent pollutants in runoff from reaching the San Diego Bay.

S-P-8 Encourage neighborhood practices for preventing and removing buildup of trash and pet waste.

These goals and policies specifically target decreasing runoff rates by increasing permeable areas, and providing improvements and design features that can address water quality impacts from surface flows.

In conclusion, the implementation of the proposed Project would not increase the amount of impervious areas or drainage patterns, as Downtown is currently largely developed with impervious surfaces, including concrete curbs, gutters, and sidewalks. Runoff would be

required to be controlled during construction, and post-construction flows would be required to be similar to those existing conditions or improved. Furthermore, the proposed 5.3 miles of Greenways would ultimately improve the localized runoff conditions through introducing more semi-pervious and pervious surfaces. Thus, the project would not result in increased flooding, erosion/sedimentation, or other environmental impacts related to drainage changes. Impacts would be less than significant.

4.5.3.2 Significance of Impacts

Implementation of the proposed Project would not substantially change the overall drainage pattern as compared to the existing condition and would not cause adverse flooding or erosion impacts downstream. Nor would the proposed Project modify drainage patterns in a manner that would significantly impact environmental resources. Implementation of the proposed Project policies and design measures, as well as the required conformance with applicable federal, state, and City regulatory standards, would effectively avoid and/or address potentially significant short-and long-term impacts related to hydrology; therefore, impacts would be less than significant.

4.5.3.3 Mitigation, Monitoring, and Reporting

The proposed Project would not cause a significant impact to hydrology. Therefore, no mitigation is required.

4.5.4 Issues 3 and 5: Water Quality

Would the proposed Project substantially degrade the quality of groundwater or surface water result in a substantial increase in erosion and sedimentation; or violate federal, state, or regional water quality standards or waste discharge requirements?

4.5.4.1 Impacts

Future projects implemented under the proposed Project would be required to comply with applicable storm water standards, including the local and state regulations indicated in the 2006 PEIR, and per the updated regulations indicated in Section 4.5.1.3 above (e.g., WQIP, JRMP, Stormwater Pollution Prevention Plan). Future mobility improvement projects would include BMPs during construction, as well as post-construction design measures to prevent significant water quality impacts to ground water and surface waters.

During construction, water quality concerns would include the potential for erosion of unprotected graded areas and resulting sediment in runoff; improper storage of construction or waste materials resulting in polluted runoff; vehicles tracking sediment onto the roadways; or uncontrolled concrete washout runoff. To address such potential construction-related water quality issues and to comply with regulations, future projects implementing the Plan would include BMPs. Such BMPs may include, but are not limited to, runoff control using fiber rolls and/or gravel bags, designated material storage areas and concrete washouts, storm drain inlet protection, and stabilized construction entrances.

Ultimately, compliance with federal, state, and local regulations at the time of construction would ensure runoff impacts during construction are less than significant.

Based on the proposed uses and features, the post-construction conditions of the proposed transit corridor improvements could potentially result in water quality concerns related to sediments, heavy metals, organic compounds, trash and debris, oil and grease, bacteria and viruses, nutrients, oxygen-demanding substances (including solvents), and pesticides. Considering the downstream impairments of San Diego Bay, pollutants of concern would be sediment, heavy metals, oil and grease, bacteria and viruses, and pesticides. BMPs and LID requirements that could be used to reduce such impacts include minimizing impervious area, directing runoff into pervious or bioretention areas, curb inlet filtration device inserts, efficient irrigation and landscape design, and integrated pest management principles. With the implementation of BMPs and LID requirements in accordance with the current applicable regulations, post-construction (operational) water quality impacts would be less than significant.

As indicated in Section 4.5.3, the Mobility Plan includes several goals and policies related to hydrology and water quality. Policy S-P-2 encourages increasing pervious area, which would increase natural filtration of storm water and pollutant reductions. Also, Policy S-P-6 specifically states infrastructure should be provided to “capture, minimize, and prevent pollutants in runoff from reaching the San Diego Bay”. Policy S-P-8 specifically targets trash and pet waste issues, which would reduce potential virus, pesticide, nutrient, and trash and debris pollutants. The inclusion of these policies would promote compliance with local regulations and, in turn, would contribute to improving surface water quality.

4.5.4.2 Significance of Impacts

With adherence to regulations, future projects implemented pursuant to the proposed Project would result in less than significant impacts to water quality. Specifically, water quality impacts related to groundwater and surface waters, erosion and sedimentation, and waste discharge requirements would be less than significant.

4.5.4.3 Mitigation, Monitoring, and Reporting

As impacts to water quality would be less than significant, no mitigation is necessary.

4.5.5 Issues 4 and 6: Floodplains

Would the proposed Project result in increased flooding on- or off-site where there may be significant impacts on upstream or downstream properties and to environmental resources; impede or redirect flood flows within a 100-year flood hazard area; or develop wholly or partially within the 100-year floodplain identified in the FEMA maps or impose flood hazards on other properties?

4.5.5.1 Impacts

As indicated in Section 4.5.1.3, there are two small areas that are designated as 100-year flood hazard areas.

The proposed Project would not introduce new land uses, habitable structures, or any new roadway within flood hazard areas. The proposed Project would provide preferred travel routes and dedicated facilities for a range of modes, including bicycles, pedestrians, and vehicles. The flood hazard areas are already developed as transportation corridors under the existing conditions.

The proposed Project does not proposed any changes to the portion of the railroad yard near Crosby Road (south of Harbor Drive, west of Caesar Chavez Parkway) that is Zone A. The proposed Project identifies a proposed Bikeway along C St near 16th Street and 17th Street; however, that roadway is currently used by vehicles, cyclists, and pedestrians, and the proposed Project would not increase the risk for flood hazards along the roadway. The proposed Project would prioritize different modes within this roadway that would not result in a new flood hazard impact. As with the existing conditions, a flooding event would result in a facility closure and users would not be allowed to access the area for circulation of a specified area until it is determined to be suitable for access. Improvements completed under the proposed Project, such as restriping, would not redirect flood flows or result in additional flooding on other properties.

As described above in Section 4.5.3, the project has potential to decrease flooding issues by encouraging an increase in pervious area and runoff reductions, especially on the proposed Greenways along Cedar Street, E Street, Island Avenue, Union Street, Eighth Avenue, and 14th Street. Ultimately, future projects would be required to comply with regulations, including the various state and local regulations that require runoff rates to be maintained, and existing drainage patterns to be retained. In addition, as noted above in Section 4.5.3.1, the proposed Project includes goals to encourage improvements to the existing storm drain system, which would potentially reduce flooding issues (see Section 4.5.3.1 above).

4.5.5.2 Significance of Impacts

While the study area includes two relatively small flood hazard areas, those areas are already developed under the existing conditions. The proposed Project would prioritize modes of transportation within one of those areas, but the associated improvements would not impede or redirect flows, or worsen the flood hazard condition. Future improvements would comply with regulations that require the control of runoff rates and preservation of existing drainage patterns, which would prevent potential flooding impacts. In addition, the proposed Project includes goals and policies to encourage improvements to the existing storm drain system. Thus, impacts related to flood hazards would be less than significant.

4.5.5.3 Mitigation, Monitoring, and Reporting

Impacts related to flood hazards would be less than significant, and no mitigation would be required.

Chapter 5

Other CEQA-Required Discussions

This section addresses potential growth-inducing impacts, irreversible environmental impacts, and impacts found to be not significant that would result from the proposed Project.

5.1 Growth Inducement

Section 15126(d) of the CEQA Guidelines requires a discussion of a proposed Project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed Project's growth inducing potential is therefore considered significant if it could result in significant physical effects in one or more environmental issue areas. The 2006 PEIR concluded that the Downtown Community Plan would be considered growth-inducing, and one of the primary goals of the Downtown Community Plan was to induce growth in the Downtown.

The proposed Project would not substantially induce growth within the study area, as there is no component of the Mobility Plan or amendment to the Transportation Chapter that involves housing, employment, or other associated use that would directly increase population. As the proposed mobility network is built out, there is the possibility that the study area would become more desirable for prospective residents, businesses, or tourists that seek alternative forms of transportation. However, this would not result in an increase in population over that which was envisioned in the Downtown Community Plan and regional growth forecasts such as those utilized by SANDAG. Therefore, implementation of the proposed Project would not be considered growth-inducing.

5.2 Significant and Unavoidable Environmental Effects

Section 15126.2(b) and (c) of the CEQA Guidelines require that the significant unavoidable impacts of the project, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in the SEIR.

In accordance with Section 15126.2(b) of the CEQA Guidelines, any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the EIR. As discussed throughout Chapter 4, in most cases, the proposed Project would not result in new significant impacts and impacts would be below a level of significance. However, for transportation, significant and unmitigable impacts would still occur. For some of these issues, implementation of one or more mitigation measures would alleviate the unmitigable significant impact. However, unavoidable significant impacts, as defined by the CEQA analysis, have been identified.

The proposed Project would have significant and unmitigable impacts under CEQA related to traffic capacity. Mitigation for impacts related to traffic capacity typically involve signalizing or adding a dedicated turn lane an intersection, widening a roadway, or removing street parking. Within Downtown, the right-of-way is constrained as the entire area is built out. Therefore, mitigation has been identified and would be implemented over time as the proposed Project is implemented. In some instances, the identified mitigation fully or partially mitigates the impact. In other instances, mitigation would not be feasible, as the physical right-of-way available would preclude implementation.

5.3 Irreversible Environmental Changes

In accordance with CEQA Guidelines Section 15126.2(c):

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

Non-renewable resources generally include agricultural land; biological, archaeological and paleontological resources; mineral deposits; water bodies; and some energy sources.

As with the approval of the Downtown Community Plan, approval of the proposed Project would not have any significant irreversible impacts on biological, agricultural, or mineral resources. Downtown is highly urbanized in character, and exhibits no natural vegetation. No agricultural soils occur within the planning area, and being urbanized, downtown would

not be conducive to agricultural production. No significant mineral deposits underlie the planning area. No water bodies occur within the downtown planning area. However, the San Diego Bay is located adjacent to the study area. Projects implemented under the Mobility Plan would generally improve water quality due to enhanced storm drains, natural retention areas, etc., which would in turn improve the water quality of the San Diego Bay.

The proposed Project would also have no impact on historical or archaeological resources, or paleontological resources. The proposed Project would include improvements to existing roadways and sidewalks, within the current rights-of-way. No existing structures would be directly impacted as a result of the implementation of the proposed street improvements. Grading would be limited to the demolition and removal to depths necessary to remove surface materials and roadway base. Further excavation beyond previously disturbed soils would not be required for the implementation of the proposed roadway improvements, and therefore would not impact archaeological or paleontological resources.

Implementation of the proposed Project would require minor amounts of natural resources and energy for construction of the proposed roadway improvements, such as sand and gravel, asphalt, and water. Smaller amounts of energy derived from non-renewable sources, such as fossil and nuclear fuels, would be consumed during construction. However, one of the overarching goals of the proposed Project is to increase non-vehicular modes of travel within the study area, which would serve to reduce consumption of gasoline associated with commute trips.

5.4 Effects Found Not to be Significant

Similar to the 2006 PEIR, the proposed Project would have no impact on biological resources, mineral resources, or agricultural resources for the reasons detailed above in Section 5.3. The proposed Project would not increase nor have any impacts with regards to the issues previously analyzed in the 2006 PEIR, including: Land Use, Air Quality, Noise, Hydrology/Water Quality, GHG Emissions, Historical Resources, Public Facilities and Services, Recreation, Geology and Seismicity, Aesthetics/Visual Quality, Hazardous Materials, Population/Housing, and Paleontological Resources.

Physical changes associated with the proposed Project would primarily involve the reconfiguration of roadways within an entirely urbanized area, and therefore would not result in the loss of historic or archaeological resources or paleontological resources. Similarly, the proposed Project would not result in impacts related to geology/seismicity or hazards/hazardous materials, as it does not involve the construction of habitable structures or expose people to seismic hazards beyond what was previously analyzed in the 2006 PEIR.

With regard to Population/Housing, Public Facilities and Services, and Recreation, the proposed Project does not involve any component that would increase the population or significantly attract more visitors to the study area, thus would not require additional housing, public services, or recreational facilities. The proposed Project would not significantly alter the visual character of the Downtown. The reconfiguration of roadways would not alter any scenic views or alter the planned character of the study area.

6

Chapter 6 Mitigation Monitoring and Reporting Program

6.1 Introduction

This MMRP is designed to ensure compliance with PRC Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the MMRP will be maintained at the offices of Civic San Diego, 401 B Street, Suite 400, San Diego, CA 92101, and the City of San Diego Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. The specific measures provided in this SEIR for issues determined to be significant are presented individually in each applicable section in Chapter 4.

This MMRP updates and replaces the MMRP adopted with 2006 Downtown Community Plan and 2006 PEIR, including MMRP revisions adopted in 2010. The MMRP addresses the following changes and updates from the 2006 PEIR MMRP, as revised in 2010: (1) measures from the 2006 PEIR which have been satisfied and removed; (2) specific traffic mitigation measures updated to reflect the Mobility Plan and its traffic analysis; (3) applicable mitigation measures from the 2006 PEIR carried over into the SEIR. While specific terms have been updated (e.g., CCDC has been updated with Civic San Diego where applicable), the content of the measures has not changed. These are further described below. All mitigation measures described below in Table 6-1 shall be made conditions of the project.

- 1) Measures from the 2006 PEIR which were required to be implemented subsequent to the adoption of the Downtown Community Plan and which have been satisfied have been removed. This applies to the following traffic mitigation measures:

- Mitigation Measure TRF-A.1.1-3 which required an update to the Public Facilities Financing Plan to include a transportation element to specify transportation improvements, timeline, and estimated costs. This update was completed and adopted by the City Council in 2014.
- Mitigation Measure TRF-A.2.1-1 which required a multijurisdictional effort to study the I-5 corridor through downtown. The Central I-5 Conceptual Improvement Program Report was completed in May 2010 as a result of a joint effort by the Centre City Development Corporation (CCDC), San Diego Association of Governments (SANDAG), California Department of Transportation, District 11 (Caltrans), the City of San Diego, Port of San Diego San Diego Airport Authority, and the Metropolitan Transit Systems (MTS).

2) Specific mitigation measures related to traffic have been updated to reflect the proposed Project, priorities in the Mobility Plan, and the associated traffic analysis. These specific measures are outline in Chapter 4.2, Transportation and Circulation.

- Mitigation measure TRF A.1.1-1 has been updated based on the new traffic analysis conducted as part of the Mobility Plan. The environmental analysis resulted in the identification of a mitigation that would reduce potentially significant impacts. In some cases, the mitigation measures would reduce impacts to below a level of significance. For specific transportation-related impacts to intersections described in Chapter 4, the mitigation measures would reduce the impact, but not to below a level of significance.
- It should be noted that Mitigation Measure TRF-A.2.2-1 remains in the MMRP and has been renumbered as TRF A.2.1-1. This measure requires a collaborative effort by the Caltrans, City of San Diego, and Civic San Diego (formerly CCDC) to conduct a traffic study prior to the removal of the Cedar Street off-ramp from I-5. The Cedar Street Off-Ramp Assessment Study was completed in 2009; however, the 2009 study did not consist of the full analysis required by Caltrans. Therefore, this measure is still required prior to removal of the ramp as originally worded.

3) All other mitigation measures listed in Table 6-1 have been carried over from the 2006 PEIR.

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
AIR QUALITY (AQ)				
Impact AQ-B.1	Dust and construction equipment engine emissions generated during grading and demolition would impact local and regional air quality. (Direct and Cumulative)			
	<p>Mitigation Measure AQ-B.1-1: Prior to approval of a Grading or Demolition Permit, the City shall confirm that the following conditions have been applied, as appropriate:</p> <ol style="list-style-type: none"> 1. Exposed soil areas shall be watered twice per day. On windy days or when fugitive dust can be observed leaving the development site, additional applications of water shall be applied as necessary to prevent visible dust plumes from leaving the development site. When wind velocities are forecast to exceed 25 mph, all ground disturbing activities shall be halted until winds that are forecast to abate below this threshold. 2. Dust suppression techniques shall be implemented including, but not limited to, the following: <ol style="list-style-type: none"> a. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to Civic San Diego. b. On-site access points shall be paved as soon as feasible or watered periodically or otherwise stabilized. c. Material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. 3. Vehicles on the construction site shall travel at speeds less than 15 mph. 4. Material stockpiles subject to wind erosion during construction activities, which will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer. 5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition. 	Prior to Demolition or Grading Permit (Design)	Developer	City

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>6. All diesel-powered vehicles and equipment shall be properly operated and maintained.</p> <p>7. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five minutes, as required by state law.</p> <p>8. The construction contractor shall utilize electric or natural gas-powered equipment in lieu of gasoline or diesel-powered engines, where feasible.</p> <p>9. As much as possible, the construction contractor shall time the construction activities so as not to interfere with peak hour traffic. In order to minimize obstruction of through traffic lanes adjacent to the site, a flag-person shall be retained to maintain safety adjacent to existing roadways, if necessary.</p> <p>10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.</p> <p>11. Low VOC coatings shall be used as required by SDAPCD Rule 67. Spray equipment with high transfer efficiency, such as the high volume-low pressure spray method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where feasible.</p> <p>12. If construction equipment powered by alternative fuel sources (liquefied natural gas/compressed natural gas) is available at comparable cost, the developer shall specify that such equipment be used during all construction activities on the development site.</p> <p>13. The developer shall require the use of particulate filters on diesel construction equipment if use of such filters is demonstrated to be cost-competitive for use on this development.</p> <p>14. During demolition activities, safety measures as required by City/County/State for removal of toxic or hazardous materials shall be utilized.</p> <p>15. Rubble piles shall be maintained in a damp state to minimize dust generation.</p> <p>16. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible.</p> <p>17. If alternative-fueled and/or particulate filter-equipped construction equipment is not feasible, construction equipment shall use the newest, least-polluting equipment, whenever possible. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible.</p>			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
HISTORICAL RESOURCES (HIST)				
Impact HIST-A.1	Future development in Downtown could impact significant architectural structures. (Direct and Cumulative)			
	<p>Mitigation Measure HIST-A.1-1: For construction or development permits that may impact potentially historical resources which are 45 years of age or older and which have not been evaluated for local, state and federal historic significance, a site specific survey shall be required in accordance with the Historical Resources Regulations in the LDC. Based on the survey and the best information available, City Staff to the Historical Resources Board (HRB) shall determine whether historical resources exist, whether potential historical resource(s) is/are eligible for designation as designated historical resource(s) by the HRB, and the precise location of the resource(s). The identified historical resource(s) may be nominated for HRB designation as a result of the survey pursuant to Chapter 12, Article 3, Division 2, Designation of Historical Resource procedures, of the LDC.</p> <p>All applications for construction and development permits where historical resources are present on the site shall be evaluated by City Staff to the HRB pursuant to Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.</p> <p>1. National Register-Listed/Eligible, California Register-Listed/Eligible Resources: Resources listed in or formally determined eligible for the National Register or California Register and resources identified as contributing within a National or California Register District, shall be retained onsite and any improvements, renovation, rehabilitation and/or adaptive reuse of the property shall ensure its preservation and be consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (1995) and the associated Guidelines.</p> <p>2. San Diego Register-Listed Resources: Resources listed in the San Diego Register of Historical Resources, or determined to be a contributor to a San Diego Register District, shall, whenever possible, be retained on-site. Partial retention, relocation, or demolition of a resource shall only be permitted according to Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.</p>	<p>Prior to Development Permit (Design)</p> <p>Prior to Demolition, Grading, and/or Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	Civic San Diego /City

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Mitigation Measure HIST-A.1-2: If the potential exists for direct and/or indirect impacts to retained or relocated designated and/or potential historical resources (“historical resources”), the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the HRB (“City Staff”) in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <p>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit Building Permits, but prior to the first Preconstruction (Precon) Meeting, whichever is applicable, City Staff shall verify that the requirements for historical monitoring during demolition and/or stabilization have been noted on the appropriate construction documents.</p> <p>(a) Stabilization work cannot begin until a Precon Meeting has been held at least one week prior to issuance of appropriate permits.</p> <p>(b) Physical description, including the year and type of historical resource, and extent of stabilization shall be noted on the plans.</p> <p>B. Submittal of Treatment Plan for Retained Historical Resources</p> <p>1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit and Building Permits, but prior to the first Precon Meeting, whichever is applicable, the Applicant shall submit a Treatment Plan to City Staff for review and approval in accordance in accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. The Treatment Plan shall include measures for protecting any historical resources, as defined in the LDC, during construction related activities (e.g., removal of non-historic features, demolition of adjacent structures, subsurface structural support, etc.). The Treatment Plan shall be shown as notes on all construction documents (i.e., Grading and/or Building Plans).</p>			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>C. Letters of Qualification have been submitted to City Staff</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to City Staff identifying the Principal Investigator (PI) for the project and the names of all persons involved in this MMRP (i.e., Architectural Historian, Historic Architect and/or Historian), as defined in the City of San Diego HRG. 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the historical monitoring of the project meet the qualification standards established by the HRG. 3. Prior to the start of work, the applicant must obtain approval from City Staff for any personnel changes associated with the monitoring program. <p>II. Prior to Start of Construction</p> <p>A. Documentation Program (DP)</p> <ol style="list-style-type: none"> 1. Prior to the first Precon Meeting and/or issuance of any construction permit, the DP shall be submitted to City Staff for review and approval and shall include the following: <ol style="list-style-type: none"> (a) Photo Documentation <ol style="list-style-type: none"> (1) Documentation shall include professional quality photo documentation of the historical resource(s) prior to any construction that may cause direct and/or indirect impacts to the resource(s) with 35mm black and white photographs, 4x6 standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, and decorative hardware. Photographs shall be of archival quality and easily reproducible. (2) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego HRB and the Civic San Diego Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s). 			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>(b) Required drawings</p> <p>(1) Measured drawings of the building’s exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blue-line drawings) are acceptable). Standard drawing sizes are 19 by 24 inches or 24 by 36 inches, standard scale is 1/4 inch = 1 foot.</p> <p>(2) One set of measured drawings shall be submitted for archival storage with the City of San Diego HRB, the Civic San Diego Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).</p> <p>2. Prior to the first Precon Meeting, City Staff shall verify that the DP has been approved.</p> <p>B. PI Shall Attend Precon Meetings</p> <p>1. Prior to beginning any work that may impact any historical resource(s) which is/are subject to this MMRP, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Historical Monitor(s), Building Inspector (BI), if appropriate, and City Staff. The qualified Historian and/or Architectural Historian shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Historical Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Historical Monitoring Plan</p> <p>(a) Prior to the start of any work that is subject to an Historical Monitoring Plan,</p>			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>the PI shall submit an Historical Monitoring Plan which describes how the monitoring would be accomplished for approval by City Staff. The Historical Monitoring Plan shall include an Historical Monitoring Exhibit (HME) based on the appropriate construction documents (reduced to 11x17 inches) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur.</p> <p>(c) The PI may submit a detailed letter to City Staff prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as underpinning, shoring and/or extensive excavation which could result in impacts to, and/or reduce impacts to the on-site or adjacent historical resource.</p> <p>C. Implementation of Approved Treatment Plan for Historical Resources</p> <ol style="list-style-type: none"> 1. Implementation of the approved Treatment Plan for the protection of historical resources within the project site may not begin prior to the completion of the Documentation Program as defined above. 2. The qualified Historical Monitor(s) shall attend weekly jobsite meetings and be on-site daily during the stabilization phase for any retained or adjacent historical resource to photo document the Treatment Plan process. 3. The qualified Historical Monitor(s) shall document activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day and last day (Notification of Monitoring Completion) of the Treatment Plan process and in the case of ANY unanticipated incidents. The RE shall forward copies to City Staff. 4. Prior to the start of any construction related activities, the applicant shall provide verification to City Staff that all historical resources on-site have been adequately stabilized in accordance with the approved Treatment Plan. This may include a site visit with City Staff, the CM, RE or BI, but may also be accomplished through submittal of the draft Treatment Plan photo documentation report. 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>5. City Staff will provide written verification to the RE or BI after the site visit or upon approval of draft Treatment Plan report indicating that construction related activities can proceed.</p> <p>III. During Construction</p> <p>A. Qualified Historical Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The Qualified Historical Monitor(s) shall be present full-time during grading/excavation/trenching activities which could result in impacts to historical resources as identified on the HME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities. 2. The Qualified Historical Monitor(s) shall document field activity via the CSV. The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY incidents involving the historical resource. The RE shall forward copies to City Staff. 3. The PI may submit a detailed letter to City Staff during construction requesting a modification to the monitoring program when a field condition arises which could effect the historical resource being retained on-site or adjacent to the construction site. <p>B. Notification Process</p> <ol style="list-style-type: none"> 1. In the event of damage to a historical resource retained on-site or adjacent to the project site, the Qualified Historical Monitor(s) shall direct the contractor to temporarily divert construction activities in the area of historical resource and immediately notify the RE or BI, as appropriate, and the PI (unless Monitor is the PI). 2. The PI shall immediately notify City Staff by phone of the incident, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible. 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>C. Determination/Evaluation of Impacts to a Historical Resource</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the incident relative to the historical resource. <ol style="list-style-type: none"> (a) The PI shall immediately notify City Staff by phone to discuss the incident and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If impacts to the historical resource are significant, the PI shall submit a proposal for City Staff review and written approval in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC and the Secretary of the Interior’s Standards for the Treatment of Historic Properties (1995) and the associated Guidelines. Direct and/or indirect impacts to historical resources from construction activities must be mitigated before work will be allowed to resume. (c) If impacts to the historical resource are not considered significant, the PI shall submit a letter to City Staff indicating that the incident will be documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. <p>IV. Night Work</p> <p>A. If night and/or weekend work is included in the contract</p> <ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> (a) No Impacts/Incidents In the event that no historical resources were impacted during night and/or weekend work, the PI shall record the information on the CSVr and submit to City Staff via fax by 8 a.m. of the next business day. (b) Potentially Significant Impacts If the PI determines that a potentially significant impact has occurred to a historical resource, the procedures detailed under Section III - During 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Construction shall be followed.</p> <p>(c) The PI shall immediately contact City Staff, or by 8 a.m. of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night and/or weekend work becomes necessary during the course of construction:</p> <ol style="list-style-type: none"> 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (HRG) and Appendices which describes the results, analysis, and conclusions of all phases of the Historical Monitoring Plan (with appropriate graphics) to City Staff for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> (a) The preconstruction Treatment Plan and Documentation Plan (photos and measured drawings) and Historical Commemorative Program, if applicable, shall be included and/or incorporated into the Draft Monitoring Report. (b) The PI shall be responsible for updating (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any existing site forms to document the partial and/or complete demolition of the resource. Updated forms shall be submitted to the South Coastal Information Center with the Final Monitoring Report. 2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval. 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<ol style="list-style-type: none"> 4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City Staff. 			
	<p>Mitigation Measure HIST-A.1-3: If a designated or potential historical resource (“historical resource”) as defined in the LDC would be demolished, the following measure shall be implemented in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.</p> <p>I. Prior to Issuance of a Demolition Permit</p> <p>A. A DP shall be submitted to City Staff to the HRB (“City Staff”) for review and approval and shall include the following:</p> <ol style="list-style-type: none"> 1. Photo Documentation <ol style="list-style-type: none"> (a) Documentation shall include professional quality photo documentation of the structure prior to demolition with 35 millimeter black and white photographs, 4x6 inch standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, decorative hardware. Photographs shall be of archival quality and easily reproducible. (b) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego HRB and the Civic San Diego Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s). 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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	<p>2. Required drawings</p> <p>(a) Measured drawings of the building’s exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blue-line drawings are acceptable). Standard drawing sizes are 19 by 24 inches or 24 by 36 inches, standard scale is 1/4 inch = 1 foot.</p> <p>(b) One set of measured drawings shall be submitted for archival storage with the City of San Diego HRB, the Civic San Diego Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).</p> <p>B. Prior to the first Precon Meeting City Staff shall verify that the DP has been approved.</p> <p>C. In addition to the Documentation Program, the Applicant shall comply with any other conditions contained in the Site Development Permit pursuant to Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC.</p>			
Impact HIST-B.1	Development in Downtown could impact significant buried archaeological resources. (Direct and Cumulative)			
	<p>Mitigation Measure HIST-B.1-1: If the potential exists for direct and/or indirect impacts to significant buried archaeological resources, the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the HRB (“City Staff”) in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the LDC. Prior to issuance of any permit that could directly affect an archaeological resource, City Staff shall assure that all elements of the MMRP are performed in accordance with all applicable City regulations and guidelines by an Archaeologist meeting the qualifications specified in Appendix B of the San Diego LDC, Historical Resources Guidelines. City Staff shall also require that the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include residential and commercial properties, privies, trash pits, building foundations, and industrial features</p>	<p>Prior to Demolition or Grading Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	City Staff

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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	<p>representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities. Archeological resources which also meet the definition of historical resources or unique archaeological resources under CEQA or the SDMC shall be treated in accordance with the following evaluation procedures and applicable mitigation program:</p> <p>Step 1–Initial Evaluation</p> <p>An initial evaluation for the potential of significant subsurface archaeological resources shall be prepared to the satisfaction of City Staff as part of an Environmental Secondary Study for any activity which involves excavation or building demolition. The initial evaluation shall be guided by an appropriate level research design in accordance with the City’s LDC, Historical Resources Guidelines. The person completing the initial review shall meet the qualification requirements as set forth in the Historical Resources Guidelines and shall be approved by City Staff. The initial evaluation shall consist , at a minimum, of a review of the following historical sources: The 1876 Bird’s Eye View of San Diego, all Sanborn Fire Insurance Company maps, appropriate City directories and maps that identify historical properties or archaeological sites, and a records search at the South Coastal Information Center for archaeological resources located within the property boundaries. Historical and existing land uses shall also be reviewed to assess the potential presence of significant prehistoric and historic archaeological resources. The person completing the initial review shall also consult with and consider input from local individuals and groups with expertise in the historical resources of the San Diego area. These experts may include the University of California, San Diego State University, San Diego Museum of Man, Save Our Heritage Organization, local historical and archaeological groups, the Native American Heritage Commission (NAHC), designated community planning groups, and other individuals or groups that may have specific knowledge of the area. Consultation with these or other individuals and groups shall occur as early as possible in the evaluation process.</p> <p>When the initial evaluation indicates that important archaeological sites may be present on a project site but their presence cannot be confirmed prior to construction or demolition due to obstructions or spatially limited testing and data recovery, the applicant shall prepare and implement an archaeological monitoring program as a condition of development approval to the satisfaction of City Staff. If the NAHC Sacred Lands File search is positive for Native American resources within the project site, then additional evaluation must include participation of a local Native American consultant in accordance with CEQA Sections 15064.5(d), 15126.4(b)(3) and Public Resources Code Section 21083.2.</p>			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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	<p>No further action is required if the initial evaluation demonstrates there is no potential for subsurface resources. The results of this research shall be summarized in the Secondary Study.</p> <p>Step 2–Testing</p> <p>A testing program is required if the initial evaluation demonstrates that there is a potential for subsurface resources. The testing program shall be conducted during the hazardous materials remediation or following the removal of any structure or surface covering which may be underlain by potential resources. The removal of these structures shall be conducted in a manner which minimizes disturbance of underlying soil. This shall entail a separate phase of investigations from any mitigation monitoring during construction.</p> <p>The testing program shall be performed by a qualified Historical Archaeologist meeting the qualifications specified in Appendix B of the San Diego LDC, HRG. The Historical Archaeologist must be approved by City Staff prior to commencement. Before commencing the testing, a treatment plan shall be submitted for City Staff approval that reviews the initial evaluation results and includes a research design. The research design shall be prepared in accordance with the City’s HRG and include a discussion of field methods, research questions against which discoveries shall be evaluated for significance, collection strategy, laboratory and analytical approaches, and curation arrangements. All tasks shall be in conformity with best practices in the field of historic urban archaeology.</p> <p>A recommended approach for historic urban sites is at a minimum fills and debris along interior lot lines or other areas indicated on Sanborn maps.</p> <p>Security measures such as a locked fence or surveillance shall be taken to prevent looting or vandalism of archaeological resources as soon as demolition is complete or paved surfaces are removed. These measures shall be maintained during archaeological field investigations. It is recommended that exposed features be covered with steel plates or fill dirt when not being investigated.</p> <p>The results of the testing phase shall be submitted in writing to City Staff and shall include the research design, testing results, significance evaluation, and recommendations for further treatment. Final determination of significance shall be made in consultation with City Staff , and with the Native American community, if the finds are prehistoric. If no significant resources are found and site conditions are such that there is no potential for further discoveries, then no further action is required. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be</p>			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the provisions set forth in Step 4 - Monitoring. If significant resources are discovered during the testing program, then data recovery in accordance with Step 3 shall be undertaken prior to construction. If the existence or probable likelihood of Native American human remains or associated grave goods area discovered through the testing program, the Qualified Archaeologist shall stop work in the area, notify the City Building Inspector, City staff, and immediately implement the procedures set forth in CEQA Guidelines Section 15064.5 and the California PRC Section 5097.98 for discovery of human remains. This procedure is further detailed in the Mitigation, Monitoring and Reporting Program (Step 4). City Staff must concur with evaluation results before the next steps can proceed.</p> <p>Step 3–Data Recovery</p> <p>For any site determined to be significant, a Research Design and Data Recovery Program shall be prepared in accordance with the City’s Historical Resources Guidelines, approved by City Staff, and carried out to mitigate impacts before any activity is conducted which could potentially disturb significant resources. The archaeologist shall notify City Staff of the date upon which data recovery will commence ten (10) working days in advance.</p> <p>All cultural materials collected shall be cleaned, catalogued and permanently curated with an appropriate institution. Native American burial resources shall be treated in the manner agreed to by the Native American representative or be reinterred on the site in an area not subject to further disturbance in accordance with CEQA section 15164.5 and the Public Resources Code section 5097.98. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate. All newly discovered archaeological sites shall be recorded with the South Coastal Information Center at San Diego State University. Any human bones and associated grave goods of Native American origin encountered during Step 2-Testing, shall, upon consultation, be turned over to the appropriate Native American representative(s) for treatment in accordance with state regulations as further outlined under Step 4-Monitoring (Section IV. Discovery of Human Remains).</p> <p>A draft Data Recovery Report shall be submitted to City Staff within twelve months of the commencement of the data recovery. Data Recovery Reports shall describe the research design or questions, historic context of the finds, field results, analysis of artifacts, and conclusions. Appropriate figures, maps and tables shall accompany the text. The report shall also include a</p>			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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	<p>catalogue of all finds and a description of curation arrangements at an approved facility, and a general statement indicating the disposition of any human remains encountered during the data recovery effort (please note that the location of reinternment and/or repatriation is confidential and not subject to public disclosure in accordance with state law). Finalization of draft reports shall be subject to City Staff review.</p> <p>Step 4 – Monitoring</p> <p>If no significant resources are encountered, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the following provisions and components:</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <ol style="list-style-type: none"> 1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first Precon Meeting, whichever is applicable, City Staff shall verify that the requirements for Archaeological Monitoring and Native American monitoring, where the project may impact Native American resources, have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to City Staff</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to City Staff identifying the PI for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego HRG. If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour Hazardous Waste Operations and Emergency Response training with certification documentation. 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG. 3. Prior to the start of work, the applicant must obtain written approval from City Staff for any personnel changes associated with the monitoring program. 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to City Staff that a site-specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to City Staff requesting a reduction to the 1/4 mile radius. <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), CM and/or Grading Contractor, RE, the Native American representative(s) (where Native American resources may be impacted), BI, if appropriate, and City Staff. The qualified Archaeologist and the Native American consultant/monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> (a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Archaeological Monitoring Plan (AMP) <ol style="list-style-type: none"> (a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan (with verification that the AMP has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) which describes how the monitoring would be accomplished for approval by City Staff and the Native American monitor. The AMP shall include an Archaeological Monitoring 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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	<p>Exhibit (AME) based on the appropriate construction documents (reduced to 11 by 17 inches) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>(b) The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).</p> <p>(c) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur.</p> <p>(d) The PI may submit a detailed letter to City Staff prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The Archaeological monitor shall be present full-time during all soil disturbing and grading/excavation /trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities. 2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME, and provide that information to the PI and City Staff. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Processes detailed in Sections III.B-C, and IVA-D shall commence. 3. The archeological and Native American consultant/monitor shall document field activity via the CSV. The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to City Staff. 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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	<p>4. The PI may submit a detailed letter to City Staff during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.</p> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify City Staff by phone of the discovery, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible. 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. <ol style="list-style-type: none"> (a) The PI shall immediately notify City Staff by phone to discuss significance determination and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program which has been reviewed by the Native American consultant/monitor when applicable, and obtain written approval from City Staff and the Native American representative(s), if applicable. Impacts to 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>(c) If the resource is not significant, the PI shall submit a letter to City Staff indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.</p> <p>IV. Discovery of Human Remains</p> <p>If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <p>A. Notification</p> <ol style="list-style-type: none"> 1. Archaeological Monitor shall notify the RE or BI as appropriate, City Staff, and the PI, if the Monitor is not qualified as a PI. City Staff will notify the appropriate Senior Planner in the Environmental Analysis Section of the Development Services Department to assist with the discovery process. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. <p>B. Isolate discovery site</p> <ol style="list-style-type: none"> 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. 			

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		Time Frame	Responsibility	Verification Responsibility
	<p>C. If Human Remains are determined to be Native American</p> <ol style="list-style-type: none"> 1. The Medical Examiner will notify the NAHC within 24 hours. By law, ONLY the Medical Examiner can make this call. 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e) and the California Public Resources and Health & Safety Codes. 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods. 5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and if: <ol style="list-style-type: none"> (a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; (b) The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN, (c) In order to protect these sites, the Landowner shall do one or more of the following: <ol style="list-style-type: none"> (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County. 6. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing 			

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Significant Impact(s)	Mitigation Measure(s)	Implementation		
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	<p>cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.</p> <p>D. If Human Remains are not Native American</p> <ol style="list-style-type: none"> 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with City Staff, the applicant/landowner and the San Diego Museum of Man. <p>V. Night and/or Weekend Work</p> <p>A. If night and/or work is included in the contract</p> <ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> (a) No Discoveries <p>In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVr and submit to City Staff via fax by 8 am of the next business day.</p> (b) Discoveries <p>All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.</p> 			

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Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>(c) Potentially Significant Discoveries</p> <p>If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.</p> <p>(d) The PI shall immediately contact City Staff, or by 8 am of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night and/or weekend work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>VI. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) prepared in accordance with the HRG and Appendices which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to City Staff, for review and approval within 90 days following the completion of monitoring, <ol style="list-style-type: none"> (a) For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. (b) Recording sites with State of California Department of Parks and Recreation <p>The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City’s Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.</p> 			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<ol style="list-style-type: none"> 2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval. 4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The PI shall submit a Collections Management Plan to City Staff for review and approval for any project which results in a substantial collection of historical artifacts. <p>C. Curation of artifacts: Accession Agreement and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with City Staff and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and City Staff. 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance in accordance with section IV – Discovery of Human Remains, subsection 5.(d). 			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from—City Staff which includes the Acceptance Verification from the curation institution. 			
LAND USE (LND)				
Impact LU-B.1	Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)			
	Implementation of the noise attenuation measures required by Mitigation Measure NOI-B.2-1 would reduce interior noise levels to 45 dB (A) CNEL and reduce potential impacts to below a level of significance.	<p>Prior to Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	Civic San Diego/City
Impact LU-B.2	Noise generated by I-5 and highly traveled grid streets could cause noise levels in noise-sensitive uses not governed by Title 24 to exceed 45 dB(A). (Direct)			
	Mitigation Measures NOI-B.1-1 and NOI-C.1.1, as described below.	<p>Prior to Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	Developer	Civic San Diego/City

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
Impact LU-B.3	Noise levels in Downtown areas within the 65 CNEL contour of SDIA could exceed 45 dB(A) for noise sensitive uses not covered by Title 24. (Direct)			
	Mitigation Measures NOI-B.1-1, as described below.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City
Impact LU-B.4	Noise generated by train horns, engines and wheels as well as bells at crossing gates would significantly disrupt sleep of residents along the railroad tracks. (Direct)			
	Mitigation Measure LU-B.4-1: Prior to approval of a Building Permit which would expose habitable rooms to disruptive railroad noise, an acoustical analysis shall be performed. The analysis shall determine the expected exterior and interior noise levels related to railroad activity. As feasible, noise attenuation measures shall be identified which would reduce noise levels to 45 dB(A) CNEL or less in habitable rooms. Recommended measures shall be incorporated into building plans before approval of a Building Permit.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City
Impact LU-B.5	Ballpark lighting would interrupt sleep in residences and hotels within two blocks of the ballpark. (Direct)			
	Mitigation Measure LU-B.5.1: Prior to approval of a Building Permit which would result in a light sensitive use within a two-block radius of Petco Park, the applicant shall provide a lighting study that demonstrates to the satisfaction of Civic San Diego that habitable rooms would be equipped with light attenuation measures which would allow occupants to reduce night-time light levels to 2.0 foot-candles or less.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
NOISE (NOI)				
Impact NOI-B.1	Noise generated by I-5 and highly traveled grid streets could cause interior noise levels in noise-sensitive uses (exclusive of residential and hotel uses) to exceed 45 dB(A). (Direct)			
	Mitigation Measure NOI-B.1-1: Prior to approval of a Building Permit for any residential, hospital, or hotel within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to confirm that architectural or other design features are included which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	Civic San Diego/City
Impact NOI-B.2	Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)			
	Mitigation Measure NOI-B.2-1: Prior to approval of a Building Permit for any noise-sensitive land uses within four blocks of Petco Park, an acoustical analysis shall be performed. The analysis shall confirm that architectural or other design features are included in the design which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City
Impact NOI-C.1	Exterior required outdoor open space in residential could experience traffic noise levels in excess of 65 dB(A) CNEL. (Direct)			
	Mitigation Measure NOI-C.1-1: Prior to approval of a Development Permit for any residential development within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any required outdoor open space areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the primary purpose or design intent of the exterior use, measures shall be included in building plan, to the extent feasible.	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
Impact NOI-D.1	Recreation areas within public parks and plazas may experience traffic noise levels in excess 65 dB(A) CNEL. (Direct)			
	Mitigation Measure NOI-D.1-1: Prior to approval of a Development Permit for any public park or plaza within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any recreation areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the intended recreational use or park design intent, measures shall be included, to the extent feasible.	Prior to Development Permit (Design) Prior to Certificate of Occupancy (Implementation)	Civic San Diego/ Developer	City
PALEONTOLOGICAL RESOURCES (PAL)				
Impact PAL-A.1	Excavation in geologic formations with a moderate to high potential for paleontological resources could have an significant impact on these resources, if present. (Direct)			
	<p>Mitigation Measure PAL-A.1-1: In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by Civic San Diego.</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <ol style="list-style-type: none"> 1. Prior to NTP for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, Centre City Development Corporation Civic San Diego shall verify that the requirements for paleontological monitoring have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to Civic San Diego</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to Civic San Diego identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines. 2. Civic San Diego will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from Civic San Diego for any personnel changes associated with the monitoring program. 			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to Civic San Diego that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and Civic San Diego. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the paleontological monitoring program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with Civic San Diego, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored <ol style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 by 17 inches) to Civic San Diego identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ol style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule 			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>to Civic San Diego through the RE indicating when and where monitoring will occur.</p> <p>b. The PI may submit a detailed letter to Civic San Diego prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and Civic San Diego of changes to any construction activities. 2. The monitor shall document field activity via the CSV. The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries. The RE shall forward copies to Civic San Diego. 3. The PI may submit a detailed letter to Civic San Diego during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p> <p>3. The PI shall immediately notify Civic San Diego by phone of the discovery, and shall also submit written documentation to Civic San Diego within 24 hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>1. The PI shall evaluate the significance of the resource.</p> <p>a. The PI shall immediately notify Civic San Diego by phone to discuss significance determination and shall also submit a letter to Civic San Diego indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.</p> <p>b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from Civic San Diego. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to Civic San Diego unless a significant resource is encountered.</p> <p>d. The PI shall submit a letter to Civic San Diego indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</p> <p>IV. Night Work</p> <p>A. If night work is included in the contract</p> <p>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</p>			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>2. The following procedures shall be followed.</p> <p>a. No Discoveries</p> <p>(1)In the event that no discoveries were encountered during night work, The PI shall record the information on the CSVr and submit to Civic San Diego via fax by 9 a.m. the following morning, if possible.</p> <p>b. Discoveries</p> <p>(1)All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.</p> <p>c. Potentially Significant Discoveries</p> <p>(1)If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</p> <p>d. The PI shall immediately contact Civic San Diego, or by 8 a.m. the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night work becomes necessary during the course of construction</p> <p>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</p> <p>2. The RE, or BI, as appropriate, shall notify Civic San Diego immediately.</p> <p>C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <p>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to Civic San Diego for review and approval within 90 days following the completion of monitoring,</p> <p>a. For significant paleontological resources encountered during monitoring, the</p>			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Paleontological Recovery Program shall be included in the Draft Monitoring Report.</p> <p>b. Recording Sites with the San Diego Natural History Museum</p> <p>(1) The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.</p> <p>2. Civic San Diego shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</p> <p>3. The PI shall submit revised Draft Monitoring Report to Civic San Diego for approval.</p> <p>4. Civic San Diego shall provide written verification to the PI of the approved report.</p> <p>5. Civic San Diego shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</p> <p>B. Handling of Fossil Remains</p> <p>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.</p> <p>2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate</p> <p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <p>1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.</p> <p>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and Civic San Diego.</p>			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> The PI shall submit two copies of the Final Monitoring Report to Civic San Diego (even if negative), within 90 days after notification from Civic San Diego that the draft report has been approved. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from Civic San Diego which includes the Acceptance Verification from the curation institution. 			
TRAFFIC AND CIRCULATION (TRF)				
Impact TRF-A.1.1	Increased traffic on grid streets from Downtown development would result in unacceptable levels of service on specific roadway intersections and/or segments within downtown. (Direct)			
	<p>Mitigation Measure TRF-A.1.1-1: At five-year intervals, commencing upon adoption of the Downtown Community Plan, Civic San Diego shall conduct a downtown-wide evaluation of the ability of the grid street system to accommodate traffic within Downtown. In addition to identifying roadway intersections or segments which may need immediate attention, the evaluation shall identify roadways which may warrant interim observation prior to the next 5-year evaluation. The need for roadway improvements shall be based upon deterioration to LOS F, policies in the Mobility Plan, and/or other standards established by Civic San Diego, in cooperation with the City Engineer. In completing these studies, the potential improvements identified in Section 6.0 of the traffic study for the Downtown San Diego Mobility Plan and Section 4.2.3.3 of the SEIR will be reviewed to determine whether these or other actions are required to improve traffic flow along affected roadway corridors. Specific improvements from Section 4.2.3.3 include:</p> <p><u>Mitigation Measures that Fully Reduces Impact</u></p> <p>I-5 northbound off-ramp/Brant Street and Hawthorn Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</p> <p>Second Avenue and Cedar Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</p> <p>Fourth Avenue and Beech Street – Convert on-street parking to a travel lane on Fourth Avenue between Cedar Street and Ash Street during the AM peak hour.</p>	Every five years	Civic San Diego/City	Civic San Diego/City

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>First Avenue and A Street – Remove on-street parking on the north side of A Street between First and Front avenues as necessary to provide an east bound left turn lane.</p> <p>17th Street and B Street – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</p> <p>16th Street and E Street – Remove on-street parking on the east side of 16th Street south of E Street as necessary to provide a northbound right-turn lane.</p> <p>Eleventh Avenue and G Street – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.</p> <p>Park Boulevard and G Street – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.</p> <p>16th Street and Island Avenue – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</p> <p>19th Street and J Street – Restripe the northbound left-turn lane into a northbound left-turn and through shared lane.</p> <p>Logan Avenue and I-5 southbound off-ramp – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</p> <p><u>Mitigation Measures that Partially Reduces Impact</u></p> <p>Front Street and Beech Street - Convert on-street parking to a travel lane on Front Street between Cedar Street and Ash Street during the PM peak hour.</p> <p>15th Street and F Street - Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</p> <p>13th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.</p> <p>14th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.</p> <p>16th Street and G Street - Convert on-street parking to a travel lane on G Street between 11th</p>			

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
	<p>Avenue and 17th Street during the PM peak hour.</p> <p>17th Street and G Street - Signalization and convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.</p> <p>Following the completion of each five-year monitoring event, Civic San Diego shall incorporate needed roadway improvements into the City of San Diego CIP or identify another implementation strategy.</p> <p>In order to determine if the roadway improvements included in the current five-year CIP, or the equivalent, are sufficient to accommodate developments, a traffic study would be required for large projects. The threshold to be used for determining the need for a traffic study shall reflect the traffic volume threshold used in the Congestion Management Program. The Congestion Management Program stipulates that any activity forecasted to generate 2,400 or more daily trips (200 or more equivalent peak hour trips).</p>			
	<p>Mitigation Measure TRF-A.1.1-2: Prior to approval of any development which would generate a sufficient number of trips to qualify as a large project under the Congestion Management Program (i.e. more than 2,400 daily trips, or 200 trips during a peak hour period), a traffic study shall be completed. The traffic study shall be prepared in accordance with City’s Traffic Impact Study Manual. If the traffic study indicates that roadways substantially affected by the project would operate at LOS F with the addition of project traffic, the traffic study shall identify improvements to grid street segments and/or intersections consistent with the Downtown San Diego Mobility Plan which would be required within the next five years to achieve an acceptable LOS or reduce congestion, to the extent feasible. If the needed improvements are already included in the City of San Diego’s CIP, or the equivalent, no further action shall be required. If any of the required improvements are not included in the CIP, or not expected within five years of project completion, the City of San Diego shall amend the CIP, within one year of project approval, to include the required improvements and assure that they will be implemented within five years of project completion. At Civic San Diego’s discretion, the developer may be assessed a pro-rated share of the cost of improvements as a condition of project approval.</p>	Prior to Development Permit (Design)	Developer	Civic San Diego/City

**Table 6-1
Mitigation Monitoring and Reporting Program**

Significant Impact(s)	Mitigation Measure(s)	Implementation		
		Time Frame	Responsibility	Verification Responsibility
Impact TRF-A.1.2	Increased traffic from Downtown development on certain streets surrounding Downtown would result in an unacceptable level of service. (Direct and Cumulative)			
	Implementation of Mitigation Measure TRF-A.1.1-1 would also reduce impacts on surrounding roadways but not necessarily below a level of significance.	Every five years	Civic San Diego/City	Civic San Diego/City
Impact TRF-A.2.1-1	Elimination of Cedar St. off-ramp would impact other freeway ramps by redirecting traffic to other off ramps serving downtown. (Direct)			
	Mitigation Measure TRF A.2.2-1: Prior to elimination of the Cedar Street off-ramp from I-5, a traffic study shall be done by Civic San Diego in consultation with the City of San Diego and Caltrans to determine the potential effects associated with elimination of the off-ramp and the conversion of Cedar Street from one- to two-way. The report shall also identify roadway modifications that would minimize potential impacts on local surface streets and I-5.	Prior to elimination of Cedar Street off-ramp (Design/Implementation)	Civic San Diego/City	Civic San Diego/City



Chapter 7

References Cited and Individuals and Agencies Consulted/Certification

7.1 References Cited

The following documents were used, referenced, or relied on in preparing this SEIR, and the documents are available for public review and inspection at the City of San Diego. Some documents are additionally available for review on the City of San Diego website page at www.sandiego.gov.

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2015a Ambient Air Quality Standards. California Air Resources Board. October 1.

2015b California Air Quality Data Statistics. California Air Resources Board Internet Site. <http://www.arb.ca.gov/adam/welcome.html>. Top 4 Summary and Hourly Listing. Accessed October 21, 2015.

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2012b Flood Insurance Rate Map, Map Number 06073C1885G. Effective Date: May 16, 2012.

Federal Highway Administration (FHWA)

- 2006 FHWA Highway Construction Noise Handbook. Prepared by U.S. Department of Transportation Research and Innovative Technology Administration. Prepared for FHWA Office of Natural and Human Environment. FHWA-HEP-06-015. Final Report August 2006.

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- 2011 Regional Transit Routes Map. March. Available at: http://www.sdmts.com/MTS/documents/RTM_March2011.pdf.

Regional Water Quality Control Board (RWQCB)

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- 2011 The Water Quality Control Plan for the San Diego Basin (Basin Plan). Available at: http://www.waterboards.ca.gov/sandiego/water_issues/programs/basin_plan/index.shtml
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7.2 Individuals and Agencies Consulted/Certification

This document has been completed by Civic San Diego and the City of San Diego and is based on independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103. A list of contributing staff members is provided below.

Civic San Diego

Brad Richter, Assistant Vice President
Steven Bossi, Associate Planner

City of San Diego

Myra Herrmann, Senior Planner
Vicki Kalkirtz, Senior Planner
Mark Stephens, Associate Planner

RECON Environmental, Inc.

Alyssa Muto, Senior Project Manager
Lisa Lind, Principal
Stephanie Whitmore, Senior Environmental Analyst
Michael Page, Senior Environmental Analyst
Dawna De Mars, Associate Environmental Analyst
Jennifer Domeier, Associate Environmental Analyst
Greg Kazmer, Associate Environmental Analyst
Nathanial Yerka, Research Assistant
William Maddux, Senior Acoustical, Air Quality and Greenhouse Gas Specialist
Jessica Fleming, Acoustical, Air Quality and Greenhouse Gas Analyst
Chris Nixon, GIS Specialist
Jennifer Gutierrez, Production Specialist
Stacey Higgins, Production Supervisor

Chen Ryan Associates, Inc.

Monique Chen, Project Manager
Stephen Cook, Senior Project Engineer
Phuong Nguyen, Traffic Engineer
Andrew Prescott, Transportation Planner
Sasha Jovanovic, Transportation Planner

APPENDICES

APPENDIX A



**CIVIC SAN DIEGO
PUBLIC NOTICE
OF THE PREPARATION OF A SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT
AND SCOPING MEETING**

Date of Notice: December 2, 2014

PROJECT NAME/No.: Downtown San Diego Mobility Plan
APPLICANT: Civic San Diego
COMMUNITY AREA: Downtown Community Plan Area
COUNCIL DISTRICT: 3

PUBLIC NOTICE: The City of San Diego as the Lead Agency, working with Civic San Diego, has determined that the Downtown San Diego Mobility Plan ("Mobility Plan"), as described below, will require the preparation of a Supplemental Environmental Impact Report (SEIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a SEIR and Scoping Meeting was publicly noticed and distributed on December 2, 2014. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the Civic San Diego website at www.civicsd.com and the City of San Diego's website at <http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>

SCOPING MEETING: A public scoping meeting will be held by Civic San Diego on **December 16, 2014**, from 6:00 p.m. to 8:00 p.m. in the Civic San Diego Boardroom located at 401 B Street, Suite 400, San Diego, CA 92101. Verbal and written comments regarding the scope of the Mobility Plan options to be analyzed within the SEIR will be accepted at the meeting.

Written comments may also be sent directly to **Mr. Brad Richter, Asst. Vice President, Planning, Civic San Diego, 401 B Street, Suite 400, San Diego, CA 92101** or via e-mail to **richter@civicsd.com** with the Project Name in the subject line. All comments must be received by Civic San Diego within the 30-day public comment period, commencing on **December 2, 2014**, and concluding on **January 5, 2015**. Responsible agencies are requested to indicate their statutory responsibilities in connection with this Plan when responding. A SEIR incorporating public input will then be prepared and distributed for the public to review and comment.

PROJECT NAME: Downtown San Diego Mobility Plan
APPLICANT: Civic San Diego

PROJECT LOCATION: The Mobility Plan includes the area designated as the Downtown Community Plan Area (“Downtown”), covering approximately 1,516 acres to the south and west of Interstate 5 (I-5) and north and east of San Diego Bay. There is an established grid of roadways within the community that provides for pedestrian and bicycle use within the roadway rights-of-way. The area is connected by public transit, with the Orange, Blue, and Green Metropolitan Transit System (MTS) Trolley lines and hub, as well as a number of MTS buses including the new Bus Rapid Transit (Rapid). Amtrak train service is also provided via the existing railway infrastructure in a north/south direction.

PROJECT DESCRIPTION: The proposed Mobility Plan is a comprehensive update to the Transportation Chapter of the adopted 2006 Downtown Community Plan and would be consistent with the relevant policies from the 2008 City of San Diego General Plan. This planning effort was undertaken to build on the existing community plan policies, and to address the changing priorities and needs of the multi-modal network within the urban setting. The proposed plan is intended to improve connections and access for transit riders, bicyclists, and pedestrians, while maintaining roadway circulation for cars and commercial vehicles and increasing on-street parking where feasible. While existing in the Downtown, the rail facilities, which include the light rail trolley system and heavy rail corridors, are not proposed for modifications as part of this planning effort.

Policies and conceptual design improvements for the existing roadway network and multi-modal circulation within Downtown will be presented in detail within the proposed Mobility Plan. Among the proposed improvements are two-way and one-way auto corridor conversions, designated transit corridors, identification and design of pedestrian promenades and linear parks, and expansion and development of the existing bicycle network for Downtown. The reduction of vehicular lanes within existing streets will be considered for the accommodation of enhanced pedestrian and bicycle facilities as well as for increased parking. Please visit the following website for additional information and figures that provide an illustration of the Mobility Plan options proposed for analysis within the SEIR:

www.downtownsdmobility.com

In addition to the preferred Mobility Plan improvements, optional variations to these alignments are proposed that will be analyzed and considered by the City Council who will have ultimate responsibility for certification of the SEIR and approval of the Mobility Plan. These variations are related to the interconnection between bicycle routes and auto corridors. A figure illustrating the route variations can be found on the website referenced above.

Recommended Finding for CEQA Determination: The Mobility Plan is considered a policy effort expanding upon and updating the information contained within the 2006 Downtown Community Plan. The Downtown Community Plan Program EIR (PEIR) was prepared for, and

certified by, the City Council for this previous effort. It has been determined that the analysis contained with the Final PEIR is directly applicable to the proposed Mobility Plan; therefore, a review has been conducted to determine the appropriate documentation, or if no further documentation is required, under CEQA (Public Resources Code Section 21166; CEQA Guidelines Sections 15162 and 15163).

Following review of the Downtown Community Plan Final PEIR, it was determined that the proposed project (Mobility Plan) involved new information of substantial importance and could have one or more significant effects not discussed in the previous PEIR; that significant effects previously examined could be substantially more severe than shown in the previous PEIR; and the mitigation measures and Mobility Plan would be considerably different from those analyzed in the previous PEIR (Section 15162(a)(3)). However, it was determined that due to the focused scope of the policy and network improvements proposed, only minor additions would be necessary to make the previous PEIR adequate, and therefore, a Supplemental EIR is the appropriate document for this Project under CEQA (CEQA Guidelines Section 15163(a)).

The Downtown Community Plan PEIR identified significant impacts to the environment for the following subject areas: land use and planning, transportation/access/parking, cultural resources, public services and facilities, geology and seismicity, aesthetics/visual quality, noise, air quality, hydrology/water quality, hazardous materials, population/housing, paleontological resources, and energy. A review of these issues, as well as Appendix G of the CEQA Guidelines for any new issues or thresholds, determined that further Mobility Plan analysis is warranted to supplement the previous PEIR. Specifically, based on scoping, the proposed Plan will require further technical analysis for **air quality, greenhouse gas emissions, land use and planning, noise, transportation/access/parking, and hydrology/water quality.**

Availability in Alternative Format: To request this Notice in an alternative format, call the Development Services Department at (619) 446-5460 (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, you may contact Brad Richter at Civic San Diego at (619) 533-7115 or richter@civicsd.com. The Notice of Preparation may be reviewed, or purchased for the cost of reproduction, at Civic San Diego offices at 401 B Street, Suite 400 or the Development Services Department on the 5th Floor at 1222 First Avenue, San Diego, CA 92101. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on **December 2, 2014.**

Brad Richter
Assistant Vice President of Planning
Civic San Diego



0 Miles 0.2

FIGURE 1
Downtown Neighborhoods

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov



*Serious drought.
Help save water!*

December 23, 2014

11-SD-Various
PM Various
Downtown San Diego Mobility Plan
SCH #2014121002

Brad Richter
City of San Diego
401 B Street, Suite 400
San Diego, CA 92101

Dear Mr. Richter:

The California Department of Transportation (Caltrans) received a copy of Notice of Preparation (NOP) for the Downtown San Diego Mobility Plan Supplemental Environmental Impact Report (SEIR). Caltrans has the following comments:

Traffic Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix “A” of the TIS guide. www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study.

The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in TIS. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy; therefore, please refer to the policy for more information and requirements.

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy/13-02.pdf>

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Transit

Caltrans appreciates the multi-modal approach to the planning efforts in the downtown San Diego core. The City can realize increased mode share by planning for robust pedestrian, bicycling, and transit networks and making each mode more viable to the travelling public.

Proposed Bicycle Corridors are wide spread in the central and eastern portions of the study area. However, they are scarcer on the western portion of the study area. Is there opportunity to expand the proposed bicycling network on the western portion?

Proposed Green Streets only cross I-5 at Island Ave. Are there any opportunities to expand the Green Streets network at any other locations in order to cross I-5?

If you have any questions on the comments Caltrans has provided, please contact Marisa Hampton of the Development Review Branch at (619) 688-6954.

Sincerely,



JACOB ARMSTRONG, Chief
Development Review Branch

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



December 22, 2014

Mr. Brad Richter
Asst. Vice President, Planning
Civic San Diego
401 B Street, Suite 400
San Diego, CA 92101
richter@civicsd.com

Re: Downtown San Diego Mobility Plan

Dear Mr. Richter:

The California Public Utilities Commission (CPUC / Commission) has jurisdiction over the safety of highway-rail crossings (crossing) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings and Engineering Branch received the *Civic San Diego Public Notice of the Preparation of a Supplemental Environmental Impact Report and Scoping Meeting* for the proposed Downtown San Diego Mobility Plan. It states "The proposed plan is intended to improve connections and access for transit riders, bicyclists, and pedestrians, while maintaining roadway circulation for cars and commercial vehicles and increasing on-street parking where feasible. While existing in the Downtown, the rail facilities, which include the light rail trolley system and heavy rail corridors, are not proposed for modifications as part of this planning effort."

The maps show that the City of San Diego (City) is considering extensive traffic circulation changes in the downtown area. For example, the City may convert one-way streets to 2-way streets at 8th Avenue and 9th Avenue at the rail tracks along C Street.

CPUC staff is concerned that the analysis of such changes would specifically avoid any planning to address safety at the tracks. Collisions continue to occur at tracks in the downtown area. For example, the crossing at First Avenue and C Street has experienced nine collisions between trolleys and motorists from 2012 to 2014.

The City should address in its traffic analysis rail crossing safety and potential mitigation measures. It should consider whether changes to traffic circulation patterns may increase the likelihood of red-light violations, illegal turns, and wrong-way driving in the vicinity of the tracks. The safety of pedestrians, cyclists and pedi-cabs at the tracks should also be considered. Previous CPUC staff recommendations are attached in Appendix A and B of this letter. The City

should coordinate with SANDAG, rail organizations and CPUC staff as appropriate to plan for improvements.

If you have any questions, please contact Kevin Schumacher at (415) 310-9087 or kevin.schumacher@cpuc.ca.gov. More information can be found at: <http://www.cpuc.ca.gov/crossings/>

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Robertson".

Michael Robertson
Program Manager
Rail Crossings and Engineering Branch
Safety and Enforcement Division

cc: Stephen Celniker, City
Wayne Terry, MTS
John Haggerty, SANDAG

Appendix A: Previous RECOMMENDATIONS AT 10th AVENUE AND C STREET

May 2014

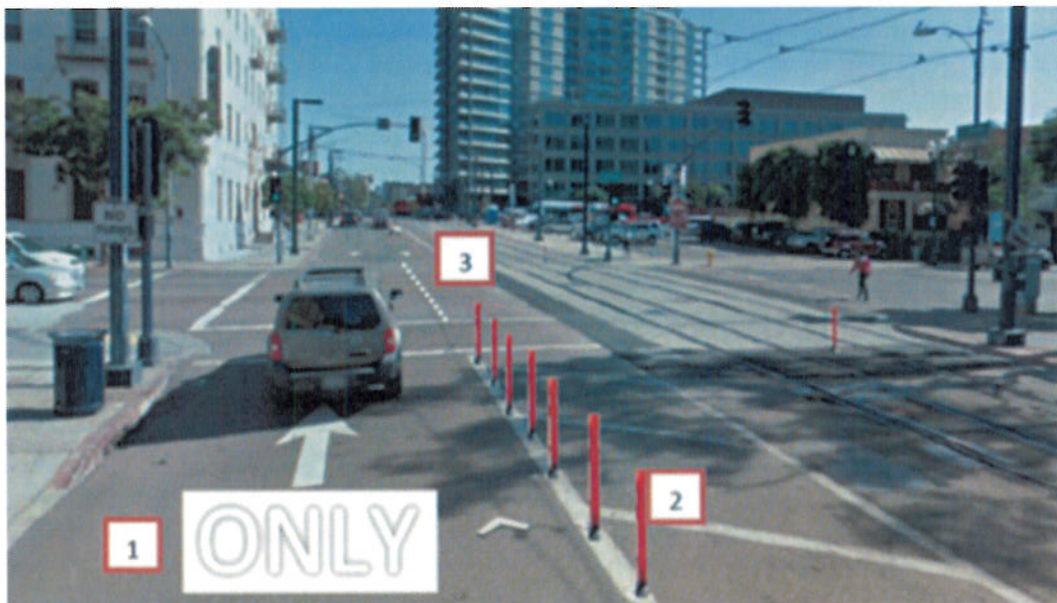
10TH AVE & C STREET, City of San Diego, MTS/San Diego Trolley
CPUC# 081B-0.82

EXISTING



CPUC RECOMMENDATIONS

1. Emphasize the thru arrow with the word ONLY.
2. Physical separation, like mountable curb and “candle sticks”, separating the tracks from adjacent lanes. This is recommended throughout C Street, but it’s most useful near the intersections.
3. Lane / edge line extension through the intersection.



Appendix B: Previous recommendations at 1st and C Street

RCES comments on First & C St, San Diego
Potential improvements for consideration

March 2014

Related to the May 2011 MTS letter:

1. Lack of advance signage warning vehicles of tracks ahead
 - a. Action: Install W10-1 signs and RXR markings along First Street



- b. Action: Install W10-2 signs with appropriate orientation on each approach to the intersection. Normally this would only be installed for movements across the tracks, but this warning may also be appropriate in this circumstance due to the high number of illegal movements.



2. Poor condition of asphalt paint
 - a. Action: Refresh all pavement markings, particularly directional markings and lane delineation
3. Absence of asphalt paint indicating NO LEFT TURN or NO RIGHT TURN
 - a. Response: Directional arrow and ONLY markings appear to be appropriate, but need to be maintained.
 - b. Action: Install and maintain markings with sufficient contrast. The signage should be changed from text messages to symbolic signs that closely match the pavement markings for directional arrow ONLY.
4. Cantilevers need extension to center lane with additional traffic signal mounted to enhance aspect visibility
 - a. Response: May be appropriate in a couple specific locations, but First Street is OK
 - b. Action: Consider additional near-side traffic signal mast arms to increase traffic signal conspicuity.
5. Directional traffic information may not be consistent on the signage and markings at some locations
 - a. Response: Consider minor signage and marking changes as discussed below

Additional comments:

1. Add a through only R3-5a sign over the south lane. This is probably more effective than a NO TURNS R3-3 sign.



2. Add R3-1 and R3-2 symbolic turn prohibition signs, rather than NO TURNS text message.



3. Consider lane extension through the intersection similar to SFMTA 3rd Street corridor



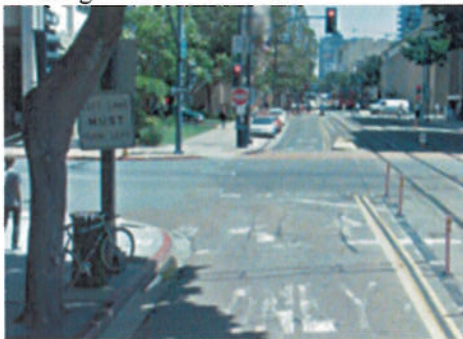
4. Consider traffic signal changes
 - a. Use lunar bar signals for train control.
 - b. Provide all-red for motor vehicle traffic during approach and passage of a train.
 - c. Lunar bars could be used to just provide a queue jump so that the train starts first.
5. Extend bollards further into the intersection. Supplement with raised curb or mountable rubber curbing.
6. Hatch markings on tracks in intersection.
7. Add W10-7 blank out sign facing cross-traffic along First Street.



8. Left turn lane from C onto First Street:
 - a. Maintain lane marking and directional markings.
 - b. Install raised curb and bollard to channelize left turn movements from the left lane.
 - c. Replace LEFT LANE MUST TURN LEFT text message with symbolic R3-5. Similar change for right turns onto First St.



- d. Remove tree. It reduces visibility of the posted sign and the intersection, and shade may obscure markings



APPENDIX B

Letter A

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A-1
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A-1 This comment reiterates the public review period and acknowledges that the requirements for circulation of draft environmental documents have been met. No further response required.

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Letter B

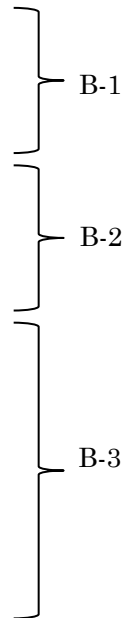
B-1 This is an introductory comment referencing the surrounding facilities under Caltrans jurisdiction for their review of the proposed Project. No further response is required.

B-2 The comment is an introduction to comments that follow which are addressed individually below.

B-3 ICE analysis was conducted for the I-5 NB off-ramp Brant/Hawthorne Streets (Intersection [Int.] 8) and I-5 and Logan Avenue SB off-ramp (Int. 107) intersections and will be provided in Appendix P of the Mobility Plan Technical Report. In order to identify the most effective and comprehensive access alternatives for these intersection, multi-way stop controlled as well as a roundabout alternative were evaluated. The ICE analysis results are summarized below:

Int. #	AWSC		M?	Roundabout		M?
	Delay	LOS		Delay	LOS	
Int. 8 (SSSC)	104.4/ 235.1	F / F	No	187.6/ 401.1	F / F	No
Int. 107 (AWSC)	N/A	N/A	N/A	7.3/ 13.7	A / B	Yes

Notes: M = Mitigated?
SSSC = Side Street Stop Control
AWSC = All-Way Stop Controlled



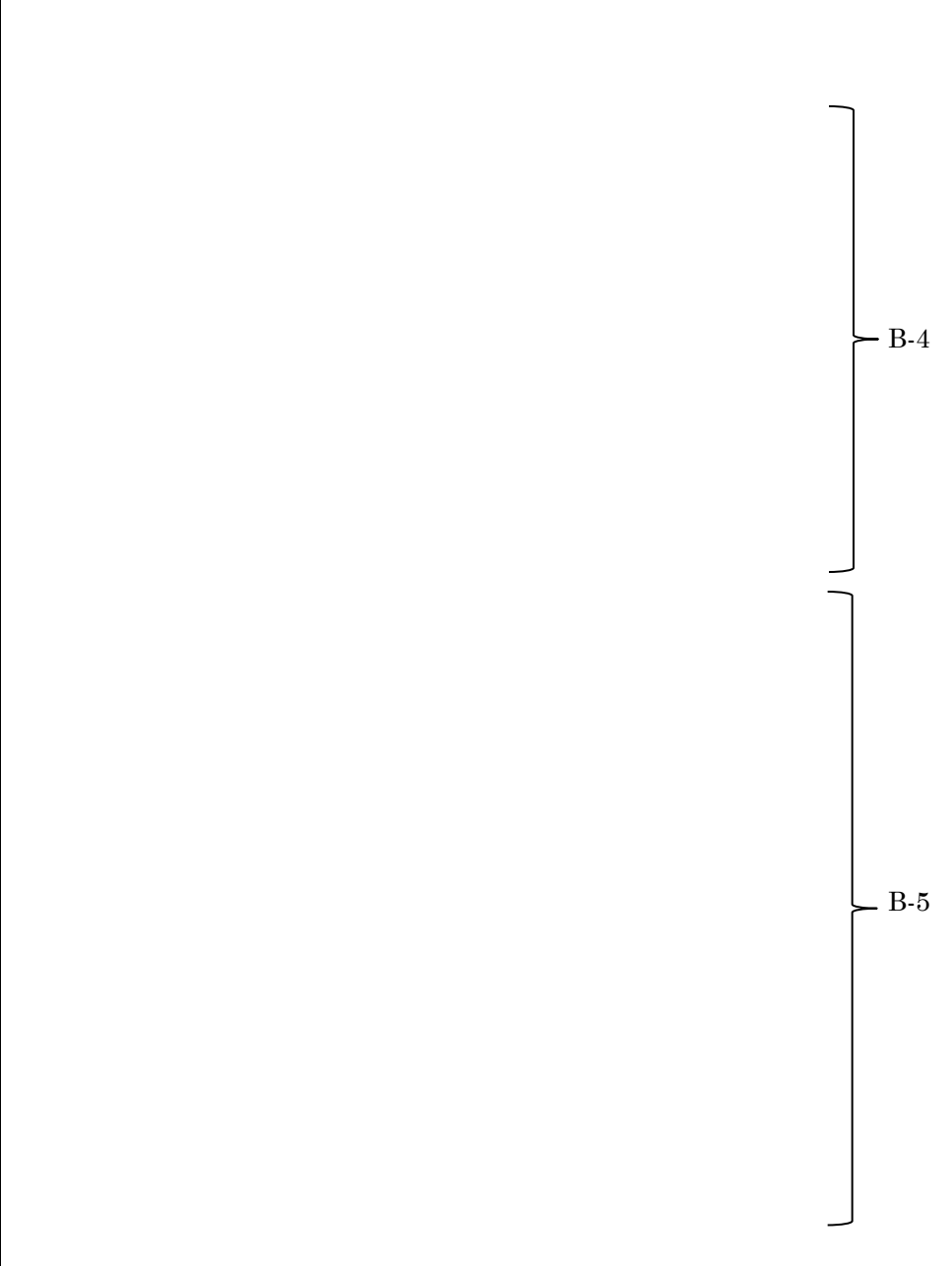
- *Intersection 8: I-5 NB Off-Ramp/Brant Street & Hawthorn Street* – As shown above, this intersection would operate at a level of service (LOS) F under both the All-Way Stop Controlled and the Roundabout alternative, therefore signalization is the only feasible mitigation. A traffic signal warrant was conducted. Based upon *California Manual of Uniformed Traffic Control Devices (MUTCD) 2012 Edition Figure 4C-103 (CA)*, this intersection would meet the “Peak Hour” warrant. The signal warrant worksheet for this intersection is provided in Appendix P of the Technical Report.

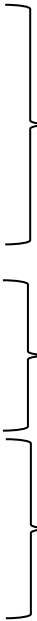
B-3 (cont.)

- *Intersection 107: Logan Avenue & I-5 SB Off-Ramp* – As shown above, this intersection would operate at an acceptable LOS B or better under the roundabout alternative, however, implementation of a roundabout would be challenging for the following reasons:
 - Lack of right-of-way: the available inscribe diameter at this intersection is 50 feet, whereas a typical single lane modern roundabout requires an inscribe diameter of 90 to 180 feet.
 - Presence of commercial driveways: Three commercial driveways are located within 100 feet (two of which are within 50 feet) of the intersection. Vehicles using these driveways would create additional conflicts with those utilizing the roundabout, resulting in additional delay and reducing roundabout efficiency.

Considering the findings presented above, a traffic signal warrant was conducted. Based upon California MUTCD 2012 Edition Figure 4C-103 (CA), this intersection would meet the “Peak Hour” warrant. The signal warrant worksheet for this intersection is provided in Appendix P of the Technical Report.

A detailed traffic analysis for the elimination of I-5/Cedar Street off-ramp will be prepared to satisfy all Caltrans’ requirements – close coordination with Caltrans will also be taken place prior to any closure of this off-ramp pursuant to Mitigation Measure TRF A.2.1-1. As noted in the Final SEIR, the 2006 Program EIR (PEIR) Mitigation Measure TRF-A.2.2-1, which requires a collaborative effort for the study, remains in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project and has been renumbered as TRF A.2.1-1.

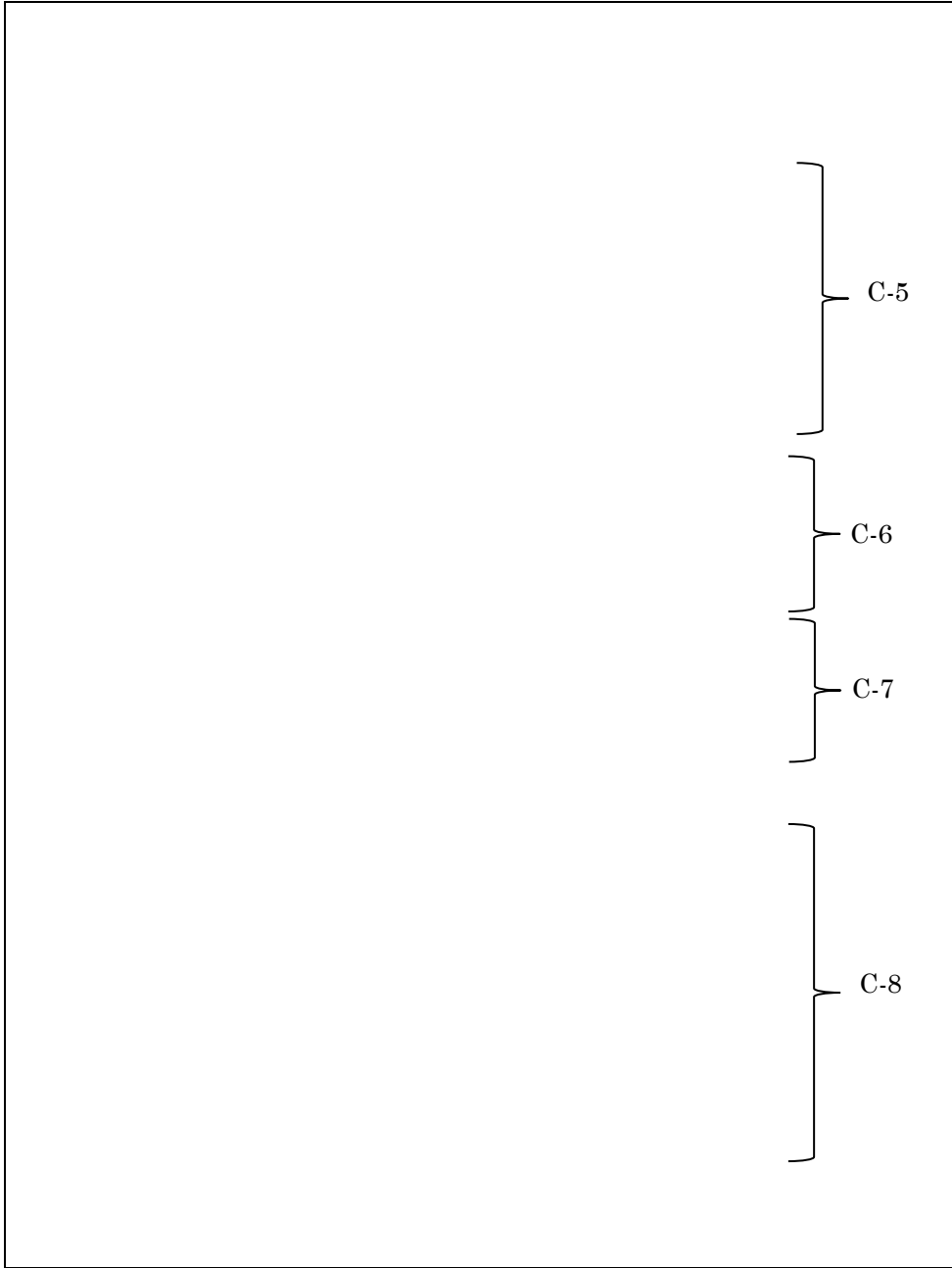
<div style="text-align: right; margin-right: 20px;">  </div>	<p>B-4 Chapter 6 of the SEIR, Mitigation Monitoring and Reporting Program, has been revised to clarify that additional mitigation measures from the 2006 PEIR have been satisfied. Specifically, the MMRP includes these clarifications and now reads as following.</p> <p>In addition, measures from the 2006 PEIR that were required to be implemented subsequent to the adoption of the Downtown Community Plan and have been satisfied have been removed. This applies to the following traffic mitigation measures:</p> <ul style="list-style-type: none"> • Mitigation Measure TRF-A.1.1-3 which required an update to the Public Facilities Financing Plan to include a transportation element to specify transportation improvements, timeline, and estimated costs. • Mitigation Measure TRF-A.2.1-1, which required a multijurisdictional effort to study the I-5 corridor through Downtown. Central I-5 Conceptual Improvement Program, was completed in 2010. <p>B-5 The Class I Bike Path bridge over I-5 to San Diego City College is an existing facility. This comment provides guidance for planning, designing, and constructing facilities within Caltrans right-of-way in accordance with Caltrans standards, including guidance for structure plan sheets. No further response required.</p>
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	<p data-bbox="919 289 1033 537">  </p> <p data-bbox="982 402 1033 428">B-6</p> <p data-bbox="1060 391 2003 548"> B-6 Comment noted and it is concurred that any work performed within Caltrans right-of-way requires discretionary review and approval of an encroachment permit by Caltrans. Close coordination between Civic San Diego and Caltrans will take place prior to any work to be performed within Caltrans' right-of-way. </p> <p data-bbox="982 630 1033 656">B-7</p> <p data-bbox="1060 581 2003 899"> B-7 This comment is not at variance with the information presented in the Mobility Plan. The Mobility Plan's guiding vision promotes an integrated transportation network of Greenways, sidewalks, bikeways, transit services, roadways, and freeways. The planned Greenway and Cycleway networks are intended to improve pedestrian and cyclist mobility throughout Downtown San Diego (Downtown), including improved access to transit. Use of technology to improve service and increased transit accessibility are encouraged through T-P-3. Signal prioritization is encouraged through (T-P-13). </p> <p data-bbox="982 802 1033 828">B-8</p> <p data-bbox="1060 932 2003 997"> B-8 This is a concluding comment on ongoing coordination with Caltrans. No further response required. </p>
--	---

Letter C

- C-1
- C-2
- C-3
- C-4





- C-1 This is an introductory comment referencing the surrounding jurisdiction and the San Diego Unified Port District's (District) review of the proposed Project. No further response is required.
- C-2 Comment noted. This comment provides background context regarding the District's commitment to integrated planning. No further response is required.
- C-3 Comment noted. This comment identifies consistencies between the goals of the Mobility Plan and the District and is not at variance with the information presented in the SEIR.
- C-4 Comment noted. This comment expresses general support for the Mobility Plan. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

	<p>C-5 Comment noted. This comment expresses support for the Mobility Plan goals and policies promoting coordination with the District.</p> <p>C-6 This comment recommends and requests coordination between Civic San Diego, the City, and the District regarding projects within or adjacent to District tidelands. Complete Streets Policy 3 (CS-P-3) and Airports, Rail, and Goods Movement Policy 2 (ARG-P-2) encourage coordination with the District.</p> <p>C-7 Comment noted. This comment recommends and requests coordination between Civic San Diego, the City, and the District regarding projects within or adjacent to District tidelands. The Mobility Plan includes proposed facilities that would facilitate connections to adjacent neighborhoods and jurisdictions. Coordination between Civic San Diego, the City, and the District on future projects within or adjacent to District tidelands is anticipated.</p> <p>C-8 Similar to the response to Comment #7 above, coordination with the implementation of future facilities anticipated in the Mobility Plan and also proposed in neighboring communities and jurisdictions is anticipated to be necessary and has the potential to strengthen the planned network. Specific areas noted in the comment that would be addressed include bicycle facilities along Harbor Drive; complete streets and streetscapes within or adjacent to District tidelands; and transit stops and mobility hubs.</p>
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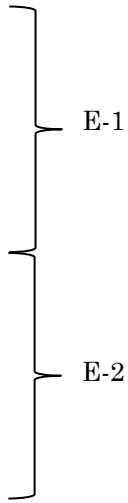
<div style="text-align: right; margin-right: 20px;"> <p>C-8 (cont.)</p> <p>C-9</p> <p>C-10</p> </div>	<p>C-9 Comment noted. This comment recommends and requests coordination between Civic San Diego, the City, and the District regarding policies that may affect District tidelands. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>The Mobility Plan anticipates coordination between Civic San Diego, the City, and the District on future projects within or adjacent to District tidelands.</p> <p>C-10 The Downtown Mobility Plan Vision on Page 1, Chapter 1 encourages for “...convenient access to valuable community resources such as employment centers, parks and the waterfront, cultural and entertainment attractions, and civic uses...” Revisions to the Mobility Plan have been made to reflect the suggested policies in the comment and include the following:</p> <ul style="list-style-type: none"> • Policy B-G-1 now reads: “A cohesive and well connected bicycle system within Downtown that provides linkages within the area and to surrounding neighborhoods including the waterfront and Port District tidelands.” • Policy B-P-4 now reads: “Connect Downtown’s Cycleways with surrounding communities, the waterfront and Port District tidelands, and transit facilities to encourage everyday commute and recreational bicycle trips within the region.” • Policy ARG-P-2 now reads: “Work with responsible and affected agencies, including Caltrans, San Diego Association of Governments (SANDAG), Metropolitan Transit System (MTS), the District, and the San Diego Regional Airport Authority, to enhance infrastructure and facilitate the timely movement of goods.” • Street System Policy #2 (SS-P-2) now reads, “Forge new connections and view corridors as larger sites are redeveloped, opening rights-of-way at the waterfront, through the Civic Center and along Cedar Street, among others. Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects.”
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<p style="text-align: right;">} C-10 (cont.)</p> <p style="text-align: right;">} C-11</p> <p style="text-align: right;">} C-12</p>	<p>C-10 (cont.) These revisions strengthen and clarify the goals and intent of the Mobility Plan and do not change the conclusions in the SEIR.</p> <p>C-11 This is a concluding comment on the review of the proposed Plan and the ongoing coordination. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>C-12 This is a concluding comment with contact information. No further response required.</p>
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Letter D

-  D-1 D-1 The comment is an introduction to comments that follow which are addressed individually below.
-  D-2 D-2 This correction to Figure 4.2-2 has been made for revised SEIR. This correction does not change the conclusions in the SEIR.
-  D-3 D-3 Page 149 of the pdf of the Draft SEIR corresponds to Page 6-3 of the SEIR MMRP which addresses Mitigation Measure AQ-B.1-1 from the 2006 PEIR. Mitigation Measure AQ-B.1-1 outlines conditions which must be met prior to approval of a Grading or Demolition Permit. The measures do include conditions for vehicles and equipment used during construction of project. The measures also include a condition construction contractor shall support and encourage ridesharing and transit incentives for the construction crew. The information about the MTS is noted, however, the operations of the MTS fleet are not addressed under Impact AQ-B.1, Construction Emissions, in the 2006 PEIR. No changes to the MMRP are required as a result of their comment.
-  D-4 D-4 This is a closing comment which provides contact information. No further response required.

Letter E



- E-1 This is an introductory comment providing support for the Mobility Plan and describes the relationship the Mobility Plan has with air quality standards, greenhouse gas (GHG) emission reduction goals, and Climate Action Plan (CAP) Goals. The comment is not at variance with the information presented in the Mobility Plan and SEIR.

- E-2 This comment summarizes the overall goals of the plan as presented in the SEIR. This comment provides support for the Mobility Plan, including the proposal for a layered network which balances the needs of users, cycle tracks, and Greenways. No further response is required.

E-2
 cont.

E-3

E-4

E-3 Section 1.3.2 of the SEIR states that GHG emissions were determined to be less than significant as subsequent projects implemented under the Mobility Plan would not represent a substantial increase in GHG emissions. However, the SEIR states: “promoting a multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit facilities, the proposed Project would also serve to implement the City’s General Plan GHG reduction goals.” Further, Section 4.1, Land Use, provides an overview of applicable regional and comprehensive plans, and concludes the proposed Project would be consistent with applicable goals and policies.

The City’s CAP referenced in the comment has been adopted since the planning for the Mobility Plan was initiated. The CAP relies on City and regional actions, continued implementation of federal and state mandates, and local strategies to reach reduction targets. Section 1, Introduction, of the Mobility Plan states: “The CAP strategies closely align with the broader complete streets philosophy as well as the Downtown Mobility Plan vision.” The proposed Project would support and implement strategies within the CAP through the development of a balanced multi-modal transportation network that includes enhancements to the pedestrian, bicycle, and transit experience. With the implementation of the proposed Project, auto mode share will be reduced from the current 66 percent to 46 percent for Downtown by Year 2035, and this is in support of the City’s CAP target of 50 percent for auto mode share.

E-4 This is a concluding comment providing general support for the Mobility Plan. No further response required.

Letter F

F-1

F-1

This letter expresses support for the proposed Mobility Plan for its goals and objectives related to mobility. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

<p>F-1 cont.</p>	<p>F-2 Comment noted.</p> <p>F-3 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment, including the suggestions provided, will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. The planning area for the Mobility Plan is limited to the Downtown Community Planning Area. The recommendations set forth in the Mobility Plan do not preclude the planning or implementation of additional connections during the design phase of the project or additional connections to neighboring communities and adjacent jurisdictions.</p>
<p>F-2</p>	
<p>F-3</p>	<p>In response to this comment, Figure 5-2 Proposed Bicycle Network includes existing Class III on Kettner from A Street to Kalmia Street, and planned Class III from Kalmia Street to Laurel Street. Figure 5-2 in the Mobility Plan, Figure 3-3 and Figure 4.2-1 in the SEIR were revised to reflect the Martin Luther King, Jr., Promenade running along the south side of the tracks, from Park Boulevard to Fifth Avenue. The gap exists along the north side of the tracks from Fifth Avenue to Sixth Avenue due to the pedestrian plaza.</p> <p>Additional information is provided below to clarify and respond to specific suggestions on the network presented in the Mobility Plan. No changes are required to the SEIR as a result.</p> <ul style="list-style-type: none"> • A separated connection from F St to G St at Kettner was deemed infeasible along rail corridor due to the narrowing width between the tracks north of G Street, nor is there adequate space outside of the tracks along the corridor. The planned bike lane along Harbor Drive and planned cycle tracks along Pacific Highway will help facilitate a north-south connection from the Promenade. • This connection between Fifth and Sixth avenues is provided via a planned Class III Bicycle Route. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
<p>F-4</p>	
<p>F-5</p>	

	<p>F-3 (cont.)</p> <ul style="list-style-type: none"> • The Intersection improvements to facilitate bicycle travel through the Park Blvd/Harbor Drive intersection are identified as a planned bicycle connection (Class III Bicycle Route) in the Mobility Plan and vehicular connection in the Mobility Plan. Specific improvements for this intersection will be identified at the project level and in coordination with other relevant agencies SANDAG and MTS. • The connection to Southeastern San Diego via Island Avenue was considered, however, implementation would require significant alteration or removal of multiple curb bulb-outs along Island Avenue, due to a constrained right-of-way. Island Avenue will remain designated as a Class III from Union Street to Park Boulevard and is planned as a Class III east of Park Boulevard to provide the connection to Southeastern San Diego. <p>C Street is identified as a Cycleway (Class IV cycle track) from Sixth Avenue to 19th Street in order to connect to the Pershing Drive bikeway project.</p> <p>F-4 Comment noted.</p> <p>F-5 This comment reflects the opinion of the reviewer and recommends additional treatments to assist cyclists crossing the trolley tracks parallel to Harbor Drive. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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	F-6	<p>F-6 The concern for bicycle theft and recommendation for bike lockers, bike cages, and a bike station is noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
	F-7	<p>F-7 This comment reflects the opinion of the reviewer and expresses support for the Greenway network. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
	F-8	<p>F-8 The potential design elements of National Avenue will be coordinated with the Barrio Logan Community Plan Update as there should be a consistent treatment and only one block lies within the Downtown Community Plan boundary.</p>
	F-9	<p>The Cedar Street Greenway will provide an east-west connection in the southern portion of Little Italy. E Street terminates at its east end onto a freeway on-ramp to I-5 and a connection across the freeway at this location is infeasible.</p>
	F-9	<p>As noted in previous responses, the recommendations set forth in the Mobility Plan do not preclude the planning or implementation of additional connections during the design phase of the project or additional connections to neighboring communities and adjacent jurisdictions. The comment, including the suggestions provided, will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
	F-10	<p>F-9 It is important to note that this Mobility Plan is intended to balance and improve mobility facilities for all travel modes, both vehicular and non-vehicular. Overall, the vehicle miles travelled (VMT) is reduced with the plan as routes are prioritized and balanced between vehicular and non-vehicular uses. G Street is one route that is prioritized for vehicular travel, due to its connection with the 94. In turn, adjacent streets are prioritized for other modes to achieve this reduction. Additionally, G Street services MTS Bus Route 235, Rapid bus service between Downtown and Escondido. Maintaining efficient vehicular operations along G Street was determined to be a critical factor to on-time bus performance.</p>

	<p>F-9 (cont.) This comment reflects the opinion of the reviewer and expresses concern with the G Street mitigation measures and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>F-10 This is a concluding comment on the review of the proposed Plan and support for the goals and objectives presented. No further response required.</p>
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Letter G

G-1 The comment presents the reasons for the opposition to bicycle facilities on Beech Street presented in the Mobility Plan. Please see Topical Response #2. Additional clarification to the points presented is provided as follows:

- The angled parking along Beech Street will be converted to parallel parking to provide adequate right-of-way for implementation of the two-way cycle track along the south side of Beech Street. The parking will serve as an additional barrier, further protecting cyclists from vehicular traffic.
- The network of protected bicycle facilities will improve cyclist safety and comfort by providing physical separation from vehicular traffic. Safety at intersections will be improved through pavement markings, turn boxes, and bicycle signal phasing.
- The two-way cycle track along Beech Street will provide an alternative to the Class III bicycle route on Ash Street. Beech Street has lower vehicular volumes and speeds than Ash Street. Additionally, cycle track implementation along Beech Street will only require the conversion of angled parking to parallel parking compared to Ash Street, which would require removal of a travel lane or all on-street parking. The Mobility Plan is intended to encourage the general population (interested but concerned riders including children) to live a more active life style and be less auto dependent by providing safe and connective active transportation facilities such as the cycle track on Beech Street.
- The mobility networks identified in the Mobility Plan are intended to provide for the safe travel by all modes. Implementation of the cycle tracks will improve cyclist safety by providing a dedicated, physically separated network of bicycle facilities. All cycle tracks, with the exception of Grape Street and Hawthorn Street, are intended to be implemented in the near-term to realize the safety benefits in the near future.

G-1

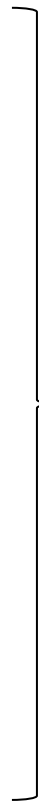
The Mobility Plan has not been changed in response to this comment; however, the opinions expressed will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter H

H-1

H-1 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter I



I-1

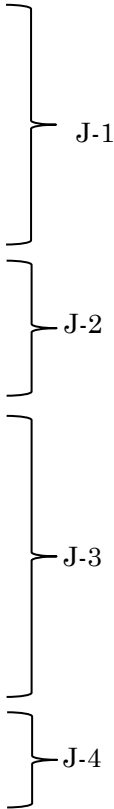
I-1 This comment provides the issues identified by the Little Italy Association for proposed bicycle facilities on State Street and Beech. Please see Topical Response #2 which addresses these issues and further explains the proposed Project. The letter will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

I-1
cont.

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I-1
cont.


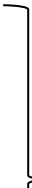
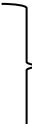
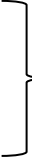
Letter J



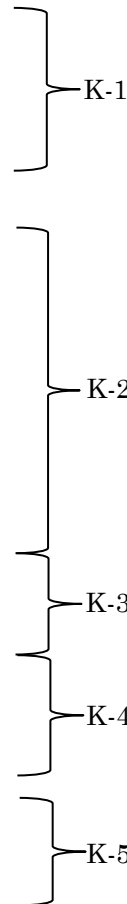
- J-1 The comment is an introduction to comments that follow which are addressed individually below.
- J-2 This comment does not address the adequacy of the SEIR. However, the following clarification on parking for Downtown, as explained in the Mobility Plan, are included as follows:

Chapter 13 of the Mobility Plan identifies short- and long-range projects. Implementation of all short-range projects is estimated to have a minimal to no impact on parking. Implementation of the short-range projects, including all Cycleways, with the exceptions of Hawthorn Street and Grape Street; 14th Street and E Street Greenways; parallel to angled parking conversion; and the East Village Green parking garage will result in a net increase of 227 parking spaces throughout Downtown.

In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown to better understand existing demand, issues, and opportunities to increase parking.
- J-3 Comment noted. Comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- J-4 Transit and emergency services will not be adversely impacted by implementation of the pedestrian improvements. Access to all buildings will be maintained.

<div style="display: flex; align-items: center; justify-content: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; width: 450px; height: 100px; margin-right: 10px;"></div> <div style="display: flex; flex-direction: column; align-items: center; justify-content: center;"> <div style="margin-bottom: 20px;">  <p>J-4 cont.</p> </div> <div style="margin-bottom: 20px;">  <p>J-5</p> </div> <div style="margin-bottom: 20px;">  <p>J-6</p> </div> <div>  <p>J-7</p> </div> </div> </div>	<p>J-5 Comment noted. The Mobility Plan lists potential sources of funding. The specific project costs and funding sources will be identified in the design phase and funding sources will be approved by the City council as part of the Capital Improvement Program budget process. No increases in Development Impact Fees are anticipated as the improvements in the Mobility Plan were anticipated in the Downtown Public Facilities Financing Plan adopted in 2014. The use of the various funding sources will be in accordance with their regulating provisions.</p> <p>J-6 Comment noted. Chapter 13 of the Mobility Plan identifies short- and long-range projects. Implementation of all short-range projects will not result in any net decrease in public parking. Implementation of the short-range projects, including all Cycleways, with the exceptions of Hawthorn Street and Grape Street; 14th Street and E Street Greenways; parallel to angled parking conversion; and the East Village Green parking garage will result in a net increase of 227 parking spaces throughout Downtown.</p> <p>J-7 This is a concluding comment on ongoing coordination and provides contact information. No further response required.</p>
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Letter K



- K-1 This is an introductory comment which provides context for the individual comments which follow. The growth projection in Downtown population is an important factor for planning and designing mobility networks to encourage travel mode shift from auto to walk, bike, and ride transit, in order to avoid significant traffic congestion in the future. In addition, all future development is required to provide parking for the given land use based on adopted parking requirements in the San Diego Municipal Code. The parking changes identified in the Mobility Plan do not take into account potential additional parking facilities that may be constructed in the future. Where additional clarification and support can be provided for subsequent comments, it is provided below. The information provided in response to this letter is consistent with the analysis presented in the Mobility Plan and the Technical Report. No changes to the SEIR are required.
- K-2 The forecast mode shares presented in the Mobility Plan were the result the SANDAG-approved MXD model combined with a Downtown specific bike model which takes into account buildout of all planned land uses and transportation facilities. The model results estimate a shift in mode choice, including a 15 percent increase in active transportation trips (biking and walking) and a 5 percent increase in transit use. The continued development of Downtown coupled with improved bicycle and pedestrian infrastructure and improved transit service and access is estimated to further contribute to the modal shift.
- K-3 The Mobility Plan, and the corresponding Technical Report, account for both population growth in Downtown as well as an increase in commuters and visitors through 2035. No further response required.
- K-4 Please refer to response K-3 above.
- K-5 The Mobility Plan is intended to be implemented in phases. This is due to multiple factors, including funding, coordination of construction and development, as well as the needs of residents and business as noted in the comment.

K-5 (cont.)

Chapter 13 of the Mobility Plan identifies short- and long-range projects. Implementation of all short-range projects will not result in a net decrease in public parking. Implementation of the short-range projects, including parallel to angled parking conversion and the East Village Green parking garage, will result in a net increase of 227 parking spaces throughout Downtown.

All Cycleways, with the exceptions of Hawthorn Street and Grape Street, are also included as short-range projects as a means to improve cyclist safety and comfort in the near term. The Cycleways will include improvements to the intersections of Park Boulevard and Russ Boulevard, and Fourth Avenue and Cedar Street.

Cycleways along the full extent of Broadway through Downtown and Market Street were considered during the network development phase, which would have included improvements to the intersections of 16th Street and Broadway, and 16th Street and Market Street. However, after discussing the roadway modifications required to implement cycle tracks on these roadways with community members and other stakeholders, these facilities were ultimately left out of the recommended network. Potential cycle tracks along Broadway and Market Street were analyzed in the Downtown Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors.

K-5 cont.	<p>K-6 The Cycleways network is intended to provide coverage throughout the Downtown community. Every street in Downtown was reviewed to assess feasibility during the plan development process. The majority of these corridors are direct, providing mobility options across the community (Pacific Highway, State Street, Sixth Avenue, Park Boulevard, J Street, Hawthorn Street, and Grape Street). The varying curb-to-curb widths along Broadway, and C Street preclude implementation of a continuous east-west facility through the center of Downtown. The slight jog between Third Avenue and Sixth Avenue was determined the most feasible option to provide a protected east-west facility through the heart of Downtown. It is also anticipated that a wayfinding program will be developed post implementation of these Cycleways.</p>
K-6	
K-7	<p>K-7 Chapter 9 of the Mobility Plan provides goals to encourage the development of parking structures and shared parking, including Parking Goal 1 (P-G-1) and P-G-2. The recommendations set forth in the Mobility Plan do not preclude the development of additional future parking structures.</p>
K-8	
K-9	<p>The use of shuttles is encouraged by Transportation Demand Management Policy 1 (TDM-P-1), however, requiring private developments outside of Downtown and outside of the City of San Diego to provide shuttle service is beyond the jurisdictional reach of the Mobility Plan. The recently expanded Rapid and Rapid Express bus service does provide high-frequency and limited-stop connections between Rancho Bernard, Sorrento Valley, Kearny Mesa and Downtown.</p>
K-10	<p>K-8 Chapter 9 of the Mobility Plan provides goals to encourage the development of parking structures and shared parking, including Parking Goal 1 (P-G-1) and P-G-2. Transportation Demand Management Goal 2 (TDM-G-2) also encourages the use of joint parking arrangements.</p> <p>The recommendations set forth in the Mobility Plan do not preclude the development of additional future parking structures. In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown to better understand existing demand, issues, and opportunities to increase parking.</p>

	<p>K-9 The Mobility Plan proposes to increase on-street parking through the conversion of parallel parking spaces to angled parking spaces on numerous streets. In the near future Civic San Diego will undertake an update to the Comprehensive Parking Plan for Downtown to better understand existing demand, issues, and opportunities to increase parking. This update will include a comprehensive block-by-block parking assessment which will include the referenced streets as well as the Little Italy neighborhood.</p> <p>K-10 Comment noted. Public transportation infrastructure is planned, engineered, and built by SANDAG, the regional planning agency. MTS operates local bus, Rapid Bus, and Trolley services. The Coaster is operated by the North County Transit District (NCTD), while Amtrak operates rail services. Transit Policy 3 (T-P-3) encourages further coordination with these agencies.</p>
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Letter L

L-1

L-1 This letter expresses support for the proposed Mobility Plan for its role and relevance in implementing the City's goals related to the CAP. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter M



M-1 Please refer to Topical Responses #1 for information regarding on-street parking and #2 for more detail on the concerns raised about the location of bicycle facilities raised in this letter. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. Additionally, it should be noted that two-way vehicular traffic circulation will be maintained along Beech Street with implementation of the Mobility Plan. The proposed Mobility Plan does not propose travel lane removal along Beech Street. Cyclist safety along Beech Street will be improved by providing the protected/physically separated bicycle facilities.

While the frequent stop signs force cyclists to stop at the majority of Beech Street intersections, the Stop Signs also contribute to slower vehicular traffic speeds and lower volumes compared to Ash Street. These stop signs exist regardless of the type of bicycle facilities, Class III or Class IV. In addition, consistent with the adopted Downtown Community Plan, traffic signals are planned to be installed at the Beech Street intersections of Pacific Highway and Beech Street, Kettner Boulevard and Beech Street, and India Street and Beech Street.

M-2 Comment noted.

M-3 Please refer to Topical Responses #2 and #3 and response to Comment #1 above. The Downtown Mobility Plan does not preclude the Uptown community from providing additional facilities. Hawthorn Street, Grape Street, Fourth Avenue, and Fifth Avenue all provide connections to the Uptown Communities.

<div style="text-align: right; padding-right: 20px;"> <p>M-3 cont.</p> <p>M-4</p> <p>M-5</p> <p>M-6</p> </div>	<p>M-4 This comment supports cycle tracks on Pacific Highway. No further response required.</p> <p>M-5 This comment supports Class III bicycle routes through Little Italy. No further response required.</p> <p>M-6 This is a concluding comment on the review of the proposed Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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Letter N

} N-1

N-1 This comment expresses the opinions of the commentator and references comments that follow which are addressed individually below.

} N-2

N-2 The Mobility Plan is intended to focus on network improvements only and based on the same land use assumptions as the currently adopted Community Plan. One of the main goals of the Mobility Plan is to reduce auto dependency by providing safe and connective networks to encourage biking, walking and taking transit. This comment addresses the objectives of the proposed Project and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

} N-3

N-3 This is a concluding comment on the request for ongoing coordination and input has been noted. No further response required.

Letter O

- O-1
- O-2
- O-3
- O-4

- O-1 This is a concluding comment on the request for ongoing coordination and input has been noted. No further response required.
- O-2 This comment reiterates the goal of the plan and does not address the adequacy of the SEIR. No further response required.
- O-3 This comment provides a summary of the plan components and is not at variance with the SEIR.
- O-4 The comment is an introduction to specific suggestions that follow which are addressed individually below. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter P

P-1

P-1 This is an introductory comment identifying the role of the reviewer. This comment provides general support for the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

P-2

P-2 The Mobility Plan is a long-range, communitywide planning document and is not intended to provide comprehensive pedestrian improvements. The intersection concept designs presented in Appendix F include pedestrian improvements, such as bulb-outs and high visibility crosswalks, to demonstrate feasibility and to assist with costing on a communitywide level. Identifying the location of each of these improvements is beyond the scope of this document and will be further assessed at the individual project level.

<div style="display: flex; align-items: center; justify-content: center;"> <div style="margin-right: 10px;"> </div> <div style="margin-right: 10px;"> <p>P-2 cont.</p> <p>P-3</p> <p>P-4</p> <p>P-5</p> </div> </div>	<p>P-2 (cont.) Specific policies were reviewed in consideration of this comment. Pedestrian Policy 1 (PM-P-1) was revised to read: “Throughout the entire Downtown community:</p> <ul style="list-style-type: none"> • Undertake strategic streetscape improvements (such as sidewalk widening, bulb-outs enhanced lighting and signage); • Lengthen traffic signal walk times for pedestrians, and explore the feasibility of ‘all walk’ signalization at intersections with heavy pedestrian demands, where needed; • Accept lower levels of automobile traffic level of service at intersection locations across Downtown along Greenways and Cycleways; and • <i>Prioritize safety improvements in high collision areas.</i>” <p>PM-P-6 was also added to read “Collaborate with Caltrans to enhance safety and aesthetics at freeway ramps.”</p> <p>This revision clarify polices in the Mobility Plan and do not change the conclusions in the SEIR.</p> <p>P-3 This comment provides general support for the bicycle improvements proposed in the Mobility Plan and does not address the adequacy of the SEIR. DecoBike integration will be looked at in greater detail at the individual project level. The Mobility Plan also promotes and does not preclude additional coordination or facilities that support the goals of the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>P-4 PM-G-5 was added to read “Eliminate traffic deaths and serious injuries in Downtown by 2025.” The addition of this policy does not require changes to the conclusions in the SEIR.</p> <p>P-5 This is a concluding comment expressing general support for the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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Letter Q

Q-1

Q-1 This is an introductory comment expressing support for the proposed Project. No further response required.

Q-2

Q-2 This is a description of the proposed Project and is not at variance with the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Q-3

Q-3 This comment outlines the components of the proposed Project which meet the goals of the Mobility Plan. No further response required.

Letter R

R-1 This letter expresses support for the proposed Mobility Plan for its goals and objectives related to mobility. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

R-2 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment, including the suggestions provided, will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. The planning area for the Mobility Plan is limited to the Downtown Community Planning Area. The recommendations set forth in the Mobility Plan do not preclude the planning or implementation of additional connections during the design phase of the project or additional connections to neighboring communities and adjacent jurisdictions.

In response to this comment, Figure 5-2 Proposed Bicycle Network includes existing Class III on Kettner from A Street to Kalmia Street, and planned Class III from Kalmia Street to Laurel Street. Figure 5-2 in the Mobility Plan, Figure 3-3 and Figure 4.2-1 in the SEIR were revised to reflect the Martin Luther King, Jr., Promenade running along the south side of the tracks, from Park Boulevard to Fifth Avenue. The gap exists along the north side of the tracks from Fifth Avenue to Sixth Avenue due to the pedestrian plaza.






Additional information is provided below to clarify and respond to specific suggestions on the network presented in the Mobility Plan. No changes are required to the SEIR as a result.

- A separated connection from F St to G St at Kettner was deemed infeasible along rail corridor due to the narrowing width between the tracks north of G Street, nor is there adequate space outside of the tracks along the corridor. The planned bike lane along Harbor Drive and planned cycle tracks along Pacific Highway will help facilitate a north-south connection from the Promenade.

R-1

R-2

	<p>R-2 cont.</p> <p>R-3</p> <p>R-4</p> <p>R-5</p> <p>R-3 Comment noted. Comment reflects the opinion of the reviewer and expresses support for the visualizations.</p> <p>R-4 Comment reflects the opinion of the reviewer and recommends additional treatments to assist cyclists crossing the trolley tracks parallel to Harbor Drive. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>R-5 The concern for bicycle theft and recommendation for bike lockers, bike cages, and a bike station is noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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	<p>R-6</p>	<p>R-6 This comment reflects the opinion of the reviewer and expresses support for the Greenway network. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
	<p>R-7</p>	<p>R-7 The potential design elements of National Avenue will be coordinated with the Barrio Logan community plan update as there should be a consistent treatment and only one block lies within the Downtown Community Plan boundary.</p>
	<p>R-8</p>	<p>The Cedar Street Greenway will provide an east-west connection in the southern portion of Little Italy. E Street terminates at its east end onto a freeway on-ramp to I-5 and a connection across the freeway at this location is infeasible.</p>
	<p>R-8</p>	<p>As noted in previous responses, the recommendations set forth in the Mobility Plan do not preclude the planning or implementation of additional connections during the design phase of the project or additional connections to neighboring communities and adjacent jurisdictions. The comment, including the suggestions provided, will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
	<p>R-9</p>	<p>R-8 It is important to note that this Mobility Plan is intended to balance and improve mobility facilities for all travel modes, both vehicular and non-vehicular. Overall, the VMT is reduced with the plan as routes are prioritized and balanced between vehicular and non-vehicular uses. G Street is one route that is prioritized for vehicular travel, due to its connection with the 94. In turn, adjacent streets are prioritized for other modes to achieve this reduction. Additionally, G Street services MTS Bus Route 235, Rapid bus service between Downtown and Escondido. Maintaining efficient vehicular operations along G Street was determined to be a critical factor to on-time bus performance. This comment reflects the opinion of the reviewer and expresses concern with the G Street mitigation measures and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>

	<p>R-9 This is a concluding comment on the review of the proposed Plan. No further response required.</p>
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Letter S

S-1 This comment letter refers to a Settlement Agreement between the Save our Forests and Ranchlands (SOFAR) and the City of San Diego Redevelopment Agency, City of San Diego, and Centre City Development Corporation (CCDC) which resulted from litigation by SOFAR over the adoption of the Downtown Community Plan in 2006. The Settlement Agreement required the preparation of a transit-oriented alternative study and supplemental environmental impact report. The Settlement Agreement resulted in the preparation of the Downtown San Diego Complete Community/Mobility Study (Study) and Final Subsequent Environmental Impact Report (FSEIR) which was presented to the City Council at its May 1, 2012 meeting. The City Council rejected the Study and FSEIR due to the fact that SANDAG had recently adopted the 2050 Regional Transportation Plan essentially superseding the recommendations of the Study and that SANDAG, not CCDC or the City of San Diego is the regional transportation planning and implementation agency. This action completed the requirements of the Settlement Agreement.

S-1

The proposed Mobility Plan is unrelated to the Settlement Agreement and focuses on improving the active transportation choices and facilities within the Downtown Community Plan area and is not intended to address regional transit facilities which are under the purview of SANDAG as the regional transit planning and implementation authority. The comment letter also states that the Mobility Plan must increase walking, bicycling, and transit use near transit stations. The Mobility Plan achieves that purpose by providing enhanced pedestrian and bicycle facilities that connect to transit stations, further encouraging transit use by providing facilities between transit corridors and final designations, often referred to “the last mile” connections.

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S-1
(cont.)

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




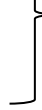












S-1
(cont.)

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Letter T

} T-1

T-1 This is an introductory comment on the role of the reviewer. Specific comments are addressed individually below.

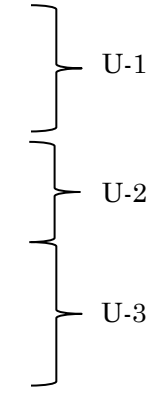
  	T-2	T-2 Comment noted. No further response required.
  	T-3	T-3 In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown San Diego to better understand existing demand, issues, and opportunities to increase parking and strategies to better manage the parking supply. Comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
  	T-4	T-4 Section 9.2 Parking Management of Chapter 9 recommends Civic San Diego to instigate the feasibility of a variety of parking management programs, including the use of dynamic message signs.
  	T-5	T-5 Comment noted. Please also see response to Comment #3 above.
  	T-6	T-6 Comment noted. Please also see response to Comment #3 above.
  	T-7	T-7 Comment noted. This comment refers to an additional support PGS and reflects the opinion of the reviewer and support for LED dynamic message signs Please also see response to Comment #3 above.

<p>T-7 cont.</p>	<p>T-8 Comment noted. This comment reflects the opinion of the reviewer and support for LED dynamic message signs. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>T-8</p>	<p>T-9 Comment noted. This comment reflects the opinion of the reviewer and support for parking guidance systems. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>T-9</p>	<p>T-10 Comment noted. Comment reflects the opinion of the reviewer and support for parking guidance systems. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>T-10</p>	

} T-11

T-11 Comment noted. This comment reflects the opinion of the reviewer and support for parking guidance systems. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter U



U-1 This is an introductory comment on the role of the reviewer on behalf of EMMES Realty Services of California LLC. Specific comments are addressed individually below.

U-2 The SEIR has been prepared pursuant to CEQA and the CEQA Guidelines. The SEIR is a supplemental document prepared pursuant to CEQA Guidelines section 15163 intended to provide adequate information to decision-makers, public agencies, and the public about the potential significant adverse environmental impacts of the proposed Project. As discussed in SEIR section 1.3.1, the 2006 PEIR analyzed the potential environmental effects of the Downtown Community Plan, which included a Transportation Chapter. The proposed Project includes the replacement of the Transportation Chapter with a new Mobility Chapter consistent with the Mobility Plan. The proposed Project includes transportation related projects that were not previously envisioned or called for in the 2006 Downtown Community Plan or 2006 PEIR. Therefore, the SEIR was prepared to analyze new information of substantial importance that could have one or more significant effects not discussed in the 2006 PEIR (CEQA Guidelines Section 15162(a)(3)). Specifically, the SEIR contains information necessary to make the 2006 PEIR adequate for the project as revised. The scope of analysis for the SEIR was determined by the City as a result of initial project review and consideration of comments received in response to a Notice of Preparation (NOP) circulated for a 30-day public comment period from December 2, 2014, concluding on January 5, 2015 (SEIR Appendix A). Through these scoping activities, it was determined that the issue areas analysis required updating in order to provide the information necessary to make the 2006 PEIR adequate for the proposed Project include: land use and planning, transportation/access/parking, GHG emissions, air quality, noise, and hydrology/water quality.

This comment does not raise a specific question about the adequacy of the SEIR or the Mobility Plan. Specific comments are addressed below. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

<div style="display: flex; align-items: center; justify-content: center;"> <div style="margin-right: 10px;"> </div> <div style="margin-right: 10px;"> <p>U-4</p> <p>U-5</p> <p>U-6</p> <p>U-7</p> </div> </div>	<p>U-4 Comment noted. This comment provides a description of the reviewer’s client, EMMES Realty Services of California LLC and provides general support for the overall goals of the Mobility Plan. No further response required.</p> <p>U-5 The commenter references multiple sections of CEQA Guidelines Appendix G- Environmental Checklist Form. Appendix G is provided as a sample form intended “to be tailored, as needed, to satisfy individual agencies’ needs and project circumstances... and do not necessarily represent thresholds of significance” (see, opening note, Appendix G). In order to address potential impacts associated with the proposed Project, the SEIR relied upon the thresholds of significance used in the 2006 PEIR. This allowed a meaningful comparison of impacts and the preparation of comprehensive supplemental analysis, as needed. The SEIR utilized those thresholds which allowed the most meaningful and comprehensive analysis of supplemental issues as required under CEQA Guidelines Sections 15162 and 15163. The following, however, provides a response to the issues raised by the commenter.</p> <p>The proposed Project would not result in the interference with adopted emergency response plans or have an effect on emergency response times. Emergency responders were included as a key stakeholder during the planning process. Emergency responders have reviewed the Mobility Plan and did not provide any comments. As a result of this input, it was determined that there was no condition pursuant to CEQA Guidelines Section 15162, that would trigger supplemental review of these issues.</p> <p>U-6 The proposed Project would not result in any increased demand in off-site parking. Buildout of the proposed Project would result in additional public parking opportunities throughout the Downtown Community Plan area. See Topical Response #1 for information relating to the proposed Project’s effect on existing parking.</p> <p>U-7 The proposed Project would not result in a significant impact due to substantial changes in circulation movements, including public access to beaches, parks, or open space areas. As discussed in SEIR section 4.2.4 the proposed Project sets forth an integrated transportation network of Greenways, sidewalks, bikeways, transit</p>
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U-7 (cont.)

services, and roadways that provides for the safety of all users and travelers. The analysis in the SEIR determined that the proposed Project would enhance access circulation and access within Downtown and that impacts associated with such would be less than significant. See also, Topical response #5 for additional information relating to the proposed Project's effect on traffic operations and vehicular circulation.

	<p>U-10 (cont.) As shown in SEIR Figure 3-3, C Street- between Sixth Avenue and Tenth Avenue- has a proposed Class IV Cycle Track. As stated in the comment, this change of road classification was not included in the 2006 Community Plan; however, it is part of the proposed Mobility Plan/Transportation Chapter amendments and therefore has been included as part of the proposed Project evaluated in the SEIR.</p> <p>U-11 One of the main goals of the Mobility Plan was to study and propose a series of enhanced bicycle facilities that would create safe facilities in which to travel around Downtown as well as connect to surrounding communities. Bicycle facilities were selected because they met a number of criteria including:</p> <ul style="list-style-type: none"> • They provide straight connections through neighborhoods for the longest distance wherever feasible. • They connect multiple neighborhoods and destination points. • They are relatively equally spaced out within Downtown so that any destination is within a few blocks of a Cycleway. • They connect to proposed facilities in surrounding communities. • They minimize the loss of parking by retaining a parking lane on both sides of the street. • They have lower traffic volumes and speeds <p>While every street does not meet all these criteria, the facilities selected represent the best candidates for the Cycleways in that they meet the majority of the criteria better than nearby streets. The proposed Cycleway along C Street falls into this category and is supported as a feasible facility. With respect to the C Street closure having an effect on a) an emergency response or evacuation plan, b) emergency response times, c) circulation movement, and d) traffic hazards, see responses to comments #5, #6, #7 and #8 above.</p> <p>U-12 See response to comment #7 and also Topical response #5 for additional information relating to the proposed Project's effect on traffic operations and vehicular circulation.</p>
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	<p>U-13 This comment expresses an opinion on the commercial value of a retail lease space and does not raise a specific question about the adequacy of the SEIR or the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>U-14 See responses to comments #2, #7, and #8.</p> <p>As shown in SEIR Figure 3-3, the Plan proposes a Class IV Cycle Track along State Street. As stated in the comment, this change of road classification was not included in the 2006 Community Plan; however, it is part of the proposed Mobility Plan/Transportation Chapter amendments and therefore has been included as part of the proposed Project evaluated in the SEIR.</p>
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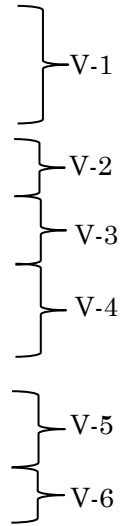
<p>U-14 cont.</p>	<p>U-15 With respect to the State Street Cycleway having an effect on (a) an emergency response or evacuation plan, (b) emergency response times, (c) circulation movement, and d) traffic hazards, see responses to comments #5, #7, and #8 above. With respect to the proposed Project's effect on (c) and (d), parking, see Topical Response #1.</p>
<p>U-15</p>	
<p>U-16</p>	<p>U-16 The proposed Project would maintain the existing access point along State Street for One Columbia Place. As noted previously, the cycle tracks would be designed in accordance with the City's Street Design Manual and/or NACTO standards, which provide direction for such conflicts.</p>
<p>U-17</p>	<p>U-17 See responses to comments #7 and 16, above.</p>
<p>U-18</p>	<p>U-18 See response to comment #16, above.</p>
<p>U-18</p>	<p>U-19 As detailed in SEIR section 4.2.1.2, the study area selected for the evaluation of potential traffic impacts encompassed the same area studied in the 2006 PEIR. This allowed consistency between the documents and also allowed the current study to include all intersections projected to operate at LOS D, E, and F under buildout of the 2006 Community Plan. This then represented a worst-case scenario within the SEIR. This methodology is based on the assertion that if the proposed Project would not trigger a new significant impact at these intersections then the intersections within the study area that are projected to operate with less congestion (LOS A–C) would not result in an impact. This approach was presented, discussed, and approved by the Technical Advisory Group (consists of the City of San Diego, SANDAG and MTS).</p>
<p>U-19</p>	
<p>U-20</p>	<p>U-20 See response to comment #19.</p>

} U-21

U-21 This is a concluding comment on the review of the proposed Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

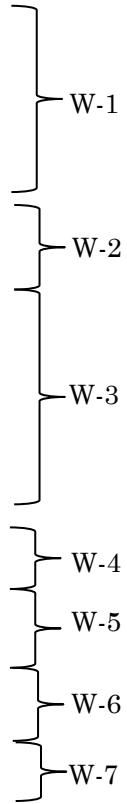
Letter V

- V-1 This is an introductory comment on the role of the reviewer. Specific comments are addressed individually below.
- V-2 This is an opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- V-3 This comment is not at variance with the SEIR. No further response required.
- V-4 Comment noted. This comment provides general support for the short-range Mobility Plan projects and net increase in on-street parking. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- V-5 Comment noted. This comment provides support for the first 10 years of the plan conditionally, and does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. The Mobility Plan Parking Chapter was revised to add discussion in terms of additional on-street parking and will be provided prior or concurrent to the implementation of the cycle tracks. No further changes to the SEIR were required.
- V-6 Comment noted. Park Boulevard was reevaluated and the determination was made to maintain Park Boulevard open to vehicular traffic between Island Avenue and Market Street. C Street closure will remain, please see Topical Response #5 for additional information.



Letter W

- W-1 This is an introductory comment on the role of the reviewer. Specific comments are addressed individually below.
- W-2 The Downtown Mobility Plan has provided a thorough traffic impact analysis for the proposed facilities and the Mobility Plan Parking Chapter was revised to add discussion in terms of additional on-street parking will be provide prior or in concurrent to the implementation of the cycle tracks.
- W-3 Comment noted. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- W-4 The Mobility Plan provided feasibility analysis for all proposed facilities. City of San Diego and/or NACTO standards will be followed during the design phase. The fundamental principle of this Mobility Plan is to develop safe and connective networks for all users, including protected/separated bicycle facilities, reduced crossing distances at intersections, etc.
- W-5 Comment noted. The Cycleways proposed in the Downtown Mobility Plan are protected and physically separated from auto traffic, not buffered bike lanes such as fourth and fifth avenues in Uptown. In addition, it has been proven by other cities that the implementation of a system of cycle tracks would yield better results than individual facilities.
- W-6 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- W-7 Comment noted. Comment reflects the opinion of the reviewer on the SANDAG's Uptown Bikeway Corridor Project and does not address the adequacy of this SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



} W-7
cont.
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} W-8
}
} W-9
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W-8 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

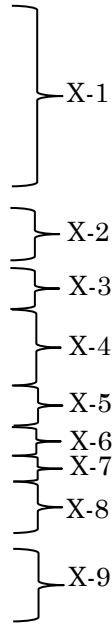
W-9 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter X

- X-1 This is an introductory comment on the outreach under the purview of the association. The suggestions listed below do not address the adequacy of the SEIR or the Mobility Plan. The comments will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- X-2 The revised Mobility Plan includes the following language in Section 13.2 Short- and Long-Range Projects:

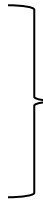
“Angled parking conversion is proposed to occur prior to, or concurrently with, Cycleway implementation to ensure no short-term net parking decrease.”

Implementation of the Short-Range Projects and the East Village Green parking structure is estimated to result in a net increase of 125 parking spaces within the East Village neighborhood.
- X-3 Comment noted. The Mobility Plan does not include changes to currently adopted development codes and ordinances. This comment does not address the adequacy of the SEIR or the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- X-4 Section 13.6, Monitoring, proposes regular annual or bi-annual monitoring for cyclists and pedestrians, and also emphasizes the importance of monitoring roadways where road and lane diets are proposed. The Mobility Plan does not preclude additional monitoring, outreach, or future refinements that may result from additional changes or developments Downtown that are currently unknown.
- X-5 The Mobility Plan does not preclude existing or future 15-minute and commercial parking designations. In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown to better understand existing demand, issues, and opportunities to increase parking and a park once strategy.



	<p>X-6 Parking Policy 9 (P-P-9) reads “Strive to maintain on-street parking availabilities by converting parallel parking to angled parking where possible.”</p> <p>X-7 The Mobility Plan is a long-range, communitywide planning document and is not intended to provide maintenance plans for individual projects. Maintenance plans will be examined and proposed at the individual project level.</p> <p>X-8 In the near future Civic San Diego will undertake a new comprehensive block-by-block parking assessment for Downtown to better understand existing demand, issues, and opportunities to increase parking and a park once strategy.</p> <p>X-9 This is a concluding comment, no further response required.</p>
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Letter Y



Y-1

Y-1

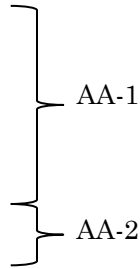
The comment expresses the opinions of the commentator and support for the proposed Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter Z

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Z-1
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Z-1 The comment expresses a preference for the location of bicycle facilities. Island Avenue was evaluated and is a good street for the proposed Class 3 facility with sharrow markings due to the low traffic levels and speeds rather than a dedicated cycle track. Due to the street improvements constructed over the past decade, the bulb-outs at intersections only provide 26 feet between the curbs which do not allow for a protected, or even standard, bike lanes along this corridor. J Street was selected because a protected two-way cycle track can be accommodated with the retention of on-street parking, except for the three-block stretch between Seventh and Tenth avenues next to the Outfield Park and Petco Park. The Plan proposes to add angled parking on several streets to replace any loss of parking associated with the cycle tracks, including Ninth Avenue north of J Street. Estimates for the implementation of all short-term projects, including most Cycleways, Greenways on 14th Street and E Street, and angled parking conversions would result in a net gain of 227 public parking spaces throughout Downtown.

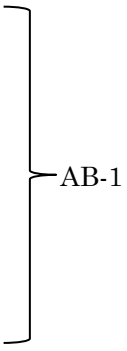
Letter AA



AA-1 A review of both the Mobility Plan and the Draft SEIR indicate that the files are not locked and are available to be downloaded and saved locally as needed. In addition, programs (e.g., Adobe Acrobat) would allow for additional function for .pdf files.

AA-2 As noted in Section 1.3.1 of the Draft EIR, a Supplemental EIR was prepared for the proposed Project in accordance with Section 15163(a) of the CEQA Guidelines. Therefore, the environmental document contains only the information necessary to make the 2006 PEIR adequate for the proposed Project. The proposed Project involves multi-modal and transportation facilities within the rights-of-way as assumed in the 2006 Final PEIR prepared for the Downtown Community Plan, and does not alter the Downtown Community Plan geologic goals and policies or the applicable building codes that would apply for development and structures. Similar to the conclusions in the PEIR, geology impacts would be less than significant and no mitigation would be necessary.

Letter AB



AB-1 The area referenced in the comment is outside of the project study area, Downtown San Diego, and also is outside of the scope of services. The study area for the proposed Project consists of 1,445 acres in Downtown, generally bounded by Laurel Street and I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street; and San Diego Bay. The layered network approach addresses mobility and facilities within the study area and adjacent community connections. The Mobility Plan would also not preclude additional facilities and connections to adjacent areas. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AC

} AC-1

AC-1 Every street in Downtown was carefully evaluated in terms of facility spacing, connectivity, feasibility, etc. Broadway west of Third Avenue, and Fourth Avenue and Fifth Avenue north of B Street are included as Cycleways.

Cycleways along the full extent of Broadway through Downtown and Market Street were considered during the network development phase. However, after discussing the roadway modifications required to implement cycle tracks on these roadways with community members, the fire department, and other stakeholders, these facilities were ultimately left out of the recommended network. Potential cycle tracks along Broadway and Market Street were analyzed in the Downtown Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors.

Letter AD

} AD-1
} AD-2

AD-1 Comment noted. Please see Topical Response #2.

AD-2 Consistent with the currently adopted Downtown Community Plan, traffic signals are planned to be installed at the Beech Street intersections of Pacific Highway and Beech Street, Kettner Boulevard and Beech Street, and India Street and Beech Street. Stop sign removals are not proposed as a part of this Mobility Plan in order to maintain the low auto travel speed on Beech so that riders at all experience levels can feel comfortable to travel on this facility.

Letter AE

} AE-1

AE-1 Every street in Downtown was carefully evaluated in terms of facility spacing, connectivity, feasibility, etc. A cycle track along the full extent of Broadway through was considered during the network development phase. However, after discussing the roadway modifications required to implement cycle tracks on these roadways with community members and other stakeholders, this facility was ultimately left out of the recommended network. Potential cycle tracks along Broadway and Market Street were analyzed in the Downtown Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AF



AF-1 The area referenced in the comment is outside of the scope of the study area. The layered network approach addresses mobility and facilities within the study area and adjacent community connections, such as the Park Boulevard connection referenced in the comment. The Mobility Plan would also not preclude additional facilities and connections to adjacent areas. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AG

AG-1

AG-1 The comment expresses a preference for the location of bicycle facilities. The cycle track was always planned for the east side of Sixth Avenue and the "west" side text in the Draft Plan was an error that has being corrected. All of the diagrams in the appendix of the Mobility Plan (Traffic Report) correctly show it on the east side. The reason for the east side is that best practices in the design of these cycle tracks promote that they be located on the left side of a one-way street (as they are proposed on State Street and C Street) for several reasons. It has been found to increase visibility at intersections and driveways as the bicyclist is located on the driver's side of the vehicle and left turns at intersections allow both the bicyclist and driver more space to see each other. There are many businesses and "front doors" on both sides of Sixth Avenue as well as the other streets designated for cycle tracks. The Cycleways are designed to maintain parallel parking on both sides of the street, including passenger and commercial loading zones, it just moves the parking lane out from the sidewalk by 12 to 13 feet. Full use of these parking spaces is maintained, the only difference is pedestrians from parked vehicles just need to walk across the cycle track. The cycle track network is intended to provide a safe cycling network for both residents and visitors and are a desired facility to enhance cycling safety, provide alternative active modes of transportation, and reduce greenhouse gas emissions consistent with the City's recently adopted CAP.

Letter AH

AH-1

AH-1 Comment noted. This comment states support for one way streets and is not at variance with the information presented in the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AI

AI-1

A-1 Please refer Topical Response #6 for information regarding overall network development and traffic operations. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AJ

- AJ-1 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- AJ-2 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks.
- AJ-3 Please refer to Topical Response #1 for information regarding on-street parking.
- AJ-4 This is a closing comment that will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AK

} AK-1

AK-1 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AL

} AL-1
}
} AL-2
}
} AL-3

- AL-1 Comment noted. In addition, signal modifications will be implemented when Cycleways are being implemented.
- AL-2 Comment noted. This comment is an opinion on the timing of implementation and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- AL-3 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AM

AM-1

AM-1 Please refer to Topical Response #3 for information on the State Street cycle track. The cycle track lies along the west side of State Street and does not eliminate, or conflict with, the school drop off bus loading areas. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AN

} AN-1

AN-1 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

} AN-2

AN-2 Civic San Diego recently completed installation of an updated wayfinding signage program in Downtown. The update included pedestrian circulation signs and kiosks as well as signage to direct pedestrians and bicyclists to nearby trails and key destinations. A future expansion of the wayfinding program will be added to identify Cycleways and Greenways as they are implemented.

Letter AO

AO-1

AO-1 Please refer to Topical Response #3 for information on the State Street cycle track.

AO-2

AO-2 Please refer to Topical Response #3 for information on the State Street cycle track. The cycle track lies along the west side of State Street and does not eliminate, or conflict with, the school drop off bus loading areas. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

} AP-1

AP-1 The comment expresses the opinions of the commentator specific to proposed bicycle facilities and parking. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AQ

} AQ-1

AQ-1 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. In addition, please refer to Topical Response #1 for information regarding on-street parking.

} AQ-2

AQ-2 Please refer to Topical Response #1 for information regarding on-street parking.

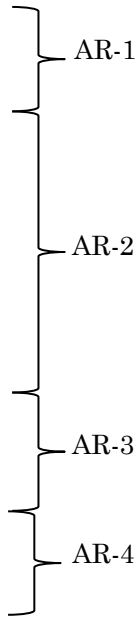
} AQ-3

AQ-3 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. In addition, please refer to Topical Response #1 for information regarding on-street parking.

} AQ-4

AQ-4 This comment on the proposed Project will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AR



AR-1 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. In addition, please refer to Topical Response #1 for information regarding on-street parking.

AR-2 Please refer to Topical Response #1 for information regarding on-street parking.

AR-3 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks. In addition, please refer to Topical Response #1 for information regarding on-street parking.

AR-4 This comment on the proposed Project will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AS

} AS-1

AS-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AT

} AT-1
} AT-1
} AT-1

AT-1 Surfaces will be evaluated on a case by case basis at the individual project level. However, restriping will take place in order to implement the cycle tracks.

AT-2 This comment expressing the opinion of the commentator specific to proposed bicycle facilities for the proposed Downtown network will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

AT-3 Park Boulevard will be closed to vehicular traffic between E Street and Market Street, and between Island Avenue and K Street to provide right-of-way for cycle track implementation. Please also refer to Topical Response #4 for more information on Park Boulevard cycle track.

Letter AU

} AU-1

AU-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. Please see Topical Response #1 for additional information on on-street parking.

Letter AV

} AV-1

AV-1 This letter expresses support for the proposed Mobility Plan for including cycle tracks and Greenways and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

} AV-2

AV-2 Comment noted. One-way to two-way conversions were carefully considered during the plan development process and as a result, E Street, Third, Eighth, and Ninth avenues are recommended to be converted into two-way streets.

} AV-3

AV-3 Comment noted.

} AV-4

AV-4 This letter expresses support for the proposed Mobility Plan for including cycle tracks and Greenways and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AW

} AW-1
} AW-2

AW-1 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 for information on the rationale for not recommending cycle tracks along Ash Street. In addition, please refer to Topical Response #1 for information regarding on-street parking.

AW-2 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AX

} AX-1

AX-1 This letter expresses support for the proposed Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AY

- AY-1
- AY-2
- AY-3
- AY-4

AY-1 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 for information on the rationale for not recommending cycle tracks along Ash Street.

AY-2 It is important to note that the facilities proposed along State Street and Beech Street are cycle tracks. This type of facility provides a physical separation between moving vehicles and cyclists and is intended to improve comfort and safety for users. Please refer to Topical Response #3 for more discussion on the State Street cycle track.

AY-3 Please refer to Topical Response #1 for information regarding on-street parking.

AY-4 This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter AZ

} AZ-1

AZ-1 The comment is an introduction to comments that follow which are addressed individually below.



February 23, 2016

Re: The final review of the Downtown Mobility Plan and its impact on Little Italy

Dear Little Italy Property Owners, Business Owners, Residents, and Friends:

This evening, February 23rd at 6:00pm, the final Stakeholder's Meeting for the Downtown Mobility Plan (DMP) will be held at the San Diego Central Library, 330 Park Boulevard, to make the last adjustments before adoption and implementation of the proposed plan.

AZ-2

AZ-2 Comment noted.

The DMP aims to consolidate several existing City of San Diego master and mobility plans into one document.

The section that is a cause of concern for the Little Italy Association (LIA), the Little Italy Residents Association (LIRA) and other neighboring communities is Section 5 of the DMP, which references cycling recommendations. Although LIA and other Downtown organizations recognize that infrastructure is needed for cyclists, the LIA and LIRA have been adamantly opposed to the two streets that cross through the residential hearts of Little Italy; State and W. Beech Streets.

AZ-3

AZ-3 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks.

On page 43, of the DMP, the plan recommends for a two-way Class IV (Protected Bike Lane) up/down State and W. Beech Streets, connecting parts of Downtown to Uptown.

AZ-4

AZ-4 Please refer to Topical Responses #2 and #3 for information on the Beech Street and State Street cycle tracks.

This recommendation is not taking into consideration a few major issues:

- 1) The connector on State Street that leads to cyclists through high-traffic freeway intersections, W. Grape and W. Hawthorn Streets, and then continues north to "no man's land" up Reynard Way, which does not connect efficiently to the Uptown communities.
- 2) The loss of the new on-street parking that the LIA proposed over 5 years ago to Civic San Diego, then CCDC, for the conversion of the east-side of State Street to diagonal parking and the north-side of W. Beech Street to head-in parking, would approximately yield an additional 50+ parking spaces for the Little Italy neighborhood.

AZ-5

AZ-5 Please refer to Topical Response #3 for information on the State Street cycle track and Topical Response #1 for information regarding on-street parking.

The LIA and LIRA understand the cyclists need for safe Class IV cycling utilities which is why we both supported the recommended Pacific Highway as the North/South connector between Seaport, Downtown proper, Little Italy, Harbor Island into Point Loma; and W. Ash Street as the West/East connector between Cortez Hill, 4th/5th Uptown connector, Little Italy and the Embarcadero.

AZ-6

AZ-6 The Mobility Plan includes planned cycle tracks along Pacific Highway. Please refer to Topical Responses #2 for information on the rationale for not recommending cycle tracks along Ash Street.

LITTLE ITALY ASSOCIATION OF SAN DIEGO

2210 Columbia Street • San Diego, CA 92101 • Phone: 619-233-3898 • Fax: 619-233-4866
Email: mail@littleitalysd.com • Website: www.littleitalysd.com
Facebook: Little Italy San Diego • Twitter / Instagram / Pinterest: @LittleItalySD • #LittleItalySD

} AZ-7

AZ-7 This is a concluding comment requesting LIA and LIRA members to oppose cycle tracks, attend a meeting, and submit comments. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

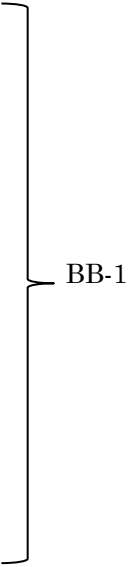
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Letter BA

BA-1

BA-1 This comment identifies LIA's concern with bicycle facilities along State Street and Beech Street and provides support for cycle tracks along Pacific Highway and W. Ash Street. Please refer to Topical Responses #2 and #3 for more information on the Beech Street and State Street cycle tracks. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BB



BB-1 This information presented in this comment is not at variance with the information presented in the Mobility Plan and does not address the adequacy of the SEIR. This comment provides will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BC

} BC-1

BC-1 This record of a request to speak in support of a complete and safe bicycle network at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BD

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BD-1

BD-1 Please refer to Topical Response #3 for information on the State Street cycle track. Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #2 for information regarding the bicycle network development and why Ash Street was not selected as a Cycleway corridor. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BE

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BE-1
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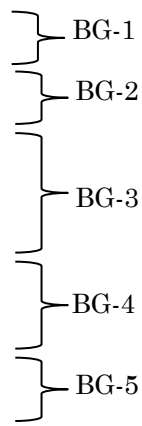
BE-1 This record of a request to speak at Workshop #3 on parking and traffic signals will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BF

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BF-1
}

BF-1 This record of a request to speak at Workshop #3 in support of the proposed Mobility Plan will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BG



BG-1 The comment is an introduction to comments that follow and indicates support for LIA and LIRA opinions on proposed bicycle facilities in Little Italy. This letter will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

BG-2 Please refer to Topical Response #3 for information on the State Street cycle track. Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #2 for information regarding the bicycle network development and why Ash Street was not selected as a Cycleway corridor.

BG-3 Please refer to Topical Response #3 for more discussion on the State Street cycle track. Additionally, the SEIR provides a discussion of impacts related to traffic capacity in Section 4.2 with mitigation outlined in Section 6.0, Mitigation Monitoring and Reporting Program. In some areas studied within the Downtown study area, mitigation is not fully implemented due to right-of-way constraints or the objectives of the plan which plan for a balance of facilities for both vehicular and non-vehicular uses. It is important to note that the facilities proposed along State Street and Beech Street are cycle tracks. This type of facility provides a physical separation between moving vehicles and cyclists and is intended to improve comfort and safety for users.

BG-4 Please refer to Topical Response #1 for information regarding on-street parking. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

BG-5 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BH

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BH-1
}

BH-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BI

} BI-1

BI-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BJ

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BJ-1
}

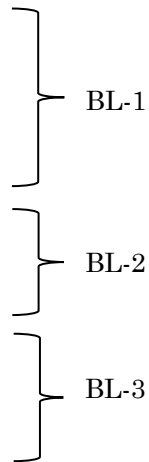
BJ-1 10th and 11th avenues and F and G streets indeed carry significant amount of vehicular traffic and serve as direct connections to the freeway, as a result, these roads are designated as auto corridors in the Mobility Plan.

Letter BK

BK-1

BK-1 This comment provides support for a free shuttle and Civic San Diego currently operates and will continue to expand the free shuttle service throughout Downtown. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BL



BL-1 Comment noted.

BL-2 This comment provides support for safe bike lanes in Little Italy and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

BL-3 This comment provides general support for the Mobility Plan. The comment does not address the adequacy of the EIR. No further response required.

Letter BM

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BM-1
}

BM-1 A Class III bike route is proposed on India Street while a Class IV cycle track is proposed on State Street. Please refer to Topical Response #3 for information regarding the State Street cycle track.

Letter BN

BN-1

BN-1 This comment provides general support for the Mobility Plan. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BO

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BO-1

BO-1 This comment is not at variance with the information presented in the SEIR. No further response required.

}
BO-2

BO-2 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BP

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BP-1
}

BP-1 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BQ

BQ-1

BQ-1 Please refer to Topical Response #1 for information regarding on-street parking. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BR

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} BR-1
}

BR-1 Please refer to Topical Response #1 for information regarding on-street parking. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BS

BS-1

BS-1 It is important to note that the facilities proposed along Sixth Avenue is a cycle track. This type of facility provides a physical separation between moving vehicles and cyclists and is intended to improve comfort and safety for users.

Letter BT

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BT-1
}

BT-1 Adequate sight distances will be maintained for all garage and driveway access points. The City of San Diego and NACTO standards will be followed during the project design phase.

Letter BU

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BU-1
}

BU-1 This record of a request to speak at Workshop #3 on State Street corridor and other aspects of the plan will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BV

} BV-1

BV-1 The comment expresses support for LIA and LIRA opinions and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BW

} BW-1

BW-1 This comment provides support for the Mobility Plan and does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BX

- BX-1
- BX-2
- BX-3
- BX-4

BX-1 Please refer to Topical Response #3 for information on the State Street cycle track. Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #2 for information regarding the bicycle network development and why Ash Street was not selected as a Cycleway corridor. Additionally, the comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

BX-2 It is important to note that the facilities proposed along State Street and Beech Street are cycle tracks. This type of facility provides a physical separation between moving vehicles and cyclists and is intended to improve comfort and safety for users. Please also refer to Topical Response #3 for more discussion on the State Street cycle track.

BX-3 Please refer to Topical Response #1 for information regarding on-street parking.

BX-4 This comment reflects the opinion of the reviewer and support for the recommendations provided by LIA and LIRA and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BY

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BY-1

BY-1 No, the Mobility Plan does not include provisions for the formation of an additional transportation district.

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BY-2

BY-2 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter BZ

} BZ-1

BZ-1 This record of a request to speak about the Mobility Plan's relationship with the City's CAP and SANDAG Regional Transportation Plan at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CA

} CA-1

CA-1 The comment is an introduction to comments that follow and indicates support for LIA and LIRA opinions on proposed bicycle facilities in the Little Italy area of the study area. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CA-2

CA-2 Please refer to Topical Responses #1, #2 and #3 for information regarding these topics.

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Letter CB

CB-1

CB-1 This is an introductory comment on the role of the reviewer and expresses general opposition to the Mobility Plan, specifically related to the bicycle facilities along State Street. Please refer to Topical Response #3 for information on the State Street cycle track. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CB-2

CB-2 Comment noted. The placement and design of the facilities is intended to increase safety and visibility by providing facilities for dedicated modes of travel.

CB-3

CB-3 Comment noted. Please also refer to Topical Response #3 for information on the State Street cycle track.

	<p>CB-3 cont.</p> <p>CB-4</p> <p>CB-5</p> <p>CB-6</p>	<p>CB-4 Please refer to Topical Response #1 for information regarding on-street parking. Additionally, this comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>CB-5 Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #3 for information on the State Street cycle track.</p> <p>CB-6 Please refer to Topical Response #1 for information regarding on-street parking.</p>
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Letter CC

} CC-1

CC-1 This record of a request to speak about State Street at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CD

CD-1

CD-1 This is an introductory comment on the role of the reviewer and expresses general opposition to the Mobility Plan. This comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CD-2

CD-2 Comment noted. This comment reflects the opinion of the reviewer and general objection to bicycle facilities. The comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

} CD-2
cont.

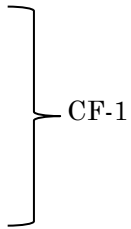
Letter CE

CE-1

CE-1 Please refer to Topical Response #1 for information regarding on-street parking. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CF

BK-1



CF-1 This record of a request to speak about on street parking supply at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CG

CG-1 Comment noted.

CG-2 Given the current street configuration on the trolley tracks and stations on C Street between Second and Sixth avenues, there is no room for bicycle facilities through these four blocks. Bicycle facilities would only be able to be accommodated through a major reconstruction of the Trolley lines/stations and roadway.

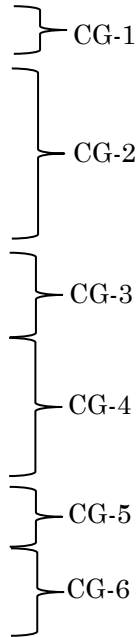
Unlike the proposed cycle tracks, Greenways are much more expensive to implement and will result in more on-street parking loss. The planning effort on 14th Street Greenway is currently under way and it is anticipated that these two streets have the greatest opportunity for Greenway segments to be constructed with new development occurring on these blocks, as opposed to other streets whose neighborhoods have already significantly redeveloped and where installation of the Greenways would require substantial more public investment.

CG-3 Comment noted. Currently adopted planning documents were referenced and carefully considered throughout the development of transportation networks identified in the Draft Mobility Plan. Arrows were used to identify where bicycle facilities in adjacent communities intersect with the Downtown community on Figure 5-2 of Plan. This figure is meant to depict the proposed network within Downtown.

CG-4 Comment noted.

CG-5 Comment noted.

CG-6 Comment noted. This comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.



Letter CH

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CH-1
}

CH-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CI

} CI-1

CI-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CJ

} CJ-1

CJ-1 This record of a request to speak at Workshop #3 will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CK

CK-1

CK-1 Comment noted. Caltrans Highway Design Manual states that a Class I Bike Path provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized. The Class I designation in Figure 5-2 is correct.

CK-2

CK-2 Class 4 facility is planned for the length of Pacific Highway through the Downtown community.

	<p>CK-3 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>CK-4 The existing and proposed portions of the Class I Multi-Use Path Bayshore Bikeway permit bi-directional travel. In addition, Harbor Drive is on the Port of San Diego's land and the Port is undergoing a master planning effort.</p> <p>CK-5 Comment noted.</p> <p>CK-6 The City of San Diego Streets and Stormwater Department will maintain the cycle track facilities through the use of a street-sweeping vehicle that will be appropriately sized for these facilities.</p> <p>CK-7 The Cycleway facilities are part of the street system and will be maintained by the City. Greenways will be maintained by the City Parks and Recreation Department. Funding of maintenance will be provided through the City's annual budget as part of the applicable City departments' budget.</p>
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Letter CL

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CL-1
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CL-1 Class IV was not proposed along Harbor Drive due to insufficient right-of-way, and parallel facilities: the existing and planned Bayshore Bikeway, a Class I Multi-Use Path, as well as the Class I Martin Luther King, Jr., Promenade. In addition, Harbor Drive is on the Port of San Diego's land and the Port is undergoing a master planning effort.

Letter CM

} CM-1
} CM-2

CM-1 This comment refers to facilities outside of the study area and jurisdiction of Civic San Diego. The scope of the proposed Project does not address air travel facilities and siting. No further response required.

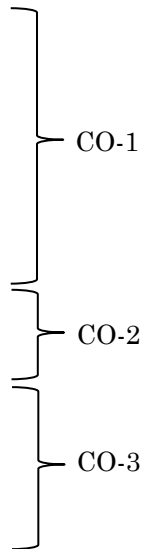
CM-2 This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CN

} CN-1

CN-1 This comment expresses the support of State Street cycle track and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CO



- CO-1 This is an introductory comment on the role of the reviewer and expresses general opposition for bicycle facilities along Ash Street and Beech Street, and support for bicycle facilities along Cedar Street. Cedar Street is designated as a green street in the Mobility Plan and the interchange at Cedar Street and I-5 presents potential safety challenges if a cycle track is installed.
- CO-2 This comment is not at variance with the information presented in the SEIR related to the location of facilities and the goals of the project related to connecting major uses and attractions. No further response required.
- CO-3 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CP



CP-1

CP-1 The area referenced in the comment is outside of the scope of Civic San Diego. Grant funding was awarded and used for the study of Downtown mobility, and the study area. The study area for the proposed Project consists of 1,445 acres in Downtown, generally bounded by Laurel Street and I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street, and San Diego Bay. The layered network approach addresses mobility and facilities within the study area and adjacent community connections.

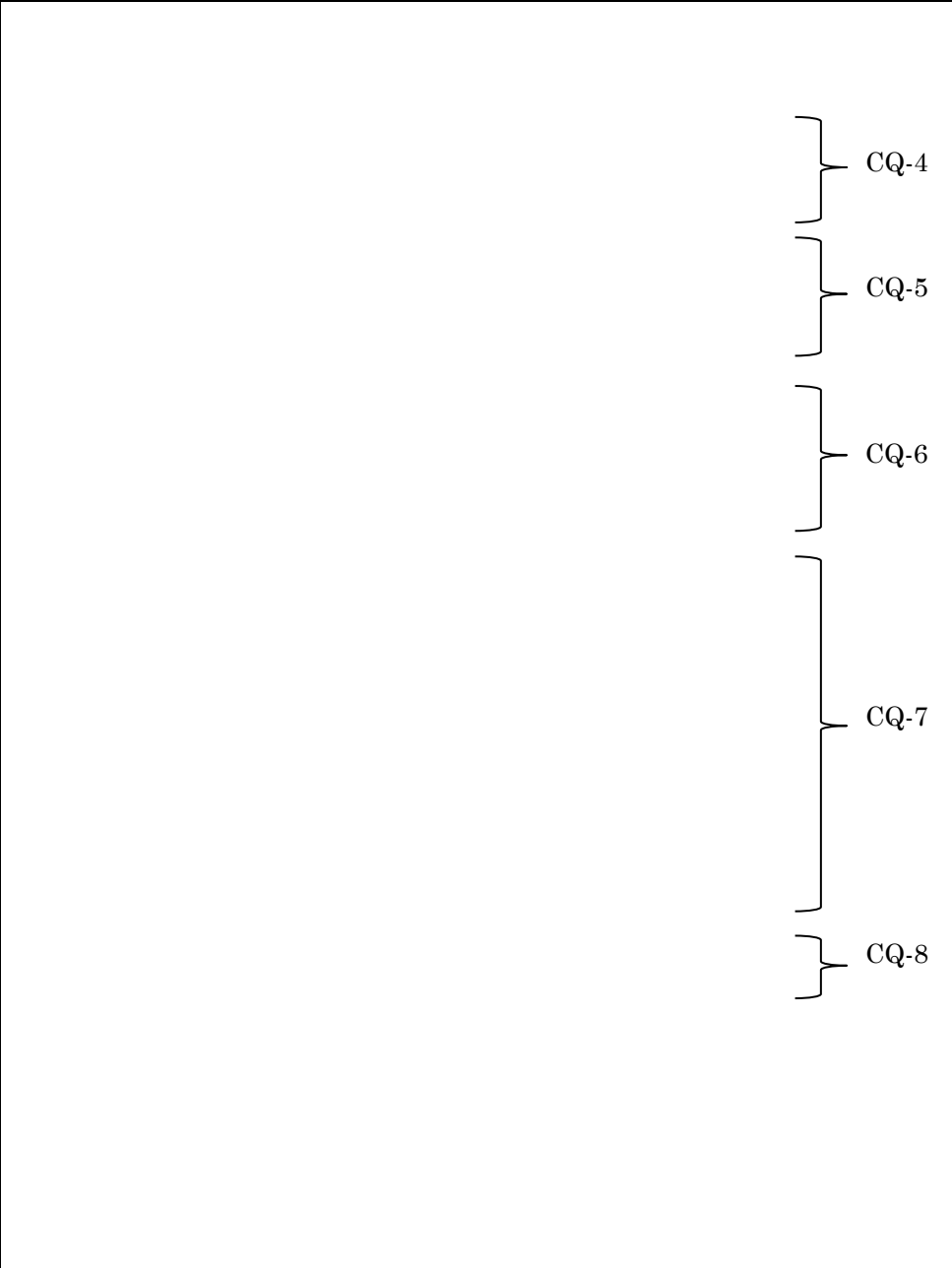
Letter CQ

- CQ-1
- CQ-2
- CQ-3

CQ-1 This is an introductory comment on the role of the reviewer and does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CQ-2 The cycle track along Sixth Avenue is planned for the east side of the roadway. All conceptual graphics are consistent with the cycle track running along the east side of Sixth Avenue.

CQ-3 Adequate sight distance at all driveways and intersections will be maintained to ensure visibility.

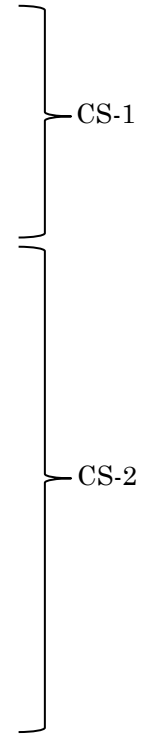
	<p>CQ-4 The cycle track was always planned for the east side of Sixth Avenue and the "west" side wording in the draft Mobility Plan was an error that was corrected in the final Mobility Plan (all of the diagrams in the appendix show it on the east side). The reason for the east side is that best practices in the design of these cycle tracks promote that they be located on the left side of a one-way street (as they are proposed on State Street and C Street) for several reasons. It has been found to increase visibility at intersections and driveways as the bicyclist is located on the driver's side of the vehicle and left turns at intersections allow both the bicyclist and driver more space to see each other. Intersection signal phasing will also be modified to ensure safety for cyclists while crossing the intersections. The cycle track network is intended to provide a safe cycling network for both residents and visitors and are a desired facility to enhance cycling safety, provide alternative active modes of transportation, and reduce GHG emissions consistent with the City's recently adopted CAP.</p> <p>CQ-5 Please refer to Topical Response #1 for information regarding on-street parking.</p> <p>CQ-6 This comment reflects the opinion of the reviewer and support for use of Seventh Avenue as a Cycleway in lieu of Sixth Avenue. Please refer to Topical Response #6 for information regarding the network development. Seventh Avenue is planned for a road diet with angled parking in the Mobility Plan.</p> <p>CQ-7 This comment reflects the opinion of the reviewer and support for a parking garage on the Downtown periphery for use by Downtown employees. The comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>CQ-8 This is a closing comment and does not address the adequacy of the SEIR or the Mobility Plan. No further response required.</p>
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Letter CR

} CR-1

CR-1 This comment reflects the opinion of the reviewer and general opposition for use of Beech Street and State Street as Cycleways. Please refer to Topical Responses #2 and #3 for information on the State Street and Beech Street cycle tracks. Additionally, the comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

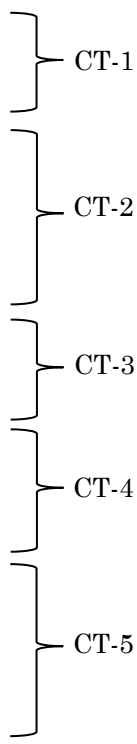
Letter CS



CS-1 This comment expresses support for a woonerf concept and general design of the 14th Street Greenway. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CS-2 This comment reflects the opinion of the reviewer and provides supporting information regarding alternative designs for a Greenway. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CT



CT-1 This is an introductory comment on the role of the reviewer and provides general support for proposed bicycle improvements which will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

CT-2 B Street was considered during network development, which currently carries relatively heavy vehicular traffic from 6th Avenue and eastward. In order to install a two-way cycle track east of 6th Avenue, on-street parking will need to be removed. C Street, however, can accommodate a two-way cycle track and provides a direct connection from Sixth Avenue to 19th Street where it will connect to the Pershing Drive bikeway being planned by SANDAG, providing connections to North Park. C Street also provides a direct connection to the planned Class II bike lanes on C Street in Golden Hill (as proposed in the latest Golden Hill Community Plan Update). In addition, the entire length of Broadway was considered for cycle tracks; however, after discussing the roadway modifications required to implement cycle tracks on this roadway with community members and other stakeholders, these facilities were ultimately left out of the recommended network. Potential cycle tracks along Market Street and Broadway were analyzed in the Downtown Mobility Plan Technical Report. These analyses provide flexibility for future implementation should community attitudes shift regarding mobility along these corridors.

CT-3 Comment noted.

CT-4 Comment noted.

CT-5 Comment noted. Additionally, the opinions and preferences will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CU

} CU-1
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} CU-2
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} CU-3
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CU-1 Comment noted.

CU-2 Comment noted.

CU-3 This comment provides general support for proposed bicycle improvements along State Street and Beech Street. The comment does not address the adequacy of the SEIR, and will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CV

} CV-1

CV-1 The area referenced in the comment is outside of the scope of Civic San Diego. Grant funding was awarded and used for the study of Downtown mobility, and the study area. The study area for the proposed Project consists of 1,445 acres in Downtown, generally bounded by Laurel Street and I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street; and San Diego Bay. The layered network approach addresses mobility and facilities within the study area and adjacent community connections.

C Street two-way cycle track and provides a direct connection from Sixth Avenue to 19th Street where it will connect to the Pershing Drive bikeway being planned by SANDAG, providing connections to North Park. C Street also provides a direct connection to the planned bike route on C Street in Golden Hill (as proposed in the latest Golden Hill Community Plan Update). In addition, bike routes are proposed on B Street and Broadway in Downtown connecting both the existing and planned bike facilities on B Street and Broadway in Golden Hill.

Letter CW

} CW-1

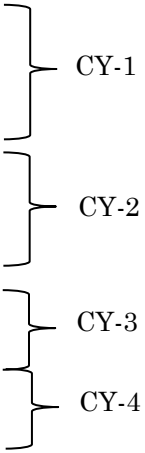
CW-1 This comment reflects the reviewer's concerns for cycle tracks on State Street and Beech Street. Pacific Highway is included as a Cycleway in the Mobility Plan. Please refer to Topical Response #3 for information on the State Street cycle track. Please refer to Topical Response #2 for information on the rationale for not recommending cycle tracks along Ash Street. Additionally, the comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CX

} CX-1

CX-1 This comment requests direct correspondence and has been noted.
No further response required.

Letter CY



- CY-1 This comment on the reviewer’s support for the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- CY-2 Comment noted.
- CY-3 This comment reflects the reviewer’s general support for proposed bicycle facilities as a means to increase safety and achieve the greenhouse gas reductions specified in the CAP through an increase in non-vehicular use. No further response required.
- CY-4 This comment reflects the opinion of the reviewer and recommends demand-based meter pricing and extended meter hours to better utilize on-street parking. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter CZ

} CZ-1

CZ-1 This comment reflects the opinion of the reviewer general support for the Mobility Plan and proposed bicycle facilities. This comment and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DA



DA-1

DA-1

This comment reflects the opinion of the reviewer general support for the Mobility Plan, proposed bicycle facilities, and Greenways. This comment and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DB

} DB-1

DB-1 This letter expresses support for the proposed Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DC

} DC-1

DC-1 Please refer to Topical Response #2 for information on the rationale for not recommending cycle tracks along Ash Street. Consistent with the adopted Downtown Community Plan, traffic signals are planned to be installed at the intersections of Pacific Highway and Beech Street, Kettner Boulevard and Beech Street, and India Street and Beech Street.

Letter DD

DD-1

DD-1 This comment provides suggestions to the proposed network in the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. Consistent with the adopted Downtown Community Plan, traffic signals are planned to be installed at the intersections of Pacific Highway and Beech Street, Kettner Boulevard and Beech Street, and India Street and Beech Street. Additionally, please refer to Topical Response #2 for information on the rationale for not recommending cycle tracks along Ash Street and Topical Response #1 for information regarding on-street parking.

Letter DE

DE-1

DE-1 This comment reflects the opinion of the reviewer and general opposition to the proposed bicycle facilities laid out in the Mobility Plan. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DE-2

DE-2 Cycle tracks are proposed on Pacific Highway. Please refer to Topical Response #2 for information on the rationale for not recommending cycle tracks along Ash Street and Topical Response #1 for information regarding on-street parking. Finally, please refer to Topical Response #3 for information on the State Street cycle track.

DE-3

DE-3 Comment noted. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DF

} DF-1

DF-1 Comment noted. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DG

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} DG-1
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DG-1 Comment noted. This comment reflects the opinion of the reviewer and general support for the Mobility Plan and proposed bicycle facilities. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DH

- DH-1
- DH-2
- DH-3
- DH-4
- DH-5
- DH-6
- DH-7
- DH-8
- DH-9
- DH-10
- DH-11
- DH-12

DH-1 Comment noted. Sight distance and other engineering aspects of the proposed Project will be vetted and accounted for during the design process. Comment reflects the opinion of the reviewer and opposition for the conversion of Eighth Avenue to permit two-way vehicular travel.

DH-2 Comment noted. Typically, only the day to day (typical) operations of a project are analyzed under CEQA. Therefore, temporary and special event conditions were not analyzed by the study.

DH-3 All future land uses consistent with the 2006 Community Plan were analyzed as part of this study. Comment noted. Potential vehicular impacts were analyzed and disclosed in the SEIR in accordance with CEQA guidelines.

DH-4 Due to the existing roadway between Ninth and Tenth avenues, the Plan assumes that westbound left-turns would be restricted at this intersection.

DH-5 The parking on this section of Ninth Avenue is assumed to be converted from parallel to angled. This change in parking should help to reduce the number of people that double park along the roadway.

DH-6 The parking on this section of Ninth Avenue is assumed to be converted from parallel to angled. This change in parking should help to reduce the number of people that double park along the roadway.

DH-7 The removal of the Cedar Street off-ramp is carried over from the 2006 Community Plan and additional CEQA clearance as well as close coordination with Caltrans will be needed at the project-level prior to the removal of the ramp.

DH-8 The roadway closures were included in the preferred plan model and traffic analysis; therefore, the impact associated with diverted traffic was analyzed as part of the Preferred Plan.

As noted previously, only the day-to-day (typical) operations of a project are analyzed under CEQA. Therefore, game day and other special event conditions at Petco Park were not analyzed as part of this project.

	<p>DH-9 Comment noted. Pedestrian Movement Policy 1 (PM-P-1) reads “Throughout the entire Downtown San Diego community ...Lengthen traffic signal walk times for pedestrians...”</p> <p>PM-P-4 reads “Provide marked crosswalks and countdown signals at all signalized intersections.”</p> <p>Comment reflects the opinion of the reviewer and support for pedestrian countdown signals. This comment does not address the adequacy of the EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DH-10 Comment noted. Comment reflects the opinion of the reviewer and concern for DecoBike kiosks. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DH-11 Comment noted. Comment reflects the opinion of the reviewer and advises marketing the layered mobility network at hotels and conventions. This comment does not address the adequacy of the EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DH-12 Comment noted. Comment reflects the opinion of the reviewer and support for free bus travel. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>Civic San Diego is currently in the process of implementing a free Downtown Circulator shuttle, please refer to page 83 of the draft Mobility Plan or www.civicsd.com for more information.</p>
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<p> } DH-13 } DH-14 } DH-15 </p>	<p>DH-13 Comment noted. Comment reflects the opinion of the reviewer and support for angled parking conversion. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p> } DH-16 } DH-17 </p>	<p>DH-14 Yes, parking loss/gain by neighborhood has been prepared on the planning-level which is how the total parking loss/gain were derived.</p>
	<p>DH-15 Comment noted. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
	<p>DH-16 Comment noted. Revision made.</p>
	<p>DH-17 Comment noted. Revision made.</p>

Letter DI

} DI-1

DI-1 Comment noted. This comment reflects the opinion of the reviewer and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DJ

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DJ-1
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DJ-1 This comment reflects the opinion of the reviewer and general support for the proposed bicycle network in the Mobility Plan. The comment also expresses a preference for a bicycle facility along 16th Street. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DK

} DK-1

DK-1 This comment reflects the opinion of the reviewer and support for the cycle tracks on Beach Street. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DL

- } DL-1 DL-1 This comment reflects the opinion of the reviewer and support for the Mobility Plan bicycle improvements. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- } DL-2 DL-2 Comment noted.
- } DL-3 DL-3 Comment noted.
- } DL-4 DL-4 Comment noted.

Letter DM

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DM-1

DM-1 This comment refers to a comment letter submitted by the Building Owner's Maintenance Association (BOMA) which was provided to all review bodies during the review of the Mobility Plan.

Letter DN

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DN-1
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DN-1 This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DO

} DO-1

DO-1 Please refer to Topical Response #1 for discussion on on-street parking. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DP

} DP-1

DP-1 This comment reflects the opinion of the reviewer and support for the State Street bicycle improvements. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DQ

} DQ-1





DQ-1 Comments related to pricing, TDM, and parking policy are addressed individually below. The comments to Chapter 11 of the Mobility Plan are noted.







} DQ-2

DQ-2 This comment is not at variance with the information presented in the Mobility Plan or the purpose behind the planning effort. While the Plan includes an objective to “provide policies and implementation strategies to allow for the timely and phased implementation of improvements by both the public and private developments in a cost-effective manner,” the plan is limited in its scope both geographically to the Downtown study area and by the purview of Civic San Diego as a lead agency. Additional responses on the references are provided below.

} DQ-3

DQ-3 Comment noted. This comment provides background on the commenter. No further response required.

<div style="text-align: right; margin-right: 20px;"> <p>  </p> <p>  DQ-3 cont. </p> <p>  DQ-4 </p> <p>  DQ-5 </p> </div>	<p>DQ-4 Comment noted. This comment references Section 8 of the Mobility Plan. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-5 Comment noted. The comment references a statement in Chapter 8 of the Mobility Plan. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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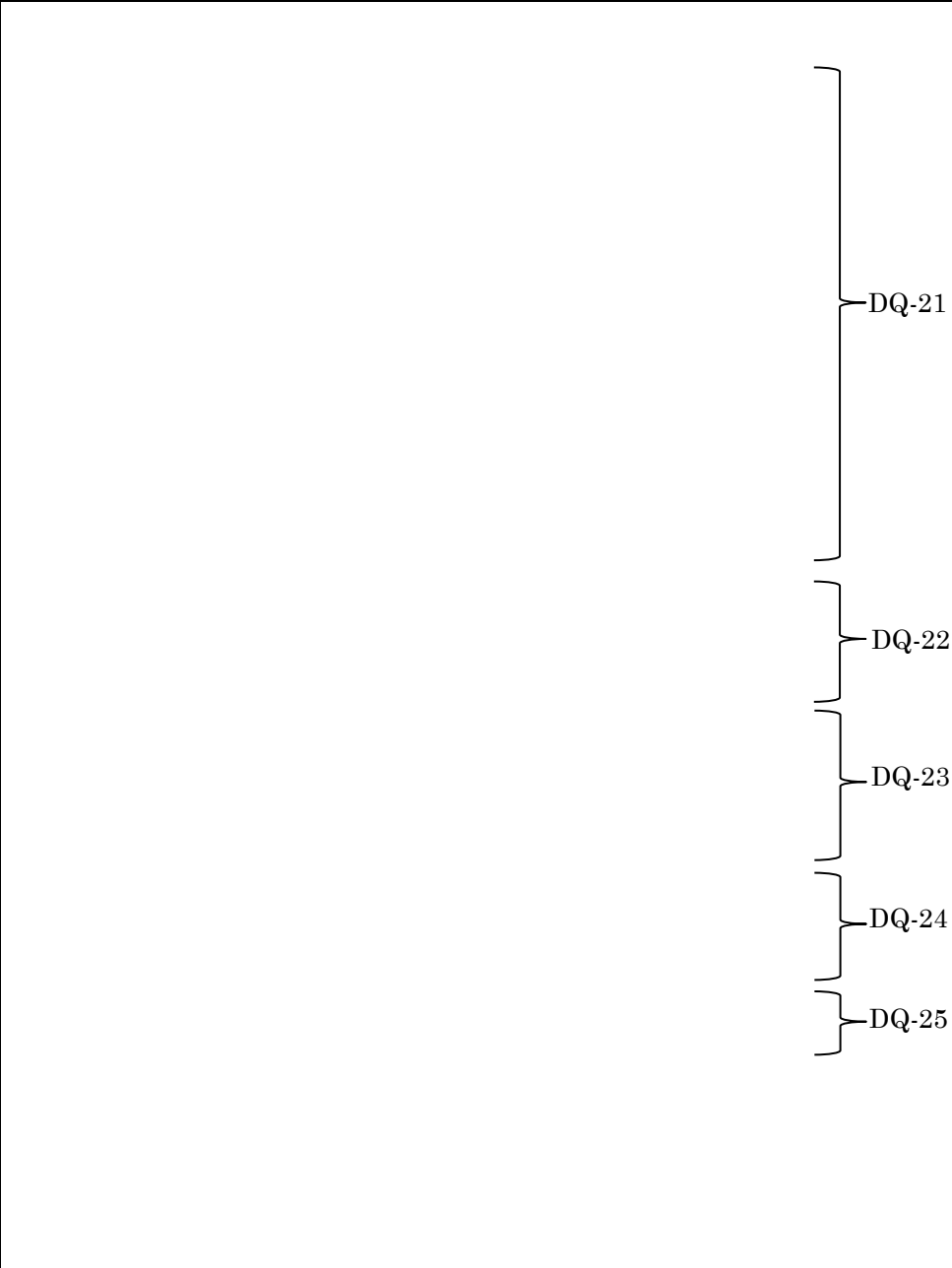
 <p>DQ-5 cont.</p>	<p>DQ-6 Comment noted. The comment addresses taxation and local policies relating to the maintenance of roads. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. No further response required.</p>
 <p>DQ-6</p>	<p>DQ-7 Comment noted. The comment addresses parking costs and road usage taxes. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
 <p>DQ-7</p>	
 <p>DQ-8</p>	<p>DQ-8 Comment noted. The comment does not appear relevant to the proposed Project nor content of the SEIR. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
 <p>DQ-9</p>	<p>DQ-9 Comment noted. The comment references a road fee resolution of another jurisdiction. However, because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
 <p>DQ-10</p>	<p>DQ-10 Comment noted. This comment addresses Chapter 8 of the Mobility Plan. However, because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. No further response required.</p>

}	DQ-11	DQ-11 Comment noted.
	}	DQ-12
DQ-13		DQ-13 The Mobility Plan is a long term planning effort to improve active transportation choices within the Downtown study area. The Plan provides for the accommodation of motor vehicle, cycling, and pedestrian options, while providing additional public parking opportunities.
DQ-14		DQ-14 The comment references Reference 7 which is an assessment and recommendation of an “Intelligent Parking” system which would not be inconsistent with the policies in the Mobility Plan (i.e. the Mobility Plan does not preclude future consideration). It was determined that impacts to air quality would be less than significant from the proposed Project. Additionally, reductions in VMT indirectly reduce air pollution and global warming.
}	DQ-14	VMT reductions are also associated with the sustainable transportation plan as set forth in the Mobility Plan. VMT was not specifically analyzed as part of the Mobility Plan. The 2009 Comprehensive Parking Plan for Downtown San Diego promotes a “park once” strategy which can be supported by improved pedestrian walkability, streetscape enhancements, and wayfinding. In the near future Civic San Diego will undertake an update to this plan to better understand existing demand, issues, and opportunities to increase parking and a park once strategy, including a comprehensive block by block parking assessment for Downtown

DQ-14 (cont.)

San Diego. Chapter 9 of the Mobility Plan also identifies parking management programs Civic San Diego is currently in the process of implementing, including website/smart phone applications and dynamic message signs to provide real time information to motorists as to where parking is available as they enter the Downtown area. These strategies aim to efficiently direct motorists to available parking which will reduce time spent driving and looking for parking.

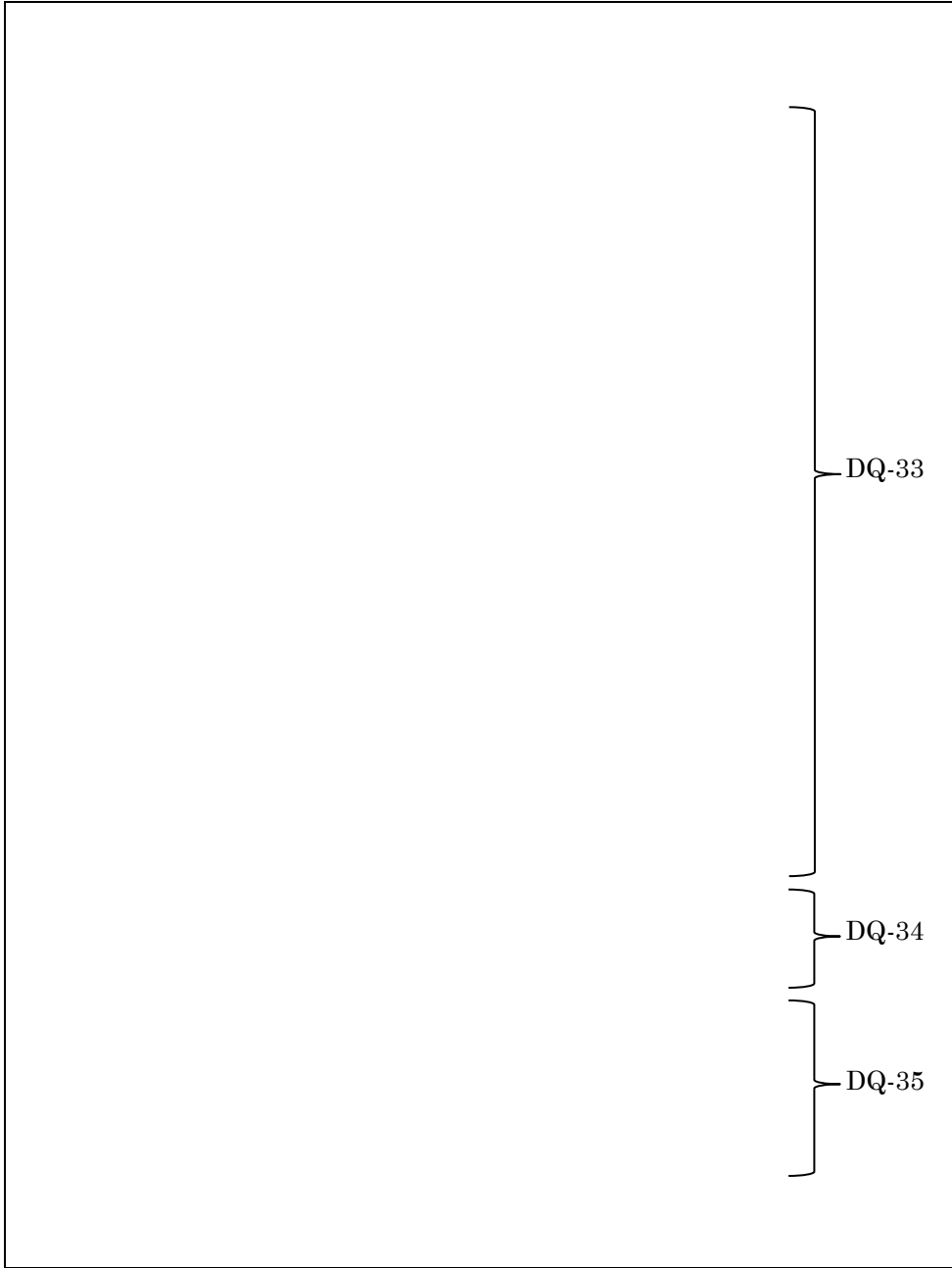
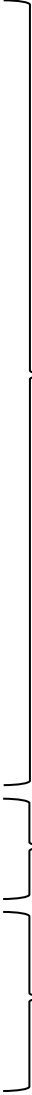
<p>DQ-14 cont.</p>	<p>DQ-15 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-15</p>	
<p>DQ-16</p>	<p>DQ-16 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-17</p>	<p>DQ-17 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-18</p>	<p>DQ-18 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-19</p>	<p>DQ-19 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-20</p>	<p>DQ-20 Comment noted. See response to comment #14. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>

	<p>DQ-21 Comment noted. The comments references systems and programs that are out of scope. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-22 Comment noted. The commenter references systems and programs that are out of scope. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-23 Comment noted. The commenter references systems and programs that are out of scope. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>With respect to the requirement for the development of strategies to address climate control, the proposed Project presents a multi-modal approach to mobility throughout the Downtown Community Plan area. The Mobility Plan is consistent with local and state policies and directives focused on climate control.</p> <p>DQ-24 Comment noted. The comment is referencing a program under the Mobility Plan, which was analyzed in its entirety in the SEIR. See also response to comment #10. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-25 Comment noted. See response to comment #10. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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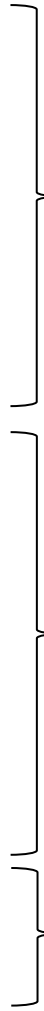
<div style="display: flex; align-items: center; justify-content: center; gap: 20px;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100%; width: 40%;"></div> <div style="border-right: 1px solid black; padding-right: 10px;"> <p style="margin: 0;">} DQ-26</p> <p style="margin: 0;">} DQ-27</p> <p style="margin: 0;">} DQ-28</p> </div> </div>	<p>DQ-26 Comment noted. The comment further addresses the commenter’s opinion relating to bundle-cost parking. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-27 Comment noted. See response to comment #10. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-28 Comment noted. The comment refers to privately-owned parking. This concept is beyond the scope of the Final Mobility Plan. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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<p>DQ-28 (cont.)</p>	<p>DQ-29 Comment noted. Reference 13 identifies parking measures related to reducing overall VMT. While reductions in VMT may correspond to reductions in the number of vehicle trips, VMT reductions are also be associated with the sustainable transportation plan as set forth in the Mobility Plan. Additionally, Section 9.2 of the Mobility Plan proposes short-range changes in parking resulting in a net gain of 227 spaces and long-rang parking changes resulting in a net loss of 477 spaces. The Mobility Plan concludes that a net reduction in existing parking provided is appropriate to support the multi-modal program. Notwithstanding this response, provided for clarification of the issue, the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-29</p>	<p>DQ-30 Comment noted. The comment provides a conclusion related to the commenters opinion on alternative parking programs. Because the comment does not raise a significant environmental issue under CEQA, no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-30</p>	<p>DQ-31 The scope of analysis for the SEIR was determined by the City as a result of initial project review and consideration of comments received in response to a Notice of Preparation (NOP) circulated for a 30-day public comment period from December 2, 2014, concluding on January 5, 2015 (SEIR Appendix A). Through these scoping activities, issue areas were identified which required updating in order to provide the information necessary to make the 2006 PEIR adequate for the proposed Project. GHG was not included in the scope of analysis in the SEIR. As detailed in SEIR section 1.3.2, the majority of the subsequent projects under the Mobility Plan would not involve major grading activities; rather, they would be the restriping of lanes within existing right-of-way, the addition of landscaping, bicycle and pedestrian amenities, and similar types of projects. Given the limited scale of improvements, construction-related GHG emissions would be a negligible percentage of the total regional emissions when considering the emissions generated by mobile sources. Further, by promoting a multi-modal transportation</p>
<p>DQ-31</p>	
<p>DQ-32</p>	

	<p>DQ-31 network that includes enhancements to the pedestrian, bicycle and transit facilities, the proposed Project would also serve to implement the City's General Plan GHG reduction goals and Climate Action Plan. For these reasons it was determined that pursuant to CEQA, a section on global warming was not required to be included in the SEIR.</p> <p>DQ-32 Comment noted. The comment is an introduction to the causes of climate change. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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	<div style="display: flex; align-items: center; justify-content: center;"> <div style="margin-right: 10px;">  </div> <div style="margin-right: 10px;"> <p>DQ-33</p> <p>DQ-34</p> <p>DQ-35</p> </div> <div> <p>DQ-33 Comment noted. The comment provides additional introductory information on GHG and climate change. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-34 Comment noted. The target established in Executive Order S-3-05 is only applicable to California; global emissions are beyond the scope of S-3-05. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> <p>DQ-35 Comment noted. Conclusions on the basis for Executive Order B-30-15 may be speculative as the order does not state the basis for proposed goals. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p> </div> </div>
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<p>DQ-35 cont.</p>	<p>DQ-36 Comment noted. See response to comment #34. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-36</p>	
<p>DQ-37</p>	<p>DQ-37 Comment noted. The comment provides references relating to increases in world temperature relative to GHG but does not raise a significant environmental issue under CEQA. No further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-38</p>	<p>DQ-38 Comment noted.</p>
<p>DQ-39</p>	<p>DQ-39 Comment noted.</p>
<p>DQ-40</p>	<p>DQ-40 Comment noted.</p>



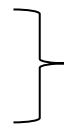
DQ-40
cont.

DQ-41

DQ-42

DQ-41 Comment noted.

DQ-42 Comment noted.



DQ-43

DQ-43 Comment noted.

DQ-43
cont.

DQ-44

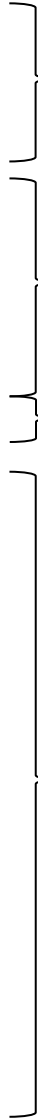
DQ-44 Comment noted.

DQ-45

DQ-45 Comment noted.

} DQ-46	DQ-46 Comment noted. The Mobility Plan would implement the City's General Plan GHG reduction goals and Climate Action Plan by promoting a multi-modal transportation network that includes enhancements to the pedestrian, bicycle and transit facilities.
} DQ-47	DQ-47 Comment noted.
	DQ-48 Comment noted.
} DQ-48	DQ-49 Comment noted.
} DQ-49	DQ-50 Comment noted. The identified emission levels appear originate from the 2008 San Diego County GHG Inventory; and specifically correspond to identified 2006 emission levels. The GHG Inventory for San Diego County was updated in 2013. Additionally, a more applicable inventory was prepared as part of the City of San Diego Climate Action Plan. No further response is required.
} DQ-50	
} DQ-51	
} DQ-52	DQ-51 Comment noted. While no statewide comprehensive plan has been developed, several metropolitan planning organizations (MPOs) have adopted regional plans intended to reduce the use of cars and light-duty trucks. The San Diego Forward, adopted in October 2015, provides policies focuses on the increase of multi-modal travel and improved connectivity between neighborhoods in an attempt to reduce reliance on motorized travel. The Mobility Plan implements the policies of these plans through the development of Cycleways and safe multi-modal travel lanes throughout the Downtown Community Plan area. The environmental effects of the Mobility Plan have been adequately and fully evaluated in the SEIR.
} DQ-53	
	DQ-52 Comment noted. See response to comment #51. No further response required.
	DQ-53 Comment noted. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

<p>DQ-53 cont.</p>	
<p>DQ-54</p>	<p>DQ-54 Comment noted. See response to comment #51.</p>
<p>DQ-55</p>	<p>DQ-55 Comment noted. See response to comment #51.</p>
<p>DQ-56</p>	<p>DQ-56 Comment noted. The comment expresses an opinion on using an alternative parking payment system. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
<p>DQ-57</p>	<p>DQ-57 Comment noted. The comment provides suggested language for Section 9.2 of the Mobility Plan. The suggested text would establish goals that apply to State (schools) or private entities (workplace). The Mobility Plan includes policies that encourage such a transition, achieving identified goals may be infeasible as the parking pricing systems used by other entities is beyond the jurisdiction of Civic San Diego. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>

	DQ-58	<p>DQ-58 Comment noted. The policies and goals in Section 5 of the Mobility Plan address and encourage potential improvements to infrastructure that supports bicycle use. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
DQ-59	<p>DQ-59 Comment noted. The policies and goals in Section 5 of the Mobility Plan address and encourage potential improvements to infrastructure that supports bicycle use. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>	
DQ-60	<p>DQ-60 Comment noted. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project..</p>	
DQ-61	<p>DQ-61 Comment noted. As outlined in the 2006 Downtown Community Plan, objectives related to bicycle movement are to:</p> <ul style="list-style-type: none"> • Develop a cohesive and attractive walking and bicycle system within Downtown that provides linkages within the area and to surrounding neighborhoods. • Develop street typology based on functional and urban design considerations emphasizing connections and linkages, pedestrian and cyclist comfort, transit movement, and compatibility with adjacent land uses. <p>Bicycle education programs may warrant further consideration by City Council; however such programs would not be considered to be bicycle infrastructure improvements as proposed by the Mobility Plan. The comment does not raise a significant environmental issue under CEQA, and no further response is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>	

<p>DQ-61 cont.</p>	
<p>DQ-62</p>	<p>DQ-62 Comment noted.</p>
<p>DQ-63</p>	<p>DQ-63 Comment noted. Bus line 992 runs between San Diego International Airport and the City College Transit Center via an efficient (short) route. The reference to this bus line is unclear. The Mobility Plan addresses the location of transit routes in downtown San Diego. Vehicles that serve these transit routes, such as diesel-fueled buses and trains, are selected and purchased following local or regional policies beyond the scope of the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project..</p>
<p>DQ-64</p>	<p>DQ-64 Comment noted.</p>
<p>DQ-65</p>	<p>DQ-65 Comment noted. The comment is a conclusive comment regarding previous comments which are addressed individually above. No further response required.</p>

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Letter DR

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DR-1
}

DR-1 This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DS

} DS-1

DS-1 The comment expresses general support of the Mobility Plan and the opinions of the commentator and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DT

} DT-1

DT-1 The comment expresses support for bicycle facilities as proposed in the Mobility Plan and does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DU

DU-1

DU-2

DU-3

DU-1 This is an introductory comment expressing support for the Mobility Plan. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DU-2 Civic San Diego is implementing a shuttle system to provide free rides within the Downtown area, please refer to page 83 of the Mobility Plan, www.civicsd.com, or www.thefreeride.com for more information.

DU-3 For more carpool information, call 511 and say “iCommute” or email carpool@sandag.org. For more information, see the Guaranteed Ride Home Guidelines, call 511 and say “iCommute” or email iCommute@sandag.org.

The shuttle will stop at designated places and be available to be hailed via smartphone or on the street. Please refer to page 83 of the draft Mobility Plan, www.civicsd.com, or www.thefreeride.com for more information.

It should be noted that Section 9.2 correctly refers to supplies, and the url listed is not broken but may be subject to pop-up restrictions. Where additional detail is requested on traffic analysis results, please refer to the Technical Report which is an appendix to the Mobility Plan. The TransNet 2015 Update (accessible via http://www.sandag.org/uploads/publicationid/publicationid_1976_19700.pdf) summarizes completions since 2013 for the SANDAG Early Action Program.

Comments and suggestions related to text revisions in the Mobility Plan have been noted. No corrections were required with the exception of Section 9.2 where Policy P-P-11 was revised to read “Maintain a comprehensive marketing and communications strategy to inform residents, business owners, employees, and visitors of all parking policy updates” and “shoreside” was replaced with the term “landside.” No revisions to the SEIR were required. In response to the Park Street closure, C Street, just south of Broadway provides access to the Trolley Court Residential Hotel and therefore was not recommended for closure to vehicular traffic.

	<p>DU-3 (cont.)</p> <p>The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.</p>
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DU-3
cont.

Letter DV



DV-1

DV-1 This comment reflects the opinion of the reviewer and expresses general support for the Mobility Plan. This comment does not address the adequacy of the EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DW

DW-1

DW-1 This comment reflects the opinion of the reviewer and expresses general support for the Mobility Plan. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

DW-2

DW-2 Comment noted.

Letter DX

} DX-1

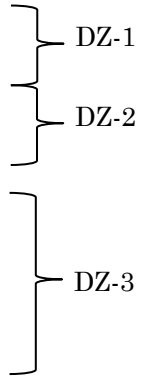
DX-1 The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter DY

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DY-1
}

DY-1 Comment noted. There is no bicycle facility proposed for the subject segment on Third Avenue and on-street parking will remain.

Letter DZ



- D-1 This comment reflects the opinion of the reviewer and expresses support the Mobility Plan and protected bicycle facilities. This comment does not address the adequacy of the SEIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

- DZ-2 Comment noted.

- DZ-3 Comment noted.

APPENDIX C

**SUPPLEMENTAL CANDIDATE FINDINGS OF FACT FOR THE CITY COUNCIL
OF THE CITY OF SAN DIEGO CERTIFYING THE FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT FOR THE DOWNTOWN SAN DIEGO
MOBILITY PLAN**

City of San Diego

SCH 2014121002

Section 21081(a) of the California Environmental Quality Act (CEQA) and Section 15091(a) of the State CEQA Guidelines (Guidelines) require that no public agency shall approve or carry out a project for which an environmental impact report (EIR) has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless such public agency makes one or more of the following findings:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment;
- (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can or should be, adopted by that other agency; or
- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

CEQA also requires that the findings made pursuant to Section 15091 of the CEQA Guidelines be supported by substantial evidence in the record (Section 15091(b) of the CEQA Guidelines). Under CEQA, substantial evidence means enough relevant information has been provided (and reasonable inferences from this information may be made) that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (Section 15384 of the CEQA Guidelines).

The following Candidate Findings have been submitted by Civic San Diego to the City Council of the City of San Diego (“City Council”) as Candidate Findings to be made by the decision-making body. They are attached to allow readers of this report an opportunity to review the position on this matter. It is the exclusive discretion of the decision-maker certifying the EIR to determine the adequacy of the proposed Candidate Findings. It is the role of staff to independently evaluate the proposed Candidate Findings and to make a recommendation to the decision-maker regarding their legal adequacy.

I. INTRODUCTION

The purpose of this document is to supplement prior Findings of Fact (Findings) and Statement of Overriding Considerations (SOC) made March 14, 2006 in accordance with Section 15091 of the CEQA Guidelines (14 Cal. Code Regulations Sections 15000 et seq.) by the City Council and the Redevelopment Agency of the City of San Diego (“Redevelopment Agency”) (2006 Findings/SOC). The 2006 Findings/SOC adopted at the time of certification of the Final Program Environmental Impact Report (PEIR) prepared for the Downtown Community Plan, Centre City Planned District Ordinance and the 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project (2006 PEIR).

In the 2006 Findings/SOC, the City Council/Redevelopment Agency identified all significant effects of the then proposed Downtown Community Plan, Centre City Planned District Ordinance, and the 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, including those effects which would not be mitigated to below a level of significance. As further required by the CEQA Guidelines, the City Council/Redevelopment Agency balanced the benefits of the proposed plans and ordinance against the identified unavoidable environmental risks (Section 15093 of the CEQA Guidelines) and adopted the SOC, which states the specific reasons why the benefits of the proposed plans and ordinance, outweigh the unavoidable adverse environmental effects of the proposed plans and ordinance, and explains that the unavoidable environmental effects are considered acceptable.

Subsequent to the adoption of the 2006 Findings/SOC, and approval of the proposed Downtown Community Plan, Centre City Planned District Ordinance, and the 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, the City of San Diego completed a comprehensive update of its General Plan in 2008, establishing additional goals and policies for pedestrian, bicycle, and transit mobility in its Mobility Element. Also in 2008, the State of California enacted the California Complete Streets Act. The San Diego Association of Governments (SANDAG) adopted the 2050 Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Community Strategy in 2011 and San Diego Forward in 2015. The adoption of these plans and legislation has resulted in the preparation of the proposed Downtown San Diego Mobility Plan (“Mobility Plan”) and a comprehensive amendment to the Transportation Chapter for the Downtown Community Plan (proposed Project). Approval of the proposed Project would establish a master plan of policies, programs, and projects which would improve overall mobility throughout the study area and provide multi-modal connections to surrounding communities and the region’s transportation network.

These Supplemental Findings are made relative to the specific conclusions of the Final Supplemental Environmental Impact Report (FSEIR) for the proposed Project. As explained in Section 1.3 of the FSEIR, the proposed Project includes the replacement of the Transportation Chapter of the Downtown Community Plan with a new Mobility Chapter consistent with the proposed Mobility Plan. The proposed Project also calls for updated subsequent transportation-related projects that were not previously envisioned or called for in the Downtown Community Plan or evaluated in the 2006 PEIR. It was determined that

the proposed Project involved new information of substantial importance and could have one or more significant effects not discussed in the 2006 PEIR and that minor additions would be necessary to make the 2006 PEIR adequate. Therefore, the FSEIR was completed pursuant to Section 15163(a) of the CEQA Guidelines to provide an updated analysis necessary to make the 2006 PEIR adequate. Likewise, these Findings and SOC are intended to update the 2006 Findings/SOC.

The following documents are incorporated by reference: 2006 PEIR, 2006 Findings/SOC, and the FSEIR for the proposed Project.

The following Supplemental Findings are hereby adopted by the City in its capacity as the CEQA Lead Agency. The State CEQA Guidelines also require that the City Council balance the benefits of the proposed Project against the unavoidable environmental risks in determining whether to approve the proposed Project. The City Council has carefully considered the benefits of the proposed Project. The FSEIR identifies significant environmental effects which could remain significant even with the implementation of the identified mitigation measures. Therefore, the City Council hereby also adopts the SOC, which states the specific reasons why the benefits of the proposed Project, each of which standing alone, is sufficient to support approval of the proposed Project, outweigh the unavoidable adverse environmental effects of the proposed Project, and explains that the unavoidable environmental effects are considered acceptable.

II. DESCRIPTION OF THE PROPOSED PROJECT

The proposed Project includes both the adoption of a freestanding Mobility Plan and amendments to the Transportation Chapter within the Downtown Community Plan. The planning effort for the proposed Project was undertaken to address the changing priorities and needs of the multi-modal network within the urban setting, bringing forth improved connections and access for transit riders, bicyclists, and pedestrians while maintaining roadway circulation for cars and commercial vehicles. Overall, the proposed Project would provide for the development of a cohesive network of streets, improve multi-modal travel, and increase safety of pedestrians and bicyclists. The proposed Project addresses some of the new state mandates, and updates to regional and local plans focused on reduction of greenhouse gas emissions.

Details of the project description are set out in Chapter 3 of the FSEIR.

III. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings and SOC, the Record of Proceedings for the proposed Project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation and all other public notices issued by Civic San Diego in conjunction with the proposed Project;
- The Draft SEIR;

- The FSEIR;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft SEIR;
- All written and verbal public testimony presented during a noticed public hearing for the proposed Project at which such testimony was taken;
- The Mitigation Monitoring and Reporting Program (“MMRP”);
- The Mobility Plan and technical reports incorporated by reference to the Draft SEIR;
- The Ordinances and Resolutions adopted by the Council/Agency in connection with the proposed Project, and all documents incorporated by reference therein;
- Matters of common knowledge to the City Council, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings and SOC; and
- Any other materials required to be in the record of proceedings by Section 21167.6(e) of CEQA.

The documents and other materials that constitute the record of proceedings upon which the City Council’s decision is based are located at the City of San Diego, 202 C Street, San Diego, CA 92101, and at Civic San Diego, 401 B Street, Fourth Floor, San Diego, CA 92101. Copies of all these documents, which constitute the record of proceedings, are and at all relevant times have been available upon request at the offices of the City Council at the above addresses. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 California Code of Regulations Section 15091(e). The City Council has relied on all the documents listed above in reaching its decision on the proposed Project, even if every document was not formally presented to the City Council or City Council staff as part of the City Council files generated in connection with the proposed Project. These documents are either in the proposed Project files, reflect prior planning or legislative decisions of which the City Council was aware in approving the proposed Project, or influenced the expert advice provided to the City Council staff or consultants, who then provided advice to City Council. For that reason, these documents form part of the underlying factual basis for the City Council’s decisions relating to the adoption of the proposed Project.

IV. GENERAL FINDINGS

The City Council hereby finds as follows:

- The foregoing statements are true and correct;
- The FSEIR was completed in compliance with CEQA as a supplement to the 2006 PEIR and is intended to complement and refine said document;

- The FSEIR reflects the City Council’s independent judgment;
- A MMRP has been prepared for the changes to the proposed Project, which the City Council has adopted or made a condition of approval of the proposed Project. That MMRP has been incorporated herein by reference and is considered part of the record of proceedings for the proposed Project;
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation;
- In determining whether the proposed Project has a significant impact on the environment, and in adopting these Supplemental Findings pursuant to Section 21081 of CEQA, the City Council has complied with Sections 21081.5 and 21082.2 of CEQA;
- The impacts of the proposed Project have been analyzed to the extent feasible at the time of certification of the FSEIR;
- The City Council has made no decisions related to approval of the proposed Project prior to certification of the FSEIR, nor has the City Council previously committed to a definite course of action with respect to the proposed Project; and
- Copies of all the documents incorporated by reference in the FSEIR are and have been available upon request at all times at Civic San Diego, custodians of record for such documents or other materials.

V. SUMMARY OF IMPACTS

The FSEIR evaluated only those issue areas where changes were necessary to make the 2006 PEIR adequate. The FSEIR therefore included an analysis of the following: Land Use; Traffic; Air Quality; Noise; and Hydrology/Water Quality. All other issue areas remain as previously analyzed in the 2006 PEIR. The FSEIR concludes that implementation of the proposed Project would have new or substantially increased significant impacts related to Transportation and Circulation, some of which would not be mitigated to below a level of significance. Impacts to Land Use, Air Quality, Noise, and Hydrology/Water Quality were determined to be less than significant with no new impacts identified.

VI. FINDINGS OF FACT

CEQA (Public Resources Code Section 21000 *et seq.*) and the State Guidelines (14 California Code of Regulations Section 15000 *et seq.*) promulgated thereunder, require that the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more

written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the FSEIR.
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FSEIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The “changes or alterations” referred to in Guidelines Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Having received, reviewed, and considered the FSEIR for the proposed Project, as well as all other information in the record of proceedings on this matter, the following Supplemental Findings are hereby adopted by the City Council in its capacity as the CEQA Lead Agency. These Supplemental Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City of San Diego and responsible agencies for the implementation of the proposed Project.

For the unmitigated impacts set forth below, Supplemental Findings are made that there are no other feasible mitigation measures that would mitigate the impact to below a level of significance and that specific economic, social, technological, or other considerations make infeasible any alternatives considered in the 2006 PEIR. As described in the SOC, the City Council has determined that unmitigated impacts are acceptable because of specific overriding considerations.

A. FINDINGS REGARDING SIGNIFICANT IMPACTS MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE (CEQA GUIDELINES 15091 (A)(1))

Transportation and Circulation

Environmental Impact TRF-1 (*Impacts to capacity of intersections within the Downtown study area*): As discussed in Section 4.2.3.1 of the FSEIR, the network set forth by the proposed Project would change circulation patterns, prioritize various users throughout the network, and redistribute vehicle traffic. Implementation of the proposed Project would result in 25 (out of a total 107 studied) intersections operating at an unacceptable level of service (LOS F).

Finding: Pursuant to Section 21081(a)(1) of CEQA, Section 15091(a)(1) of the State CEQA Guidelines, the City Council finds that conditions, changes or alterations have been required in, or incorporated into, the proposed Project which could reduce the significant environmental effect identified in the FSEIR.

Facts in Support of Finding: The traffic study for the FSEIR identified 11 intersections that would be significantly adversely impacted by the proposed Project for which the following mitigation measures would fully mitigate traffic impacts associated with the proposed Project at the following intersections.

- **Interstate 5 (I-5) northbound off-ramp/Brant Street and Hawthorn Street** – Signalization would be required at this intersection to mitigate direct project

impacts. A traffic signal warrant was conducted. Based upon the California Manual on Uniformed Traffic Control Devices (MUTCD), this intersection would meet the “Peak Hour” warrant.

- **Second Avenue and Cedar Street** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.
- **Fourth Avenue and Beech Street** – Convert on-street parking to a travel lane on Fourth Avenue between Cedar Street and Ash Street during the AM peak hour.
- **First Avenue and A Street** – Remove on-street parking on the north side of A Street between First and Front avenues as necessary to provide an east bound left turn lane and add an eastbound left-turn lane.
- **17th Street and B Street** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.
- **16th Street and E Street** – Remove on-street parking on the east side of 16th Street south of E Street as necessary to provide a northbound right-turn lane.
- **Eleventh Avenue and G Street** – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **Park Boulevard and G Street** – Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **16th Street and Island Avenue** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.
- **19th Street and J Street** – Restripe the northbound left-turn lane into a northbound left-turn and through shared lane.
- **Logan Avenue and I-5 southbound off-ramp** – Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.

Implementation of these mitigation measures would be required and would ensure that implementation of the proposed Project would mitigate impacts to these 11 intersections to below a level of significance

B. FINDING REGARDING MITIGATION THAT IS WITHIN THE RESPONSIBILITY AND JURISDICTION OF ANOTHER PUBLIC AGENCY (CEQA GUIDELINES 15091 (A)(2))

There are no changes or alterations that are within the responsibility and jurisdiction of another public agency and not the agency making the finding.

C. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS (CEQA GUIDELINES 15091 (A)(3))

Transportation and Circulation

Environmental Impact TRF-A.1.1-1 (Impacts to capacity of intersections within the Downtown study area): As discussed under A, above, and in Section 4.2.3.1 of the FSEIR, the network set forth by the proposed Project would result in intersections operating at an unacceptable level of service (LOS F), the locations of which could not be feasibly mitigated.

Finding: Pursuant to Section 21081(a)(3) of CEQA and Section 15091(a)(3) of the State CEQA Guidelines, the City Council finds that there are no feasible mitigation measures that would mitigate the following impacts to below a level of significance and that specific economic, social, technological or other considerations make infeasible the mitigation measures identified in the FSEIR and the alternatives identified in the 2006 PEIR. As described in the SOC, the City Council has determined that this impact is acceptable because of specific overriding considerations. The impacts are considered significant and not mitigated.

Facts in Support of Finding: The traffic study for the FSEIR identified intersections that would be significantly adversely impacted by the proposed Project. Although the FSEIR identified mitigation measures that would fully mitigate the impacts to below a level of significance at these locations, these measures are considered infeasible due to policy considerations (e.g., removal of multi-modal facilities), as well as environmental, economic, and social issues relative to acquisition of additional right-of-way (see FSEIR Section 4.2.3.3 (b)). More specifically, these measures are infeasible due to the existing physical limitations of the rights-of-way. Additionally, acquisition of additional rights-of-way is not feasible in some cases because such acquisition would require demolition of existing buildings. Moreover, widening of right-of-way would promote vehicular usage, which would be inconsistent with the City's goals of shifting toward active transportation modes. The following mitigation measures would partially mitigate traffic impacts associated with the proposed Project; however, impacts at these locations would remain significant and unavoidable:

- **Front Street and Beech Street:** Convert on-street parking to a travel lane on Front Street between Cedar Street and Ash Street during the PM peak hour.
- **15th Street and F Street:** Signalization would be required at this intersection to mitigate direct project impacts. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the "Peak Hour" warrant.

- **13th Street and G Street:** Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **14th Street and G Street:** Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **16th Street and G Street:** Convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour.
- **17th Street and G Street:** Signalization and convert on-street parking to a travel lane on G Street between 11th Avenue and 17th Street during the PM peak hour. A traffic signal warrant was conducted. Based upon the MUTCD, this intersection would meet the “Peak Hour” warrant.

With respect to the remaining intersections, no feasible mitigation measures are currently available that would reduce, completely or partially, the significant impact identified at each location. These intersections are built to the limits of the existing right-of-way and could not be widened because to do so would prohibit the implementation of pedestrian and/or bicycle facilities. Mitigation measures are identified in the FSEIR (see FSEIR Section 4.2.3.3 (c)) that could reduce significant impacts; however, these measures are considered infeasible due to policy considerations (e.g., removal of multi-modal facilities), as well as environmental, economic, and social issues relative to acquisition of additional right-of-way. More specifically, these measures are infeasible due to the existing physical limitations of the rights-of-way. Additionally, acquisition of additional rights-of-way is not feasible in some cases because such acquisition would require demolition of existing buildings. Moreover, widening of right-of-way would promote vehicular usage, which would be inconsistent with the City’s goals of shifting toward active transportation modes. Therefore, no feasible mitigation measures exist to reduce impacts at the following intersections and impacts would remain significant and unavoidable:

- **Pacific Highway and Laurel Street**
- **First Avenue and Beech Street**
- **16th Street and C Street**
- **Front Street and Broadway**
- **First Avenue and Broadway**
- **Eleventh Avenue and Broadway**
- **16th Street and F Street**
- **Eleventh Avenue and Market Street**

Reference: FSEIR Section 4.2

VII. FINDINGS REGARDING ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of “a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Section 15126.6(f) further states that “the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” As no new environmental issue was found in the FSEIR analysis to be significant, no new alternative analysis is warranted. As such, the infeasibility findings regarding alternatives from the 2006 PEIR are incorporated by reference.

The objectives of the proposed Project are the same as the 2006 PEIR, as follows:

1. To establish a plan that provides for a balanced network, with enhancements to local roadways that encourage and facilitate bicycle and pedestrian usage;
2. To designate distinct streets where different individual modes of travel take priority, such as walking, bicycling, taking transit, or driving a vehicle;
3. To connect Downtown’s bicycle circulation with surrounding communities and transit facilities to encourage everyday commuter and recreational bicycle trips within the region;
4. To provide for sustainable street designs including storm water infiltration and reduction in storm water runoff as well as flooding; and
5. To provide policies and implementation strategies to allow for the timely and phased implementation of improvements by both the public and private developments in a cost-effective manner.

Because the proposed Project would cause unavoidable significant traffic impacts, the City Council must consider the feasibility of any environmentally superior alternative to the proposed Project, evaluating whether these alternatives could avoid or substantially lessen the unavoidable significant environmental effects while achieving most of the objectives of the proposed Project. The analysis of alternatives within the 2006 PEIR remains applicable to the proposed Project.

The 2006 PEIR considered the No Project Alternative, which evaluated the scenario in which the Downtown Community Plan would not be implemented as proposed at that time. The proposed Project supplements the Downtown Community Plan through the adoption of a Mobility Element of the Downtown Community Plan. Traffic impacts would not be reduced under the No Project Alternative. Specifically, as addressed in the 2006 PEIR, potential traffic impacts associated with the eight study area intersections where no feasible mitigation is available, would likewise remain significant and unavoidable.

VIII. ENVIRONMENTAL ISSUES DETERMINED NOT TO BE SIGNIFICANT

The environmental analysis contained in the FSEIR for land use, air quality, noise, and water quality had a “less than significant impact.” The environmental analysis within the 2006 PEIR of all other environmental issue areas, including growth inducement, remain applicable to the proposed Project. The FSEIR includes all previously identified mitigation that would be necessary to carry forward under the proposed Project to maintain the same conclusions concerning the significance of impacts with mitigation incorporated as the 2006 PEIR. Any new feasible mitigation measures that could be utilized to avoid or minimize the proposed Project’s significant environmental impacts, or where previous mitigation measures are proposed for modification, are summarized in FSEIR Chapter 6, Mitigation Monitoring and Reporting Program.

IX. FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines indicates that “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” The State CEQA Guidelines also indicate that that “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” This Finding remains the same as the 2006 PEIR. The proposed Project would not have any significant irreversible impacts on biological, agricultural or mineral resources, as the Downtown area is already substantially developed in an urban state and such resources are not significantly located in the area.

X. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

The City of San Diego is the “Lead Agency” for the proposed Project evaluated in the FSEIR. The City Council finds that the Draft SEIR and the FSEIR were prepared in compliance with CEQA and the CEQA Guidelines. The City Council finds that it has independently reviewed and analyzed the Draft SEIR and FSEIR for the proposed Project, that the Draft SEIR which was circulated for public review reflected its independent judgment, and that the FSEIR reflects the independent judgment of the City Council. The Notice of Preparation of the Draft SEIR was published on December 2, 2014. It requested that responsible agencies respond as to the scope and content of the environmental information germane to that agency’s specific responsibilities. The public review period for the Draft SEIR began on January 25, 2016 and the Draft SEIR was available for public review on that date. A Notice of Availability of Draft SEIR was filed with the County Recorder/County Clerk on January 25, 2016 and a Notice of Completion of Draft SEIR was submitted to the State Clearinghouse on January 25, 2016. The 45-day public review and comment period ended on March 10, 2016. The Draft SEIR was available for public review at that time. On April 28, 2016, Civic San Diego distributed the FSEIR and provided proposed written responses to the responsible agencies. This was at least fourteen calendar days prior to certification of the FSEIR.

The City Council finds that the FSEIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the proposed Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft SEIR. The FSEIR was prepared after the review period and responds to comments made during the public review period. Civic San Diego evaluated comments on environmental issues received from persons who reviewed the Draft SEIR. In accordance with CEQA, Civic San Diego prepared written responses describing the disposition of significant environmental issues raised. The FSEIR provides adequate, good faith and reasoned responses to the comments. The City Council reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft SEIR. The City Council, as lead agency, has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the FSEIR.

All of the significant environmental impacts of the proposed Project were identified in the text and summary of the FSEIR. The mitigation measures which have been identified for the proposed Project were identified in the text and summary of the FSEIR. The final mitigation measures are described in the MMRP, contained in the FSEIR. Each of the mitigation measures identified in the MMRP, contained in FSEIR, is incorporated into the proposed Project. The City Council finds that the impacts of the proposed Project have been mitigated to the extent feasible by the mitigation measures described in the FSEIR and identified in the MMRP.

Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. Civic San Diego staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with the review of the proposed Project. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents will require clarifications and corrections. Second, textual clarifications and revisions to select graphics were necessitated in order to describe refinements suggested as part of the public participation process. Additionally, the responses to the comments on the Draft SEIR, which are contained in the FSEIR, clarify and amplify the analysis in the Draft SEIR. Having reviewed the information contained in the Draft SEIR and FSEIR and in the administrative record as well as the requirements of CEQA, and the State CEQA Guidelines regarding recirculation of Draft EIRs, and having analyzed the changes in the Draft SEIR which have occurred since the close of the public review period, the City Council finds that there is no new significant information in the FSEIR and finds that recirculation of the Draft SEIR is not required.

The City Council finds that the FSEIR was presented to the City Council, and that the City Council reviewed and considered the information contained in the FSEIR prior to taking action on the proposed Project and certification of the FSEIR. CEQA requires the lead agency approving a project to adopt a MMRP for the changes to the project which it has

adopted or made a condition of project approval in order to ensure compliance with project implementation. The MMRP included in the SEIR as certified by the City Council serves that function. The MMRP includes all of the mitigation measures identified in the FEIR and has been designed to ensure compliance during implementation of the proposed Project. In accordance with CEQA, the MMRP provides the measures to ensure that the mitigation measures are fully enforceable.

The City Council is certifying a FSEIR for, and is approving and adopting Findings for, the entirety of the actions described in these Findings and in the FSEIR as comprising the proposed Project.

It is contemplated that there may be a variety of actions undertaken by other state and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City Council is the lead agency for the proposed Project, the FSEIR along with the 2006 PEIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other state and local agencies to carry out the proposed Project.

**STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE CITY COUNCIL OF
THE CITY OF SAN DIEGO CERTIFYING THE FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT FOR THE DOWNTOWN SAN DIEGO
MOBILITY PLAN**

The City Council of the City of San Diego (“City Council”) adopts and makes this Statement of Overriding Considerations (SOC) concerning the unavoidable significant impacts of implementing the Final Supplemental Environmental Impact Report (FSEIR) for the proposed Downtown San Diego Mobility Plan (“Mobility Plan”) and replacement of the Downtown Community Plan Transportation Chapter with a new Mobility Element (proposed Project). Unavoidable significant impacts associated with transportation and circulation have been identified in the FSEIR and the Supplemental Findings made by the City Council in connection with the FSEIR, all of which are incorporated into SOC by this reference. Additionally incorporated by reference are the 2006 PEIR and associated Findings and SOC for the 2006 project which included the Downtown Community Plan, Centre City Planned District Ordinance, and the 10th Amendment to the Center City Redevelopment Project (2006 Plan).

The proposed Project is limited to the rights-of-way within the Downtown Community Plan area, with consideration of and connections to neighboring communities. Like the 2006 Plan, the proposed Project will bring substantial benefits to the City of San Diego and the Downtown study area. These benefits include strengthening Downtown’s role as the regional residential, administrative, commercial, and cultural center for the metropolitan area; accommodating in an urban environment a significant portion of the growth expected in the San Diego region over the coming years; ensuring that intense development is complemented with livability through strategies such as the development of new parks and Neighborhood Centers; advancing Downtown’s position as the regional economic and employment center, by ensuring availability of employment land, development of regional destinations, and creation of jobs easily accessed via transit, bicycle or on foot; creating walkable neighborhoods Downtown with a mix of uses and easy access to open space, transit, shops, services, amenities, and cultural attractions; and connecting Downtown’s neighborhoods to the waterfront with new streets and view corridors, reestablishing Balboa Park’s relationship to Downtown, and integrating Downtown with the surrounding neighborhoods.

The City Council finds that the proposed Project’s unavoidable significant impacts are acceptable in light of the proposed Project’s benefits. Each benefit set forth below constitutes an overriding consideration warranting approval of the proposed Project, independent of the other benefits and despite each and every unavoidable impact. The SOC adopted in 2006 continues to represent the same beneficial outcome of implementing the proposed Project and are supplemented below relative to the proposed Project.

Project’s Benefits:

1. The 2006 Plan provided a benefit to develop Downtown as the primary urban center for the region. One of the foundational conclusions reached by the Steering Committee during its three-year process was that Downtown should be developed as

a vibrant, urban center for the region. The 1992 Community Plan had some of the same goals as the 2006 Plan and the proposed Project; however, the 1992 Community Plan lacked the mandate for intense development which promoted a lively, 24-hour Downtown environment while at the same time balancing residential, commercial and recreational uses. The 2006 Plan re-focused the residential development efforts on specific, comprehensive neighborhood centers including shops, services, employment and recreational opportunities, open spaces and transit facilities; all of which would be located within walking distance of the residential developments.

The proposed Project further enhances this benefit by assuring that residential, commercial, and recreation areas will balance and complement the neighborhoods connected by pedestrian and bicycle friendly routes. The proposed Project coordinates mobility-related facilities to ensure additional safety through the design of facilities as well as efficient and on-going uses of the available land as designated in the 2006 Plan. The proposed Project represents a transportation network that supports community health and well-being, promotes a strong economy, and also builds social capital.

2. The 2006 Plan provided a benefit to maximize employment opportunities within the Downtown area. The Steering Committee, at that time, determined that Downtown should be the region's premier employment center. To ensure this goal would be achieved, the 2006 Plan required the development of employment-generating uses over a large part of the core area, and also incentivized retail and other commercial uses throughout Downtown that would add to employment opportunities.

The proposed Project further enhances this benefit to transit facilities located throughout Downtown and will make it easier for employers to attract and retain a workforce from within the Downtown neighborhoods and accommodates an array of transportation options.

3. The 2006 Plan provided a benefit to develop full-service, walkable neighborhoods linked to the assets Downtown offers. The 2006 Plan recognized that parts of Downtown are already characterized by built-out neighborhoods, while others areas were just beginning to undergo the transformation. Under the 2006 Plan all neighborhoods in the Downtown area would be designed to require no more than a 10-minute walk from one end (or side) of the district to the other. All neighborhoods would have residential units, retail, employment opportunities, civic or cultural resources, open spaces and local services components.

The proposed Project further enhances this benefit through coordination of transit opportunities throughout these full-service neighborhoods, and implementing circulation routes that will protect pedestrian and bicycle activity while allowing for ease of movement between points of interest.

4. The 2006 Plan provided a benefit to implementing a coordinated, efficient system of vehicular, transit, bicycle and pedestrian traffic. The 2006 Plan recognized that the

existing grid system of streets is practical and functional. However, as part of the emphasis on developed Neighborhood Centers, and easy pedestrian connectivity between them, the 2006 Plan included several physical changes that would help define the neighborhoods and reinforce the intended uses of the retail, commercial services development allowed by the Plan.

The proposed Project further enhances this benefit through design guidelines and implementation mechanisms for streetscape enhancements for each type of corridor. The vision for the Mobility Plan in the Downtown area is an integrated transportation network of greenways, sidewalks, bikeways, transit services, roadways and freeways that provides for the safety of all travelers—including the elderly, youth and disabled—both within Downtown and to surrounding communities. It is a transportation network that provides convenient access to valuable community resources such as employment centers, parks and the waterfront, cultural and entertainment attractions, and civic uses. The proposed Project also provides a benefit in supporting the goals and policies for the City of San Diego Climate Action Plan, which recognizes the importance of coordinated land use and transportation planning, acknowledging that community design factors into transportation choices.

5. The proposed Project helps implement the City's Climate Action Plan by promoting facilities increasing the mode share for bicycling, walking, and transit within Transit Priority Areas within the Downtown community.

RESOLUTION NUMBER R- 310562

DATE OF FINAL PASSAGE JUL 06 2016

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING THE DOWNTOWN SAN DIEGO MOBILITY PLAN AND AMENDMENT TO THE DOWNTOWN COMMUNITY PLAN.

WHEREAS, the Downtown San Diego Mobility Plan (Mobility Plan) establishes a master plan for policies, programs, and projects which will improve overall mobility throughout the Downtown Community Plan area and provide connections to surrounding communities and the region's transportation network; provides for a series of enhanced bicycle facilities and pedestrian facilities that area evenly distributed throughout Downtown to provide mobility choices through complete networks and enhanced environments for walking and bicycling in Downtown; and provides a balanced approach to accommodating efficient vehicular, cycling, and walking options while providing additional parking opportunities throughout the Downtown area; and

WHEREAS, based on the Mobility Study, the Downtown Community Plan is proposed to be amended to replace the Transportation Chapter 7 with a new Mobility Chapter 7, and to replace the Mitigation Monitoring and Reporting Program (MMRP) in Appendix A with a new MMRP consistent with the Final Supplemental Environmental Impact Report prepared for the Mobility Study (DCP Amendment); and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on May 12, 2016, to consider the Mobility Plan and DCP Amendment; and

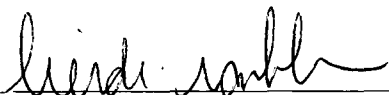
WHEREAS, the Planning Commission found, based on its hearing record, that the DCP Amendment is consistent with and implements the City of San Diego's 2008 General Plan and helps achieve long-term community and citywide goals; and

WHEREAS, the City Council has considered the Planning Commission record and recommendation as well as the maps, exhibits, and written documents contained in the file for the Mobility Plan and DCP Amendment, on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that the Mobility Plan, on file in the Office of the City Clerk as Document No. RR- 310562⁻¹, is adopted.

BE IT FURTHER RESOLVED, that the DCP Amendment, on file in the Office of the City Clerk as Document No. RR- 310562⁻², is adopted, except that the provisions of the DCP Amendment inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

APPROVED: JAN I. GOLDSMITH, City Attorney

By  _____
Heidi K. Vonblum
Deputy City Attorney

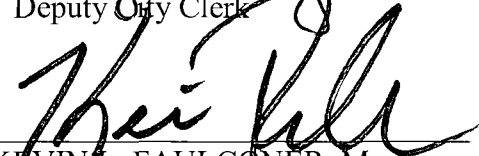
HKV:als
06/06/16
Or.Dept: CivicSD
Doc. No.: 1292339

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of JUN 21 2016.

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

Approved: 7/6/16
(date)


KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on JUN 21 2016, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Sherri Lightner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lorie Zapf	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Todd Gloria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Myrtle Cole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Cate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Alvarez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marti Emerald	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Date of final passage JUL 06 2016

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER

Mayor of The City of San Diego, California.

ELIZABETH S. MALAND

City Clerk of The City of San Diego, California.

(Seal)

By *Aty Mucy*, Deputy

Office of the City Clerk, San Diego, California

Resolution Number R- 310562

APPENDIX B
FIRE HYDRANT METER PROGRAM

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 1 OF 10	EFFECTIVE DATE October 15, 2002
	SUPERSEDES DI 55.27	DATED April 21, 2000

1. **PURPOSE**

1.1 To establish a Departmental policy and procedure for issuance, proper usage and charges for fire hydrant meters.

2. **AUTHORITY**

2.1 All authorities and references shall be current versions and revisions.

2.2 San Diego Municipal Code (NC) Chapter VI, Article 7, Sections 67.14 and 67.15

2.3 Code of Federal Regulations, Safe Drinking Water Act of 1986

2.4 California Code of Regulations, Titles 17 and 22

2.5 California State Penal Code, Section 498B.0

2.6 State of California Water Code, Section 110, 500-6, and 520-23

2.7 Water Department Director

Reference

2.8 State of California Guidance Manual for Cross Connection Programs

2.9 American Water Works Association Manual M-14, Recommended Practice for Backflow Prevention

2.10 American Water Works Association Standards for Water Meters

2.11 U.S.C. Foundation for Cross Connection Control and Hydraulic Research Manual

3. **DEFINITIONS**

3.1 **Fire Hydrant Meter:** A portable water meter which is connected to a fire hydrant for the purpose of temporary use. (These meters are sometimes referred to as Construction Meters.)

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 2 OF 10	EFFECTIVE DATE October 15, 2002
	SUPERSEDES DI 55.27	DATED April 21, 2000

- 3.2 **Temporary Water Use:** Water provided to the customer for no longer than twelve (12) months.
- 3.3 **Backflow Preventor:** A Reduced Pressure Principal Assembly connected to the outlet side of a Fire Hydrant Meter.

4. **POLICY**

- 4.1 The Water Department shall collect a deposit from every customer requiring a fire hydrant meter and appurtenances prior to providing the meter and appurtenances (see Section 7.1 regarding the Fees and Deposit Schedule). The deposit is refundable upon the termination of use and return of equipment and appurtenances in good working condition.
- 4.2 Fire hydrant meters will have a 2 ½" swivel connection between the meter and fire hydrant. The meter shall not be connected to the 4" port on the hydrant. All Fire Hydrant Meters issued shall have a Reduced Pressure Principle Assembly (RP) as part of the installation. Spanner wrenches are the only tool allowed to turn on water at the fire hydrant.
- 4.3 The use of private hydrant meters on City hydrants is prohibited, with exceptions as noted below. All private fire hydrant meters are to be phased out of the City of San Diego. All customers who wish to continue to use their own fire hydrant meters must adhere to the following conditions:
 - a. Meters shall meet all City specifications and American Water Works Association (AWWA) standards.
 - b. Customers currently using private fire hydrant meters in the City of San Diego water system will be allowed to continue using the meter under the following conditions:
 - 1. The customer must submit a current certificate of accuracy and calibration results for private meters and private backflows annually to the City of San Diego, Water Department, Meter Shop.

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 3 OF 10	EFFECTIVE DATE October 15, 2002
	SUPERSEDES DI 55.27	DATED April 21, 2000

2. The meter must be properly identifiable with a clearly labeled serial number on the body of the fire hydrant meter. The serial number shall be plainly stamped on the register lid and the main casing. Serial numbers shall be visible from the top of the meter casing and the numbers shall be stamped on the top of the inlet casing flange.
3. All meters shall be locked to the fire hydrant by the Water Department, Meter Section (see Section 4.7).
4. All meters shall be read by the Water Department, Meter Section (see Section 4.7).
5. All meters shall be relocated by the Water Department, Meter Section (see Section 4.7).
6. These meters shall be tested on the anniversary of the original test date and proof of testing will be submitted to the Water Department, Meter Shop, on a yearly basis. If not tested, the meter will not be allowed for use in the City of San Diego.
7. All private fire hydrant meters shall have backflow devices attached when installed.
8. The customer must maintain and repair their own private meters and private backflows.
9. The customer must provide current test and calibration results to the Water Department, Meter Shop after any repairs.
10. When private meters are damaged beyond repair, these private meters will be replaced by City owned fire hydrant meters.

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 4 OF 10	EFFECTIVE DATE October 15, 2002
	SUPERSEDES DI 55.27	DATED April 21, 2000

11. When a private meter malfunctions, the customer will be notified and the meter will be removed by the City and returned to the customer for repairs. Testing and calibration results shall be given to the City prior to any re-installation.
 12. The register shall be hermetically sealed straight reading and shall be readable from the inlet side. Registration shall be in hundred cubic feet.
 13. The outlet shall have a 2 ½ “National Standards Tested (NST) fire hydrant male coupling.
 14. Private fire hydrant meters shall not be transferable from one contracting company to another (i.e. if a company goes out of business or is bought out by another company).
- 4.4 All fire hydrant meters and appurtenances shall be installed, relocated and removed by the City of San Diego, Water Department. All City owned fire hydrant meters and appurtenances shall be maintained by the City of San Diego, Water Department, Meter Services.
- 4.5 If any fire hydrant meter is used in violation of this Department Instruction, the violation will be reported to the Code Compliance Section for investigation and appropriate action. Any customer using a fire hydrant meter in violation of the requirements set forth above is subject to fines or penalties pursuant to the Municipal Code, Section 67.15 and Section 67.37.

4.6 Conditions and Processes for Issuance of a Fire Hydrant Meter

Process for Issuance

- a. Fire hydrant meters shall only be used for the following purposes:
 1. Temporary irrigation purposes not to exceed one year.

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 5 OF 10	EFFECTIVE DATE October 15, 2002
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2. Construction and maintenance related activities (see Tab 2).
 - b. No customer inside or outside the boundaries of the City of San Diego Water Department shall resell any portion of the water delivered through a fire hydrant by the City of San Diego Water Department.
 - c. The City of San Diego allows for the issuance of a temporary fire hydrant meter for a period not to exceed 12 months (365 days). An extension can only be granted in writing from the Water Department Director for up to 90 additional days. A written request for an extension by the consumer must be submitted at least 30 days prior to the 12 month period ending. No extension shall be granted to any customer with a delinquent account with the Water Department. No further extensions shall be granted.
 - d. Any customer requesting the issuance of a fire hydrant meter shall file an application with the Meter Section. The customer must complete a "Fire Hydrant Meter Application" (Tab 1) which includes the name of the company, the party responsible for payment, Social Security number and/or California ID, requested location of the meter (a detailed map signifying an exact location), local contact person, local phone number, a contractor's license (or a business license), description of specific water use, duration of use at the site and full name and address of the person responsible for payment.
 - e. At the time of the application the customer will pay their fees according to the schedule set forth in the Rate Book of Fees and Charges, located in the City Clerk's Office. All fees must be paid by check, money order or cashiers check, made payable to the City Treasurer. Cash will not be accepted.
 - f. No fire hydrant meters shall be furnished or relocated for any customer with a delinquent account with the Water Department.
 - g. After the fees have been paid and an account has been created, the

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 6 OF 10	EFFECTIVE DATE October 15, 2002
	SUPERSEDES DI 55.27	DATED April 21, 2000

meter shall be installed within 48 hours (by the second business day). For an additional fee, at overtime rates, meters can be installed within 24 hours (within one business day).

4.7 Relocation of Existing Fire Hydrant Meters

- a. The customer shall call the Fire Hydrant Meter Hotline (herein referred to as “Hotline”), a minimum of 24 hours in advance, to request the relocation of a meter. A fee will be charged to the existing account, which must be current before a work order is generated for the meter’s relocation.
- b. The customer will supply in writing the address where the meter is to be relocated (map page, cross street, etc). The customer must update the original Fire Hydrant Meter Application with any changes as it applies to the new location.
- c. Fire hydrant meters shall be read on a monthly basis. While fire hydrant meters and backflow devices are in service, commodity, base fee and damage charges, if applicable, will be billed to the customer on a monthly basis. If the account becomes delinquent, the meter will be removed.

4.8 Disconnection of Fire Hydrant Meter

- a. After ten (10) months a “Notice of Discontinuation of Service” (Tab 3) will be issued to the site and the address of record to notify the customer of the date of discontinuance of service. An extension can only be granted in writing from the Water Department Director for up to 90 additional days (as stated in Section 4.6C) and a copy of the extension shall be forwarded to the Meter Shop Supervisor. If an extension has not been approved, the meter will be removed after twelve (12) months of use.
- b. Upon completion of the project the customer will notify the Meter Services office via the Hotline to request the removal of the fire hydrant meter and appurtenances. A work order will be generated

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for removal of the meter.

- c. Meter Section staff will remove the meter and backflow prevention assembly and return it to the Meter Shop. Once returned to the Meter Shop the meter and backflow will be tested for accuracy and functionality.
- d. Meter Section Staff will contact and notify Customer Services of the final read and any charges resulting from damages to the meter and backflow or its appurtenance. These charges will be added on the customer's final bill and will be sent to the address of record. Any customer who has an outstanding balance will not receive additional meters.
- e. Outstanding balances due may be deducted from deposits and any balances refunded to the customer. Any outstanding balances will be turned over to the City Treasurer for collection. Outstanding balances may also be transferred to any other existing accounts.

5. **EXCEPTIONS**

- 5.1 Any request for exceptions to this policy shall be presented, in writing, to the Customer Support Deputy Director, or his/her designee for consideration.

6. **MOBILE METER**

- 6.1 Mobile meters will be allowed on a case by case basis. All mobile meters will be protected by an approved backflow assembly and the minimum requirement will be a Reduced Pressure Principal Assembly. The two types of Mobile Meters are vehicle mounted and floating meters. Each style of meters has separate guidelines that shall be followed for the customer to retain service and are described below:

- a) **Vehicle Mounted Meters:** Customer applies for and receives a City owned Fire Hydrant Meter from the Meter Shop. The customer mounts the meter on the vehicle and brings it to the Meter Shop for

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inspection. After installation is approved by the Meter Shop the vehicle and meter shall be brought to the Meter Shop on a monthly basis for meter reading and on a quarterly basis for testing of the backflow assembly. Meters mounted at the owner's expense shall have the one year contract expiration waived and shall have meter or backflow changed if either fails.

b) **Floating Meters:** Floating Meters are meters that are not mounted to a vehicle. **(Note: All floating meters shall have an approved backflow assembly attached.)** The customer shall submit an application and a letter explaining the need for a floating meter to the Meter Shop. The Fire Hydrant Meter Administrator, after a thorough review of the needs of the customer, (i.e. number of jobsites per day, City contract work, lack of mounting area on work vehicle, etc.), may issue a floating meter. At the time of issue, it will be necessary for the customer to complete and sign the "Floating Fire Hydrant Meter Agreement" which states the following:

- 1) The meter will be brought to the Meter Shop at 2797 Caminito Chollas, San Diego on the third week of each month for the monthly read by Meter Shop personnel.
- 2) Every other month the meter will be read and the backflow will be tested. This date will be determined by the start date of the agreement.

If any of the conditions stated above are not met the Meter Shop has the right to cancel the contract for floating meter use and close the account associated with the meter. The Meter Shop will also exercise the right to refuse the issuance of another floating meter to the company in question.

Any Fire Hydrant Meter using reclaimed water shall not be allowed use again with any potable water supply. The customer shall incur the cost of replacing the meter and backflow device in this instance.

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	SUPERSEDES DI 55.27	DATED April 21, 2000

7. **FEE AND DEPOSIT SCHEDULES**

7.1 **Fees and Deposit Schedules:** The fees and deposits, as listed in the Rate Book of Fees and Charges, on file with the Office of the City Clerk, are based on actual reimbursement of costs of services performed, equipment and materials. These deposits and fees will be amended, as needed, based on actual costs. Deposits, will be refunded at the end of the use of the fire hydrant meter, upon return of equipment in good working condition and all outstanding balances on account are paid. Deposits can also be used to cover outstanding balances.

All fees for equipment, installation, testing, relocation and other costs related to this program are subject to change without prior notification. The Mayor and Council will be notified of any future changes.

8. **UNAUTHORIZED USE OF WATER FROM A HYDRANT**

8.1 Use of water from any fire hydrant without a properly issued and installed fire hydrant meter is theft of City property. Customers who use water for unauthorized purposes or without a City of San Diego issued meter will be prosecuted.

8.2 If any unauthorized connection, disconnection or relocation of a fire hydrant meter, or other connection device is made by anyone other than authorized Water Department personnel, the person making the connection will be prosecuted for a violation of San Diego Municipal Code, Section 67.15. In the case of a second offense, the customer's fire hydrant meter shall be confiscated and/or the deposit will be forfeited.

8.3 Unauthorized water use shall be billed to the responsible party. Water use charges shall be based on meter readings, or estimates when meter readings are not available.

8.4 In case of unauthorized water use, the customer shall be billed for all applicable charges as if proper authorization for the water use had been obtained, including but not limited to bi-monthly service charges, installation charges and removal charges.

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
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- 8.5 If damage occurs to Water Department property (i.e. fire hydrant meter, backflow, various appurtenances), the cost of repairs or replacements will be charged to the customer of record (applicant).

Water Department Director

- Tabs: 1. Fire Hydrant Meter Application
2. Construction & Maintenance Related Activities With No Return To Sewer
3. Notice of Discontinuation of Service

APPENDIX

Administering Division: Customer Support Division

Subject Index: Construction Meters
Fire Hydrant
Fire Hydrant Meter Program
Meters, Floating or Vehicle Mounted
Mobile Meter
Program, Fire Hydrant Meter

Distribution: DI Manual Holders



Application for Fire Hydrant Meter (EXHIBIT A)

(For Office Use Only)

NS REQ	FAC#
DATE	BY

METER SHOP (619) 527-7449

Meter Information

Application Date	Requested Install Date:
------------------	-------------------------

Fire Hydrant Location: (Attach Detailed Map//Thomas Bros. Map Location or Construction drawing.) Zip:	T.B.	G.B. (CITY USE)
Specific Use of Water:		
Any Return to Sewer or Storm Drain, if so, explain:		
Estimated Duration of Meter Use:		Check Box if Reclaimed Water

Company Information

Company Name:			
Mailing Address:			
City:	State:	Zip:	Phone: ()
*Business license#		*Contractor license#	
A Copy of the Contractor's license OR Business License is required at the time of meter issuance.			
Name and Title of Billing Agent: <small>(PERSON IN ACCOUNTS PAYABLE)</small>			Phone: ()
Site Contact Name and Title:			Phone: ()
Responsible Party Name:			Title:
Cal ID#			Phone: ()
Signature:		Date:	
<small>Guarantees Payment of all Charges Resulting from the use of this Meter. Insures that employees of this Organization understand the proper use of Fire Hydrant Meter</small>			

Fire Hydrant Meter Removal Request	Requested Removal Date:
Provide Current Meter Location if Different from Above:	
Signature:	Title: Date:
Phone: ()	Pager: ()

<input type="checkbox"/> City Meter	<input type="checkbox"/> Private Meter
Contract Acct #:	Deposit Amount: \$ 936.00 Fees Amount: \$ 62.00
Meter Serial #	Meter Size: 05 Meter Make and Style: 6-7
Backflow #	Backflow Size: Backflow Make and Style:
Name:	Signature: Date:

WATER USES WITHOUT ANTICIPATED CHARGES FOR RETURN TO SEWER

Auto Detailing
Backfilling
Combination Cleaners (Vactors)
Compaction
Concrete Cutters
Construction Trailers
Cross Connection Testing
Dust Control
Flushing Water Mains
Hydro Blasting
Hydro Seeing
Irrigation (for establishing irrigation only; not continuing irrigation)
Mixing Concrete
Mobile Car Washing
Special Events
Street Sweeping
Water Tanks
Water Trucks
Window Washing

Note:

1. If there is any return to sewer or storm drain, then sewer and/or storm drain fees will be charges.

Date

Name of Responsible Party
Company Name and Address
Account Number: _____

Subject: Discontinuation of Fire Hydrant Meter Service

Dear Water Department Customer:

The authorization for use of Fire Hydrant Meter # _____, located at (*Meter Location Address*) ends in 60 days and will be removed on or after (*Date Authorization Expires*). Extension requests for an additional 90 days must be submitted in writing for consideration 30 days prior to the discontinuation date. If you require an extension, please contact the Water Department, or mail your request for an extension to:

City of San Diego
Water Department
Attention: Meter Services
2797 Caminito Chollas
San Diego, CA 92105-5097

Should you have any questions regarding this matter, please call the Fire Hydrant Hotline at (619) _____ - _____.

Sincerely,

Water Department

APPENDIX C

MATERIALS TYPICALLY ACCEPTED BY CERTIFICATE OF COMPLIANCE

MATERIALS TYPICALLY ACCEPTED BY CERTIFICATE OF COMPLIANCE

1. Soil amendment
2. Fiber mulch
3. PVC or PE pipe up to 16 inch diameter
4. Stabilizing emulsion
5. Lime
6. Preformed elastomeric joint seal
7. Plain and fabric reinforced elastomeric bearing pads
8. Steel reinforced elastomeric bearing pads
9. Waterstops (Special Condition)
10. Epoxy coated bar reinforcement
11. Plain and reinforcing steel
12. Structural steel
13. Structural timber and lumber
14. Treated timber and lumber
15. Lumber and timber
16. Aluminum pipe and aluminum pipe arch
17. Corrugated steel pipe and corrugated steel pipe arch
18. Structural metal plate pipe arches and pipe arches
19. Perforated steel pipe
20. Aluminum underdrain pipe
21. Aluminum or steel entrance tapers, pipe downdrains, reducers, coupling bands and slip joints
22. Metal target plates
23. Paint (traffic striping)
24. Conductors
25. Painting of electrical equipment
26. Electrical components
27. Engineering fabric
28. Portland Cement
29. PCC admixtures
30. Minor concrete, asphalt
31. Asphalt (oil)
32. Liquid asphalt emulsion
33. Epoxy

APPENDIX D

SAMPLE CITY INVOICE WITH CASH FLOW FORECAST

WBS #:	B18108
Date Submitted:	10/10/2018
NTP Date:	3/23/2018
Final Statement of WD Date:	5/23/2020
Contract #:	K-XX-XXXX-XXX-X
Contract Amount:	\$5,617,000

Construction Cash Flow Forecast
 "Sewer and Water Group Job 965 (W)"

Year	January	February	March	April	May	June	July	August	September	October	November	December
2018				15,000	25,000	52,000	52,000	100,000	10,000	100,000	100,000	100,000
2019	10,000	10,000	85,000	58,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000	1,000,000
2020	100,000	100,000	100,000	1,000,000	1,000,000							
2021												
2022												
2023												
2024												
2025												

SAMPLE REFERENCE

APPENDIX E
LOCATION MAP

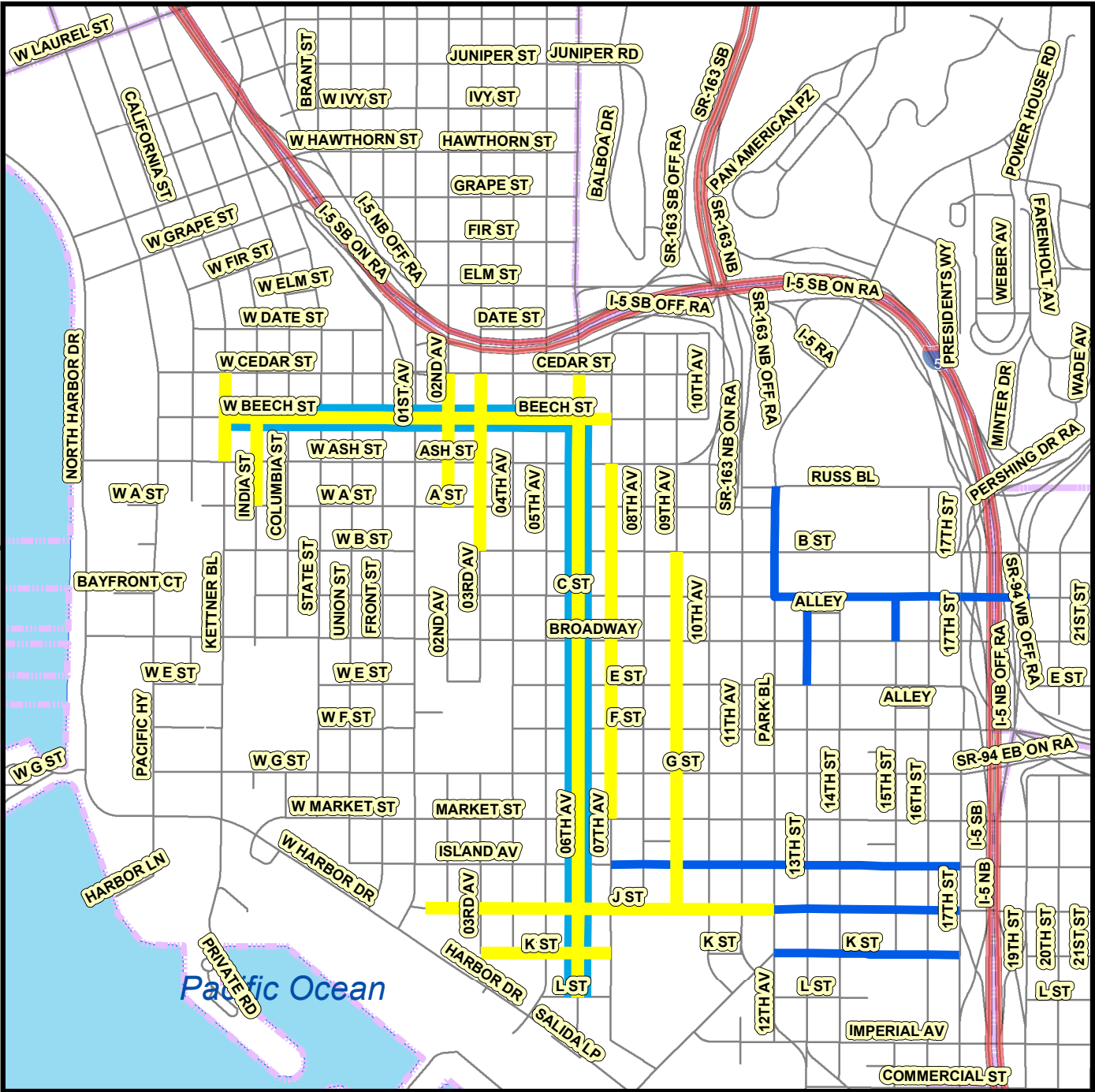
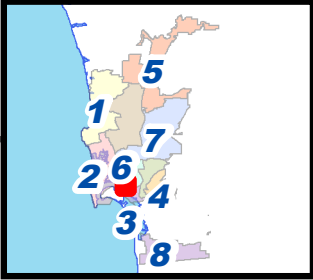
DOWNTOWN COMPLETE STREETS IMPLEMENTATION (PHASE 1A, 1B & 2A)

SENIOR ENGINEER
DAYUE ZHANG
619-533-7409

PROJECT MANAGER
ALI ALAEIPOUR
619-533-5141

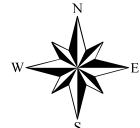
PROJECT ENGINEER
XXX XXX XXX
###-###-####

FOR QUESTIONS ABOUT THIS PROJECT
Call: 619-533-4207
Email: engineering@sandiego.gov



Legend

- DMP-Phase 1A
- DMP-Phase 1B
- DMP-PHASE 2A



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APPENDIX F
ADJACENT PROJECTS

Appendix F – Adjacent Projects

Project Name	WBS	PM	Street Name	Cross 1	Cross 2	Construction Schedule	Notes
Water Group 952	B-11048	Jericho Gallardo	C Street	10th Ave	19th Street	8/2020 to 2/2022	Water Group 952 will not resurface conflicting areas per the attached location map.
Slurry Seal Group 1924	SS-003292	Dylan Kachi	B Street	6th Ave	11th Ave	6/2019 to 11 /2019	Need to coordinate the Construction on B St at 6th Ave, 7th Ave and 10th Ave with "Dylan Kachi".
San Diego Central Library-Boiler Replacement	B-17103	Niki Lewis	J Street	11th Street	Park Blvd	8/2020 to 12/2020	Need to coordinate during construction due to temporary street closure for a large crane equipment on road.

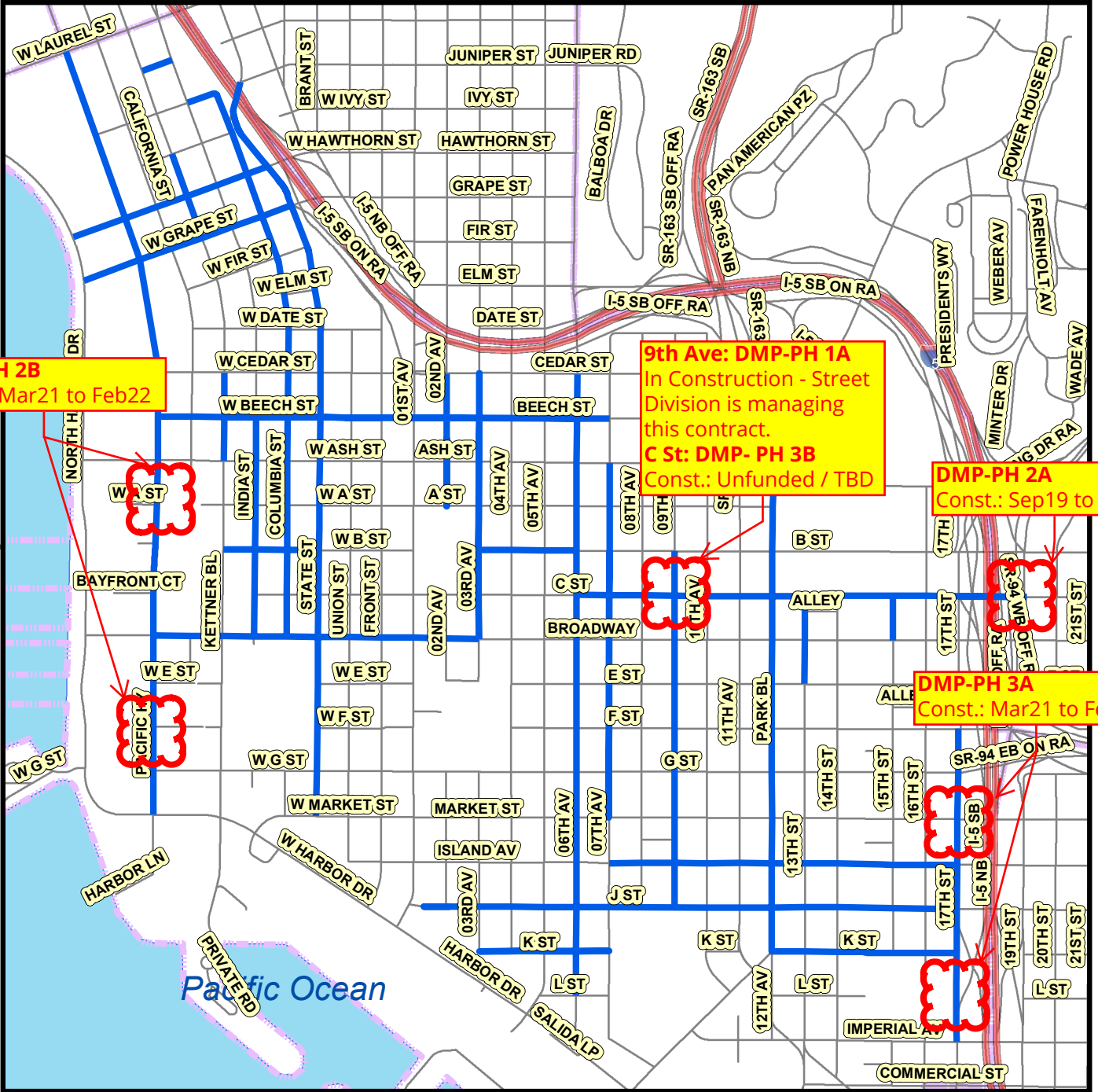
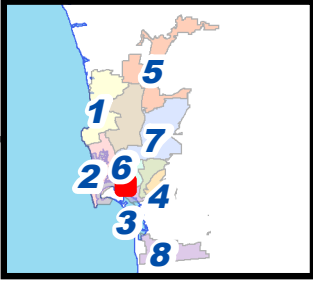
DOWNTOWN COMPLETE STREETS IMPLEMENTATION

SENIOR ENGINEER
DAYUE ZHANG
619-533-7409

PROJECT MANAGER
ALI ALAEIPOUR
619-533-5141

PROJECT ENGINEER
XXX XXX XXX
###-###-####

FOR QUESTIONS ABOUT THIS PROJECT
Call: 619-533-4207
Email: engineering@sandiego.gov



DMP-PH 2B
Const.: Mar21 to Feb22

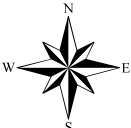
9th Ave: DMP-PH 1A
In Construction - Street Division is managing this contract.
C St: DMP- PH 3B
Const.: Unfunded / TBD

DMP-PH 2A
Const.: Sep19 to Aug20

DMP-PH 3A
Const.: Mar21 to Feb22

Legend

B17056-Downtown Complete Streets Improvement (DMP Cycle Way)



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APPENDIX G

CONTRACTOR'S DAILY QUALITY CONTROL INSPECTION REPORT

Appendix G

City of San Diego
Asphalt Concrete Overlay

Contractor's Daily Quality Control Inspection Report

Project Title: _____ Date: _____

Locations: 1. _____
2. _____
3. _____

Asphalt Mix Specification: Attached Supplier: _____

Dig out Locations: 1. _____
2. _____
3. _____

Tack Coat Application Rate @ Locations:
1. _____
2. _____
3. _____

Asphalt Temperature at Placement @ Locations:
1. _____
2. _____
3. _____

Asphalt Depth @Locations:
1. _____
2. _____
3. _____

Compaction Test Result @Locations:
1. _____
2. _____
3. _____

Location and nature of defects:

1. _____
2. _____
3. _____

Remedial and Corrective Actions taken or proposed for Engineer's approval:

1. _____
2. _____
3. _____

Date's City Laboratory representative was present:

1. _____
2. _____
3. _____

Verified the following:

1. Proper Storage of Materials & Equipment
2. Proper Operation of Equipment
3. Adherence to Plans and Specs
4. Review of QC Tests
5. Safety Inspection

Initials:

- _____
- _____
- _____
- _____
- _____

Deviations from QCP _____ (see attached)

Quality Control Plan Administrator's Signature:

Date Signed:

APPENDIX H
TECHNICAL SPECIFICATIONS

SECTION 03300

CAST-IN-PLACE CONCRETE

PART 1 - GENERAL

1.01 DESCRIPTION

- A. This section covers specific provisions for cast-in-place concrete. For general material and mix design requirements, where applicable, refer to the 2018 edition of the Greenbook and the Whitebook.

1.02 RELATED DOCUMENTS

- A. Drawings, general conditions, and special conditions of the contract apply to this section.
- B. Related Sections: Specifications for the demolition of existing concrete curb ramp and installation of new curb ramp including Detectable Warning Tile (DWT).
- C. Related Sections: The Greenbook, 2018 Edition – Standard Specifications for Public Works Construction
- D. Related Sections: The Whitebook, 2018 Edition – Standard Specifications for Public Works Construction.

1.03 REFERENCE STANDARDS

The design, manufacture, and installation of concrete shall meet or exceed the applicable provisions and recommendations of the following codes and standards:

1. Except as otherwise indicated in this Section, the CONTRACTOR shall comply with the latest edition of the Standard Specifications for Public Works Construction (SSPWC); the 2018 Greenbook, Standard Specifications for Public Works Construction; San Diego City 2018 Whitebook.
2. Except as otherwise indicated, the current editions of the following standards apply to the work of this Section:
 - a. Commercial Standards:
 - (1) ACI 214 Recommended Practice for Evaluation of Strength Test Results of Concrete
 - (2) ACI 301 Specifications for Structural Concrete for Buildings
 - (3) ACI 304R Recommended Practice for Measuring, Mixing, Transporting and Placing Concrete
 - (4) ACI 305R Hot Weather Concreting
 - (5) ACI 306 Cold Weather Concreting
 - (6) ACI 309 Consolidation of Concrete
 - (7) ACI 318 Building Code Requirements for Reinforced Concrete

- b. ASTM Standards in Building Codes:
- (1) ASTM C 31 Practice for Making and Curing Concrete Test Specimens in the Field
 - (2) ASTM C 33 Specification for Concrete Aggregates
 - (3) ASTM C 39 Test Method for Compressive Strength of Cylindrical Concrete Specimens
 - (4) ASTM C 40 Test Method for Organic Impurities in Fine Aggregates for Concrete
 - (5) ASTM C 88 Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
 - (6) ASTM C 94 Specification for Ready-Mixed Concrete
 - (7) ASTM C 136 Test Method for Sieve Analysis of Fine and Coarse Aggregates
 - (8) ASTM C 143 Test Method for Slump of Hydraulic Cement Concrete
 - (9) ASTM C 150 Specification for Portland Cement
 - (10) ASTM C 156 Test Method for Water Retention by Concrete Curing Materials
 - (11) ASTM C 171 Specification for Sheet Materials for Curing Concrete
 - (12) ASTM C 192 Practice for Making and Curing Concrete Test Specimens in the Laboratory
 - (13) ASTM C 231 Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method
 - (14) ASTM C 260 Specification for Air-Entraining Admixtures for Concrete
 - (15) ASTM C 309 Specifications for Liquid Membrane-Forming Compounds for Curing Concrete
 - (16) ASTM C 494 Specification for Chemical Admixtures for Concrete

1.04 CONTRACTOR SUBMITTALS

- A. Shop drawings showing complete details and arrange of reinforcing and embedded items where required on the Drawings.
- B. Mix Designs: Before starting the Work and within 14 days of the notice to proceed, the CONTRACTOR shall submit to the ENGINEER, for review, preliminary concrete mix designs which shall show the proportions and gradations of all materials proposed and 28-day compression test reports. The mix designs shall be checked and certified to conform to these specifications by an independent testing laboratory acceptable to the CITY to be in conformance with these Specifications. All costs related to such checking and testing shall be borne by the CONTRACTOR at no increased cost to the CITY.
- C. The CONTRACTOR shall provide the following submittals in accordance with ACI 301:
 1. Mill tests for cement.
 2. Admixture certification. Chloride ion content must be included.
 3. Aggregate gradation and certification.
 4. Materials and methods for curing.

- D. The CONTRACTOR shall provide catalog cuts and other manufacturer's technical data demonstrating compliance with the requirements indicated and specified herein for all admixtures used in the concrete mix design.

1.05 QUALITY ASSURANCE

A. General:

1. Tests on component materials and for compressive strength and shrinkage of concrete will be performed as specified herein. Test for determining slump will be in accordance with the requirements of ASTM C 143.
2. The cost of all laboratory tests requested by the CITY ENGINEER on cement, aggregates, and concrete, will be borne by the CITY. However, the CONTRACTOR will be charged for the cost of any additional tests and investigation on work performed which does not meet the Specifications. The laboratory must meet or exceed the requirements of ASTM C 1077.
3. Concrete for testing shall be supplied by the CONTRACTOR at no cost to the CITY, and the CONTRACTOR shall provide assistance to the CITY ENGINEER in obtaining samples, and disposal and cleanup of excess material.

B. Field Compression Tests:

1. Compression test specimens will be taken during construction from the first placement of each class of concrete specified herein and at intervals thereafter as selected by the ENGINEER to ensure continued compliance with these Specifications. Each set of test specimens will be a minimum of five cylinders.
2. Compression test specimens for concrete shall be made in accordance with Section 9.2 of ASTM C 31. Specimens shall be 6 inch diameter by 12 inch high cylinders.
3. Compression tests shall be performed in accordance with ASTM C 39. One test cylinder will be tested at 7 days and two at 28 days. The remaining cylinders will be held to verify test results, if needed.

C. Evaluation and Acceptance of Concrete:

1. Evaluation and acceptance of the compressive strength of concrete shall be according to the requirements of ACI 301 and as specified herein.
2. A statistical analysis of compression test results will be performed according to the requirements of ACI 214. The standard deviation of the test results shall not exceed 640 psi, when ordered at equivalent water content as estimated by slump.
3. If any concrete fails to meet these requirements, immediate corrective action shall be taken to increase the compressive strength for all subsequent batches of the type of concrete affected.
4. When the standard deviation of the test results exceeds 640 psi, the average strength for which the mix is designed shall be increased by an amount necessary to satisfy the statistical requirement that the probability of any test being more than 500 psi below or the average of any three consecutive tests being below the specified compressive strength is 1 in 100. The required average strength shall be calculated by Criterion No. 3 of ACI 214 using the actual standard of deviation.

5. All concrete which fails to meet the ACI requirements and these Specifications, is subject to removal and replacement at no increase in cost to the CITY.

PART 2 - PRODUCTS

2.01 CONCRETE MATERIALS

- A. Materials for concrete shall conform to the following requirements:
 1. Cement shall be standard brand Portland cement conforming to ASTM C 150 for Type II/V per Greenbook Section 201-1.2.1.a(1).
 2. Ready-mix concrete shall conform to the requirements of ASTM C 94.
 3. Admixtures: Refer to Section 201-1.2.4 of the Greenbook for general requirement for chemical admixtures. The following specific requirements shall be followed when using admixtures:
 - a. Air-entraining agent meeting the requirements of ASTM C 260, shall be used. Sufficient air-entraining agent may be used to provide a total air content of 3 to 5 percent.
 - b. Water reducing admixture: Admixtures might be used at the CONTRACTOR's option.
 - c. High range water reducer shall not be used.

2.02 CURING MATERIALS

- A. Materials for curing concrete as specified herein shall conform to the following requirements and ASTM C 309 and as specified in Section 201-4 of the Greenbook.

2.03 MISCELLANEOUS MATERIALS

- A. Bonding agents shall be epoxy adhesives conforming to the following products for the applications specified:
 1. For bonding freshly-mixed, plastic concrete to hardened concrete, Sikadur 32 Hi Mod Epoxy Adhesive, as manufactured by Sika Corporation; Concessive Liquid (LPL), as manufactured by Master Builders; BurkEpoxy MV as manufactured by The Burke Company; or equal.

2.04 CONCRETE DESIGN REQUIREMENTS

- A. Mix Design.
 1. General: Concrete shall be composed of cement, admixtures, aggregates and water. These materials shall be of the qualities specified. The exact proportions in which these materials are to be used for different parts of the Work will be determined during the trial batch. In general, the mix shall be designed to produce a concrete capable of being deposited so as to obtain maximum density and minimum shrinkage and, where deposited in forms, to have good consolidation properties and maximum smoothness of surface. The aggregate gradations shall be formulated to provide fresh concrete that will not promote rock pockets around reinforcing steel or embedded items. The proportions shall be changed whenever

necessary or desirable to meet the required results at no additional cost to the CITY. All changes shall be subject to review by the ENGINEER.

2. The costs for preparation of mix designs (if required by the City to be performed by an independent testing laboratory) and testing of concrete and materials shall be borne by the City, except when materials do not meet specified requirements, in which case such costs shall be borne by the Contractor.
3. The exact proportions by weight of all materials entering into the concrete delivered to the jobsite shall conform to the approved mix design unless specifically so directed by the Engineer or Laboratory for improved specified strength or desired density, uniformity and workability.
4. The proportions of such mix design shall be based on a full cubic yard of hardened concrete.
5. Ready mix companies or jobsite batch plants shall furnish delivery tickets, signed by a Certified Weighmaster, on which each shall state the weight of aggregates, sand, cement, admixtures and water and the number of cubic yards of concrete furnished, which will be compared against the approved mix design.
6. There shall be no variation in the weights and proportions of materials from the approved mix design.
7. There shall be no variation in the quality and source of materials once they have been approved for the specific mix design.
8. Water-Cement Ratio and Compressive Strength: The minimum compressive strength and cement content of concrete shall be not less than that specified in the following tabulation.

<u>Type of Work</u>	<u>Min 28-Day Compressive Strength (psi)</u>	<u>Max Size Aggregate (in)</u>	<u>Minimum Cement per cu yd (lb)</u>	<u>Max W/C Ratio (by weight)</u>
Concrete Curb Ramp	4,000	1/2	540	0.40

B. Consistency

1. The quantity of water entering into a batch of concrete shall be just sufficient, with a normal mixing period, to produce a concrete which can be worked properly into place without segregation, and which can be compacted by the vibratory methods herein specified to give the desired density, impermeability and smoothness of surface. The quantity of water shall be changed as necessary, with variations in the nature or moisture content of the aggregates, to maintain uniform production of a desired consistency. The consistency of the concrete in successive batches shall be determined by slump tests in accordance with ASTM C 143. The slumps shall be as follows:

<u>Part of Work</u>	<u>Slump (in)</u>
All concrete, unless note otherwise	4 - 7 inches
With water reducing admixture	6 inches \pm 2 inches

C. Trial Batch and Laboratory Tests

1. Before placing any concrete, a testing laboratory designated by the CITY will prepare a trial batch of each class of structural concrete, based on the preliminary

concrete mixes submitted by the CONTRACTOR. During the trial batch the aggregate proportions may be adjusted by the testing laboratory using the two coarse aggregate size ranges to obtain the required properties. If one size range produces an acceptable mix, a second size range need not be used. Such adjustments shall be considered refinements to the mix design and shall not be the basis for extra compensation to the CONTRACTOR. All concrete shall conform to the requirements of this Section, whether the aggregate proportions are from the CONTRACTOR's preliminary mix design, or whether the proportions have been adjusted during the trial batch process. The trial batch will be prepared using the aggregates, cement and admixture proposed for the project. The trial batch materials shall be of a quantity such that the testing laboratory can obtain 3 drying shrinkage, and six compression test specimens from each batch. Trial batch testing required shall be performed at the expense of the CONTRACTOR.

2. The determination of compressive strength will be made by testing 6-inch diameter by 12-inch high cylinders; made, cured and tested in accordance with ASTM C 192 and ASTM C 39. One compression test cylinder will be tested at 7 days and 1 at 28 days. The compressive strength for the cylinder tested at 28 days for any given trial batch shall not be less than 125 percent of the specified compressive strength.
3. A sieve analysis of the combined aggregate for each trial batch shall be performed according to the requirements of ASTM C 136. Values shall be given for percent passing each sieve.
4. In lieu of trial batch and laboratory tests specified in this Section, the CONTRACTOR may submit previously-designed, tested, and successfully-used concrete mixes, using materials similar to those intended for this project, together with a certified test reports of the 28-day strength of the proposed concrete mix.

PART 3 - EXECUTION

3.01 PROPORTIONING AND MIXING

- A. Proportioning: Proportioning of the concrete mix shall conform to the requirements of Chapter 3 "Proportioning" of ACI 301.
- B. Mixing: Mixing of concrete shall conform to the requirements of Chapter 7 of ACI 301 Specifications.
- C. Slump: Maximum slumps shall be as specified herein.
- D. Retempering: Retempering of concrete or mortar which has partially hardened shall not be permitted.

3.02 PREPARATION OF SURFACES FOR CONCRETING

- A. General: Earth surfaces shall be thoroughly wetted by sprinkling, before the placing of any concrete, and these surfaces shall be kept moist by frequent sprinkling up to the time of placing concrete thereon. The surface shall be free from standing water, mud, and debris at the time of placing concrete.

- B. Casting New Concrete Against Old: Where concrete is to be cast against old concrete (any concrete which is greater than 60 days of age), the surface of the old concrete shall be thoroughly cleaned and roughened by hydro-blasting or sandblasting (exposing aggregate). The joint surface shall be coated with an epoxy bonding agent unless indicated otherwise by the ENGINEER.
- C. Joints in Concrete: Concrete surfaces upon or against which concrete is to be placed, where the placement of the concrete has been stopped or interrupted so that, as determined by the ENGINEER, the new concrete cannot be incorporated integrally with that previously placed, are defined as construction joints. The surfaces of horizontal joints shall be given a compacted, roughened surface for good bond. The joint surfaces shall be cleaned of all laitance, loose or defective concrete, foreign material, and roughened to a minimum 1/4-inch amplitude. Such cleaning and roughening shall be accomplished by hydroblasting or sandblasting (exposing aggregate) followed by thorough washing. All pools of water shall be removed from the surface of construction joints before the new concrete is placed.
- D. Placing Interruptions: When placing of concrete is to be interrupted long enough for the concrete to take a set, the working face shall be given a shape by the use of forms or other means, that will secure proper union with subsequent Work; provided that construction joints shall be made only where acceptable to the ENGINEER.
- E. Embedded Items: No concrete shall be placed until all formwork, installation of parts to be embedded, reinforcement steel, and preparation of surfaces involved in the placing have been completed and accepted by the CITY ENGINEER at least 4 hours before placement of concrete.
- F. All inserts or other embedded items shall conform to the requirements herein.
- G. All reinforcement, anchor bolts, sleeves, inserts, and similar items shall be set and secured in the forms where shown or by shop drawings and shall be acceptable to the ENGINEER before any concrete is placed. Accuracy of placement is the responsibility of the CONTRACTOR.
- H. No concrete shall be placed in any structure until all water entering the space to be filled with concrete has been properly cut off or has been diverted by pipes, or other means, and carried out of the forms, clear of the Work. Water shall not be permitted to flow over the surface of any concrete in such manner and at such velocity as will injure the surface finish of the concrete.
- I. Corrosion Protection: Pipe, conduit, dowels, and other ferrous items required to be embedded in concrete construction shall be so positioned and supported before placement of concrete that there will be a minimum of 2 inches clearance between said items and any part of the concrete reinforcement. Securing such items in position by wiring or welding them to the reinforcement will not be permitted.
- J. Anchor bolts shall be accurately set, and shall be maintained in position by templates while being embedded in concrete.

3.03 HANDLING, TRANSPORTING, AND PLACING

Refer to Section 303-1.8 of the Greenbook for general concrete placement information.

3.04 PUMPING OF CONCRETE

Refer to Section 303-1.8.3 for concrete depositing instructions.

3.05 CONSOLIDATION

Refer to Section 303-1.8.4 of the Greenbook for concrete consolidation.

3.06 FINISHING CONCRETE SURFACES

Refer to Section 303-1.9 of the Greenbook for concrete surface finish information.

3.07 CURING AND DAMPPROOFING

A. Refer to Section 303-1.10 of the Greenbook for curing instructions.

3.08 PROTECTION

A. Protect all concrete against injury until final acceptance by the CITY.

B. Fresh concrete shall be protected from damage due to rain, hail, sleet, or snow. Provide such protection while the concrete is still plastic and whenever such precipitation is imminent or occurring.

3.09 CARE AND REPAIR OF CONCRETE

A. The CONTRACTOR shall protect all concrete against injury or damage from excessive heat, lack of moisture, overstress, or any other cause until final acceptance by the CITY. Particular care shall be taken to prevent the drying of concrete and to avoid roughening or otherwise damaging the surface. Any concrete found to be damaged, or which may have been originally defective, or which becomes defective at any time before the final acceptance of the completed Work, or which departs from the established line or grade, or which, for any other reason, does not conform to the requirements of the Contract Documents, shall be satisfactorily repaired or removed and replaced with acceptable concrete at the CONTRACTOR's expense.

END OF SECTION

CURB RAMP DEMOLITION AND INSTALLATION

PART 1 GENERAL

1.1 DESCRIPTION

This section includes instructions for partial demolition of existing (non-compliant) concrete curb ramps that are located above underground structures such as garage or basement, and installation of new concrete curb ramp with Detectable Warning Tile (DWT). This section only covers the curb ramps with the following characteristics:

- A. Existing curb ramp meeting the grade requirements and only need replacement of the DWT.
- B. Existing curb ramps concrete topping and DWT required demolition and replaced with new concrete topping and DWT.

1.2 RELATED DOCUMENTS

- A. City of San Diego – Standard Drawings for Public Work Construction, SDG-130.
- B. Standard Specification for Public Works Construction (Greenbook), 2018.
- C. Standard Specification for Public Works Construction (Whitebook), 2018, Section 218.
- D. Cast-In-Place Concrete – Section 03300.

1.3 SUBMITTALS

- A. Contractor shall cooperate with Engineer in obtaining and providing samples of all specified materials.
- B. Contractor shall submit 3 copies of manufacturer’s product data sheet and DWT installation instructions.

PART 2 PRODUCTS

2.1 MATERIALS

- A. DWT shall either be made of composite material or stainless steel.
- B. Depending on the modifications required for each existing curb ramp, the DWT shall be one of the following categories:
 - 1. Existing curb ramp meet grading requirement: Where existing curb ramp meets grading requirements but missing or having DWT of the wrong dimensions, use surface applied DWT made by a manufacturer per the City’s AML.
 - 2. Existing curb ramps requiring demolition and new concrete pour: Where demolition is required to bring existing curb ramp to current standard, cast-in-place AND replaceable DWT shall be used. DWT shall be made by a manufacturer per

the City's AML.

Refer to the Section 218-3 of the Whitebook for additional information.

PART 3 EXECUTION

3.1 DEMOLITION OF EXISTING CURB RAMP

Unless approved by the Engineer, and it has been verified that no underground structure is located near or below the curb ramp, demolition work on all curb ramp shall be done by saw cutting the concrete surface and slowly chipping the concrete. Demolition by jack hammering is prohibited. Follow the steps outlined below for removal of existing concrete:

- A. Prior to demolition work, the Contractor shall determine if there exist any electrical and/or communication conduit embedded below the existing curb ramp. The Contractor shall be responsible for locating the conduits, if existed, and sequencing the demolition work to not damage the electrical/communication lines below. Any cost arising from damages done to electrical/communication line below the curb ramp shall be borne by the Contractor.
- B. Follow the limit of concrete removal shown on the plan.
- C. Begin concrete removal by saw cutting the concrete surface. The direction, orientation and number of cuts shall be determined by the Contractor. However, the depth of saw cut shall not be more than 2 inches each pass.
- D. Adjust saw cut depth for each successive pass until the final depth shown on the plan is achieved.
- E. Concrete layer shall be removed by chipping the saw-cut concrete. Take extreme care to not damage the underground basement/garage roof structures.
- F. If reinforcement is encountered during curb ramp concrete removal, clearly mark the location and note the depth of concrete cover over the reinforcement. Notify the Engineer to determine whether the reinforcement is part of the curb ramp design or the underground structures.
- G. Clearly mark any damage to the surrounding hardscape outside the limit of removal for repair.

3.2 REMOVAL OF EXISTING DETECTABLE WARNING TILE

In areas where the existing concrete curb ramps meets current standards but having DWT of the wrong size, Contractor shall remove only the DWT with minimal damage to the surrounding curb ramp area. Removal of existing DWT by jack hammering is prohibited. Follow the steps outlined below for removal of existing DWT:

- A. Identify the material and installation methods of existing DWT. Limit the area of demolition work to no more than 6 inches beyond the perimeter of new DWT footprint.
- B. If existing DWT was installed using anchor bolts, remove anchor bolts prior to prying

loose the DWT. Contractor might chip around the existing DWT perimeter to loosen it prior to removal.

- C. If removal of the whole DWT unit is not practical, Contractor may saw cut the existing DWT into smaller, more manageable strips.
- D. Saw cutting and/or chipping of concrete shall not extend 4 inches below existing surface.
- E. After removal of existing DWT, Contractor shall prepare and provide a level surface with a ¼-inch amplitude roughness for placement on new concrete and installation of new DWT.
- F. See Section 3.4 and manufacturer's recommendation for installation instructions of new DWT.

3.3 INSTALLATION OF NEW CONCRETE CURB RAMP

- A. Prior to placing the new concrete curb ramp, the existing hardened concrete surface shall be roughened to a minimum ¼" amplitude.
- B. If reinforcement is found during the concrete removal process, provide new reinforcing matching the existing reinforcing. New reinforcing shall be doweled into the existing concrete curb/side walk a minimum 6-inch using Hilti HIT-HY 100 epoxy or equal.
- C. Prior to pouring fresh concrete, apply bonding agent such as Sikadur 32 Hi Mod Epoxy Adhesive, as manufactured by Sika Corporation; Concrecive Liquid (LPL), as manufactured by Master Builders; BurkEpoxy MV as manufactured by The Burke Company; or equal.

3.4 INSTALLATION OF NEW DETECTABLE WARNING TILES (DWT)

Detectable warning tiles (DWT) shall be of the design that allows for cast-in-place installation into wet concrete AND be replaceable. Detectable warning tiles shall be installed as per the manufacturer's instructions. However, regardless of installation method, the following requirements shall be followed:

- A. Prior to start of construction, the Contractor shall provide approved temporary curb ramps to provide access to the designated route areas.
- B. Detectable warning tiles shall be oriented such that the rows of domes are parallel with the direction of the ramp. When multiple tiles (regardless of size) are used, the domes shall be aligned between the tiles and throughout the entire detectable surface installation.
- C. The edge of the tile nearest to the street shall be between 6 inches to 8 inches from the gutter flow line.
- D. The final finished slope of the DWT shall be as per the drawings.
- E. To avoid possible trip hazard, the top of DWT surface shall be flushed with the surrounding concrete areas.
- F. The edges of the DWT shall be properly sealed.

- G. Anchorage used to secure the DWT shall not protrude higher than the height of the domes.
- H. The DWT shall be used as shown on the plans. The specified DWT material shall not be changed without written approval of the Engineer.

If DWT is installed using mechanical means such as screws or anchor bolts, the screws or anchor bolts shall meet the following criteria:

- A. All screw or anchors bolts shall be of stainless steel material with minimum diameter of 3/8-inch and 2-inch long.
- B. The first row of anchoring screw/bolt shall be 3-inch minimum from the edge and no more than 5-inch from the edge. Anchoring shall have rectangular pattern. Interior spacing of anchors shall be no more than 12 inches. If the manufacturer's recommendation for anchor spacing and pattern is different, obtain approval from the City Engineer prior to installation.

3.5 PROTECTION

- A. CONTRACTOR shall always have materials available to protect the surface of the plastic concrete against rain. These materials shall consist of waterproof paper or plastic sheeting. For slip-form construction, materials such as wood planks or forms to protect the edges shall also be required. Concrete damaged by rain shall be required to be removed and replaced at CONTRACTOR's expense.
- B. CONTRACTOR shall be responsible for correcting any vandalism or defacement (graffiti) that occurs on the concrete prior to final acceptance.

3.6 CURING

- A. Concrete shall be cured for at least ten (10) days after placement to protect against loss of moisture, rapid temperature change, and mechanical injury prior to any overlay or reconstruction work. Moist burlap, waterproof paper, white polyethylene sheeting, white liquid membrane compound, or a combination thereof may be used as the curing material.

3.7 CLEAN-UP

- A. The surface of the concrete shall be thoroughly cleaned upon completion of the WORK and prior to the substantial completion walk through, and the site left in a neat and orderly condition.

END OF SECTION

APPENDIX I
FLEXIBLE DELINEATOR

Pexco City Post Embedded Anchor Cup or Equal Flexible Delineator Material Specifications

Equal shall be determined by Design, Impact Performance, Construction, Color, Reflective Sheeting, Lengths, Installation, and Removal as defined below:

Design. Pexco City Post Flexible Embedded Anchor Cup or equal flexible delineator post system comprised of a 28-inch height tubular marker, Kelley Green in color, a top cap (domed), and an integrated anchor bolt assembly that work together for impact resistance and rebound. Flexible delineator assembly shall be installed into a pre-installed 4-inch (2-inch O.D.) aluminum alloy embedded anchor cup mounted flush with the roadway. Flexible delineator shall not be glue down or bolt down mounted.

Impact Performance. Flexible delineator shall have the ability to resist impact and rebound fully upright when impacted by a vehicle per the following parameters at an accredited test facility:

- A total of twelve (12) channelizer posts 36" (914mm) tall shall be installed in a test deck in two rows of six (6) posts such that one row of post is subjected to direct wheel-over impacts, the other row direct bumper impacts.
- The twelve posts shall be impacted by an unmodified MASH-08 compliant passenger vehicle one hundred (100) times at a speed of 60 MPH (100 km/h) at a temperature between 32 and 72 degrees F.
- All posts shall return to within 5 degrees of vertical, as measured at the top of the post, within two minutes after the final vehicle impact.
- Accredited facility shall mean a facility either certified to ISO 17025:2005 or certified by the American Association for Laboratory Accreditation (A2LA).
- A test report from an accredited testing facility shall be provided upon request.

Construction. Flexible delineator shall consist of channelizer post system comprised of a tubular marker, a top cap and an integrated anchor bolt assembly. Flexible delineator shall not include internal mechanical spring or cable built into unit.

1. The tubular marker portion shall consist of round post a minimum of 3.15" (80mm) in diameter, with 0.125" (3.2mm) thick walls (minimum). All posts shall be constructed of UV-stabilized thermos-plastic polyurethane (TPU) for toughness and rebound, conforming to the following material specifications:

Property	ASTM Test	Results
Specific Gravity (min.)	D 792	1.10
Hardness (min.)	D 2240	90 A
Tear Strength (min lb/in.)	D 624, Die C	800
Tensile Strength @ yield, (min PSI)	D 412	4,000
Tensile Elongation @ break (min. %)	D 412	450
Cold Temp. Impact Test (-7° F)	FL/DOT	Pass
Gloss (min. units)	N/A	12.1

2. Anchor bolt assembly

The tubular marker portion shall be permanently bonded to the anchor bolt assembly. The anchor bolt assembly shall contain an over-molded stainless steel bolt 24mm in diameter with a minimum of five (5) complete threads protruding from the bottom to mate with an anchor cup embedded in the pavement. All anchor bolt assemblies shall be constructed of a UV-stable high-impact

All anchor bolt assemblies shall be constructed of a UV-stable high-impact thermo-plastic alloy conforming to the following material specifications:

Property	ASTM Test	Results
Specific Gravity (min.)	D 792	1.21
Gardner Impact (min.)	N/A	160
Flexural Strength (min lb/in.)	D 790	20,000
Shore Hardness	D 2240	55 D

3. Top Cap

The tubular marker portion shall also be permanently bonded to a polyurethane top cap (domed). The Top Cap shall be matching in color with flexible delineator (Kelley Green), provided with name of the manufacturer and a plurality of holes to allow the escapement of air when impacted, and also prevent the collection of rubbish or debris into the tubular portion of the post

Color. Flexible delineators shall be constructed of UV-stabilized polymers and colors. The color shall be Kelly Green throughout and stabilized to resist UV degradation.

Reflective Sheeting. Flexible delineators shall have a minimum of two (2) 3-inch wide wraps of retroreflective sheeting factory applied. The reflective sheeting shall be an ASTM Type V abrasion resistant micro-prismatic sheeting, applied two (2) inches down from the top with a two (2) inch gap between the two wraps.

Lengths. Flexible delineators shall be supplied in lengths of 28-inches or as specified in the construction plans or procurement details.

Installation. Flexible delineator assembly shall be installed into a pre-installed aluminum alloy anchor cup mounted flush with the roadway. Flexible delineator shall be spun into the cup, and tightened into place with a wrench suitable for this purpose.

Removal. Flexible delineator shall be designed to allow for easy removal using a basic non powered hand tool. Any remaining attachment hardware shall remain flush with existing pavement.

APPENDIX J
PLAN REVIEW ACCEPTANCE (PRA) LETTER FROM MTS

November 6, 2018

City of San Diego –Public Work Department
525 B Street, Suite 750, MS 908A
San Diego, CA 92101

Attn: Crystal Clame

Subject: PLAN REVIEW LETTER OF ACCEPTANCE- Downtown Mobility-Bicycle
Implementation for Downtown San Diego at J Street, 7th Ave., 6th Ave.

This letter acknowledges that the attached Downtown Complete Streets Implementation plans submitted by the City of San Diego Public Works Department have been reviewed by MTS and/or their consultant in matters relating to MTS rail operating facilities and have been determined to be acceptable.

Please be advised that this letter of acceptance does not constitute a Right of Entry Permit, entitlement agreement or authorizes work. Those contracted to construct the project will be responsible to obtain and follow the terms of the Right of Entry Permit at the appropriate time.

If you have any further question regarding the plan review, please contact me at monica.coria@sdmts.com.

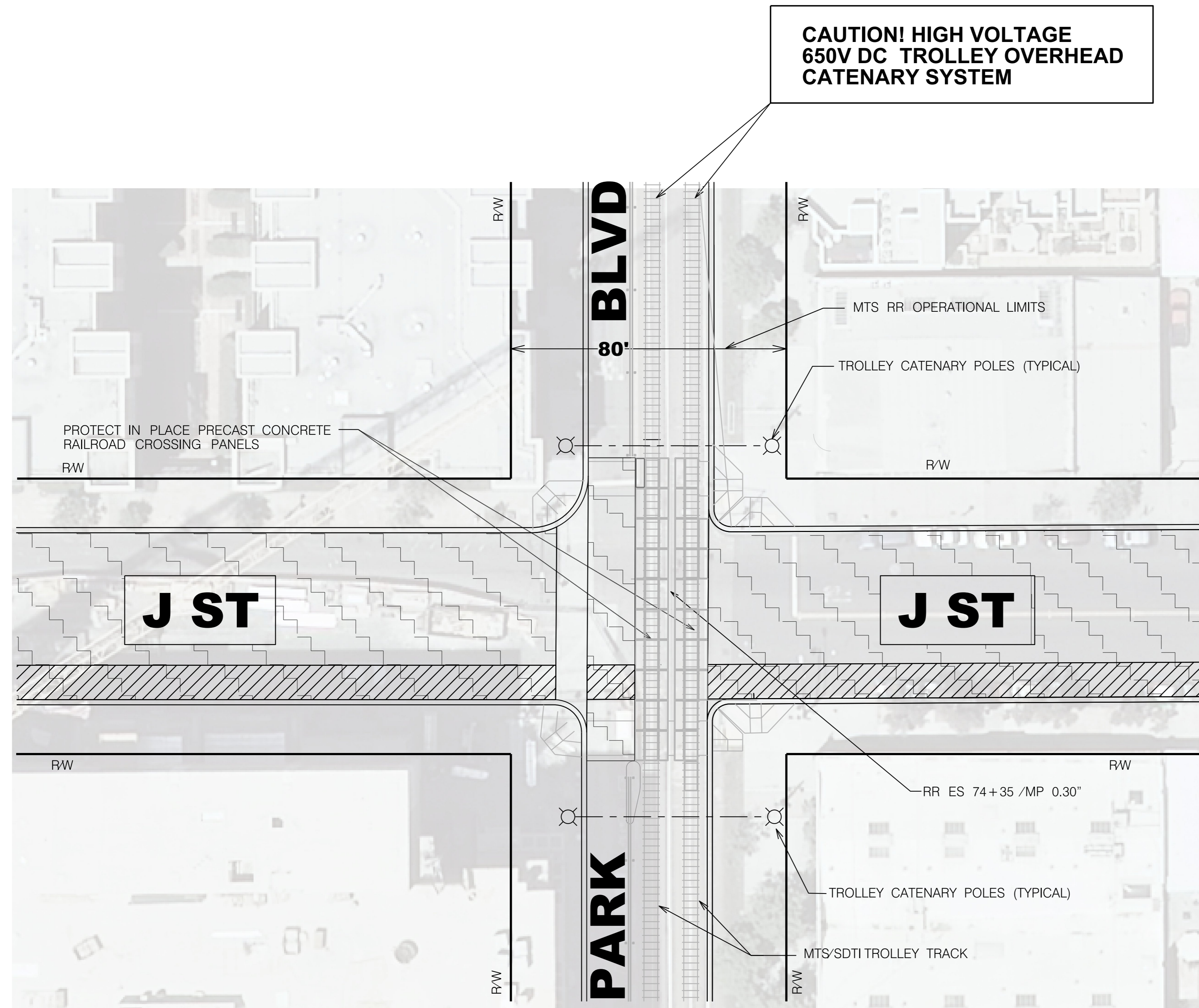
Best Regards,

Monica Coria

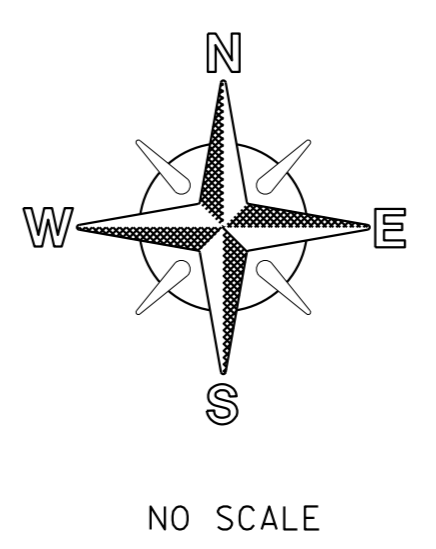
Monica Coria

ROW Engineer-Permits

CC: Tim Allison (MTS), Brian Riley (SDTI), Ed Graham (SDTI), Fred Byle (SDTI), and Peter Casellini (MTS)



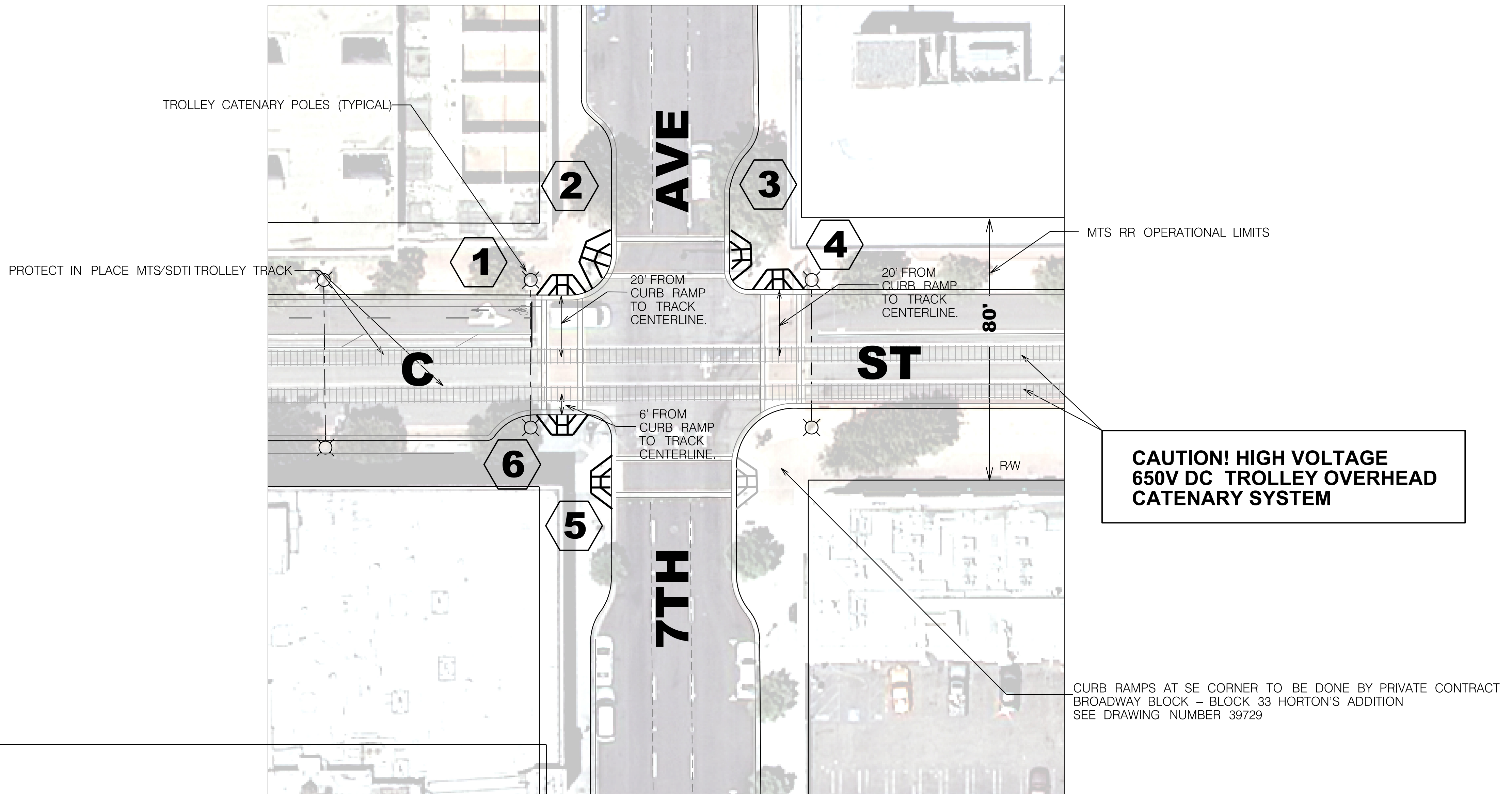
LEGEND	
	APPROX. LIMITS OF SLURRY SEAL TYPE II OVER TYPE III
	APPROX. LIMITS OF SLURRY SEAL TYPE I



C-13

PLANS FOR THE CONSTRUCTION OF
DOWNTOWN COMPLETE STREETS
IMPLEMENTATION
STREET RESURFACING

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 14 OF XX SHEETS		WBS# B-17056
APPROVED:	DATE	SUBMITTED BY:
FOR CITY ENGINEER		ALI ALAEIPOUR
DAYUE ZHANG	XXXXXX	PROJECT MANAGER
PRINT DGE NAME	RCE#	CHUN YU CHAN
		PROJECT ENGINEER
DESCRIPTION	BY	APPROVED
ORIGINAL	CC	AA
		DATE
		FILMED
		198-1719
		CCS27 COORDINATE
		6280407-1838444
		CCS83 COORDINATE
CONTRACTOR	DATE STARTED	40676-14-D
INSPECTOR	DATE COMPLETED	

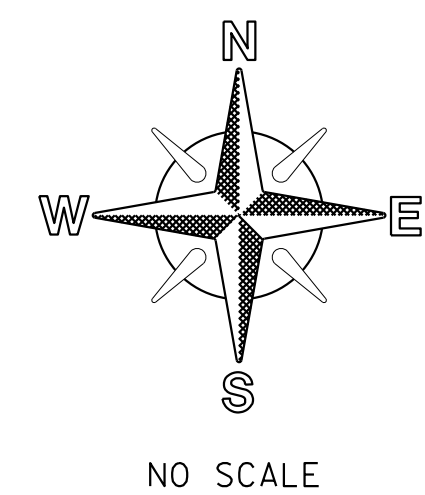


CURB RAMP NOTES TABLE

LOCATION NO.	CURB RAMP		APPROX. R/W	REPLACEMENT	NEW	HISTORIC STAMPS	SURVEY MARKER	MISC SIGN	DETECTABLE WARNING TILES		COMMENTS / MODIFICATIONS
	TYPE	CASE							STAINLESS STEEL	OTHER	
1	B		>10'	X					X		ADJUST SIDEWALK TO GRADE. ADJUST TO GRADE TRAFFIC SIGNAL PULLBOX AS NECESSARY.
2	A		>10'	X			X		X		PROTECT IN PLACE TRAFFIC SIGNAL POLE. ADJUST SIDEWALK TO GRADE. REMOVE AND REINSTALL IRON FENCE AS NEEDED.
3	B		>10'	X					X		PROTECT IN PLACE TRAFFIC SIGNAL POLE. ADJUST SIDEWALK TO GRADE. ADJUST UTILITY BOX AS NECESSARY.
4	B		>10'	X					X		PROTECT IN PLACE TRAFFIC SIGNAL POLE. ADJUST SIGNAL PULLBOX TO GRADE .
5	B		>10'	X					X		ADJUST TO GRADE UTILITY PULLBOXES AS NECESSARY. PROTECT IN PLACE UTILITY RAISER AND STREET LIGHT POLE.
6	B		>10'	X			X		X		PROTECT TRAFFIC SIGNAL EQUIPMENT AND TROLLEY CATENARY POLE.

C-23

PLANS FOR THE CONSTRUCTION OF
DOWNTOWN COMPLETE STREETS
IMPLEMENTATION
CURB RAMP CONSTRUCTION

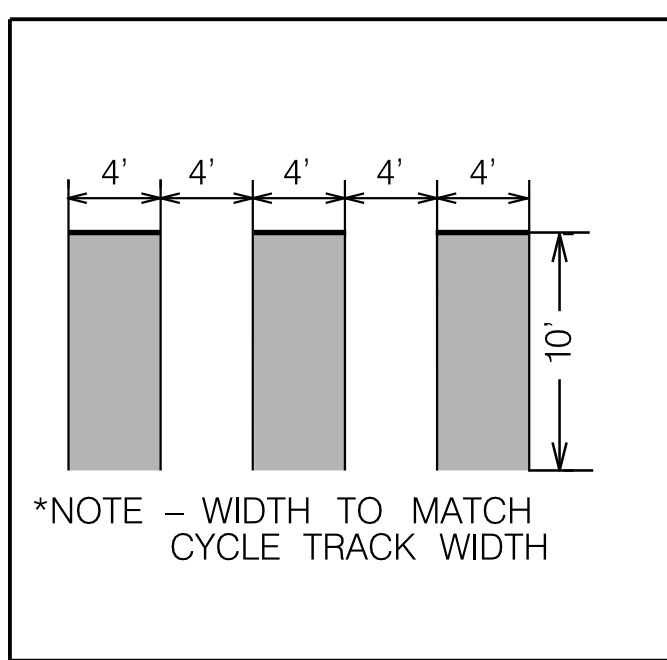
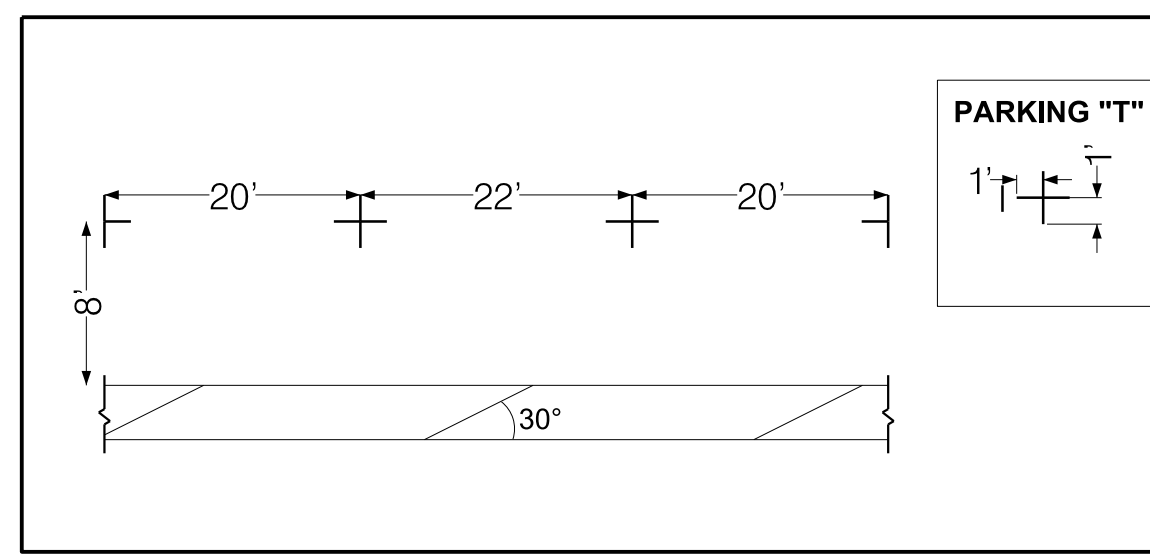
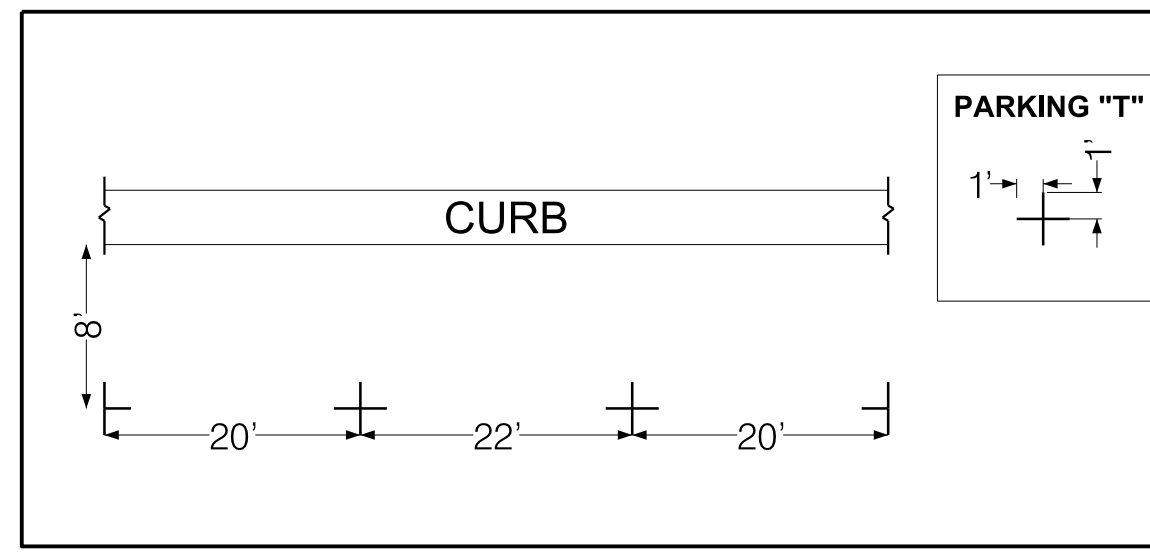
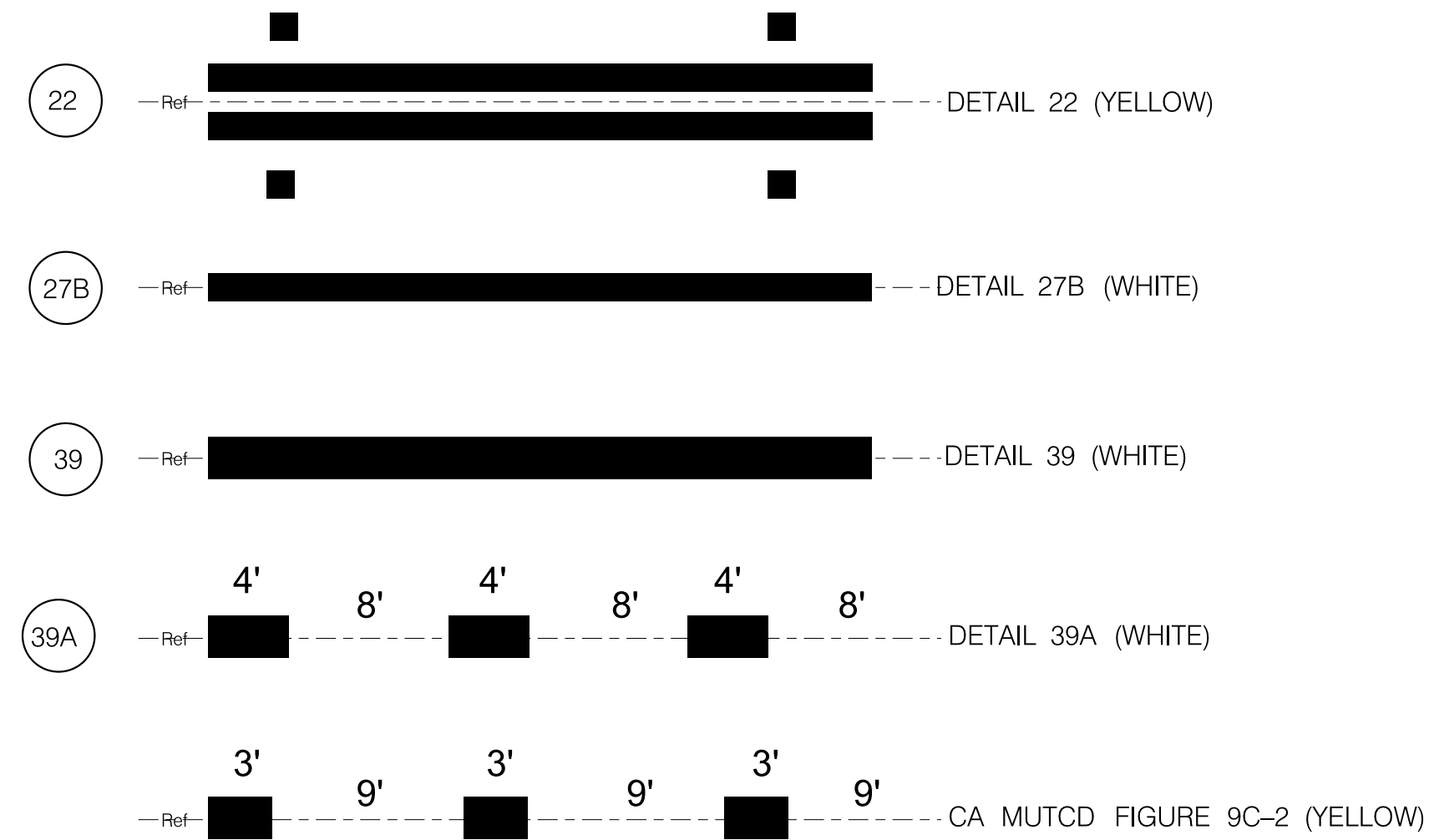


CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 27 OF XX SHEETS				WBS# B-17056
APPROVED: FOR CITY ENGINEER DAYUE ZHANG PRINT DCE NAME		DATE XXXXXX RCE#		SUBMITTED BY: ALI ALAEIPOUR PROJECT MANAGER
DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	CC	AA		
CHUN YU CHAN PROJECT ENGINEER 202-1719 198-1719				6280407-1842444 6280407-1838444 CCS83 COORDINATE
CONTRACTOR				DATE STARTED
INSPECTOR				DATE COMPLETED
				40676-27-D

100% DESIGN

CALTRANS STANDARD PLANS

LANE WIDTH DIMENSIONS ARE DEFINED AS CENTER OF STRIPE TO FACE OF CURB/MEDIAN (WHERE PRESENT) OR CENTER OF STRIPE TO CENTER OF STRIPE UNLESS OTHERWISE NOTED. THE REFERENCE LINE OF THE SPECIFIC STRIPING DETAILS ARE SHOWN BELOW (NOT TO SCALE):



SIGN LEGEND

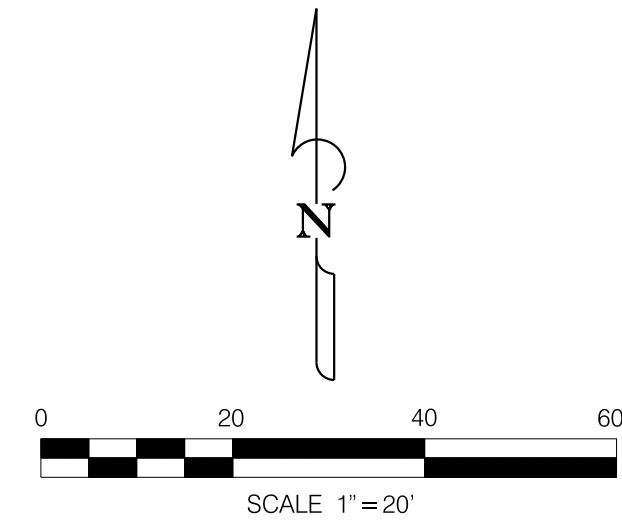
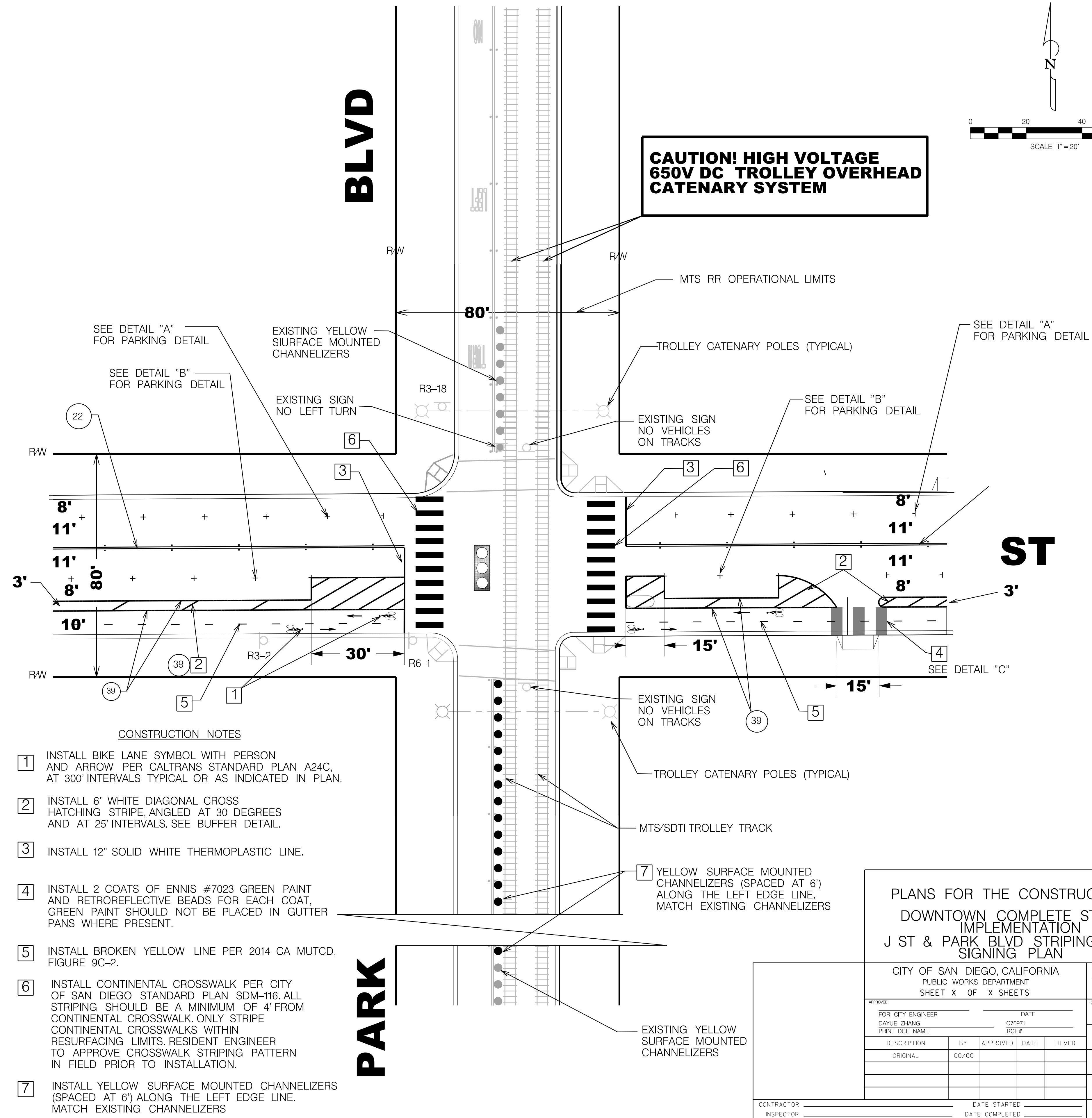
R3-2 (No Left Turn)

R6-1R (One Way)

R3-18 (No Left Turn)

NO LEFT TURN

NO VEHICLES ON TRACKS



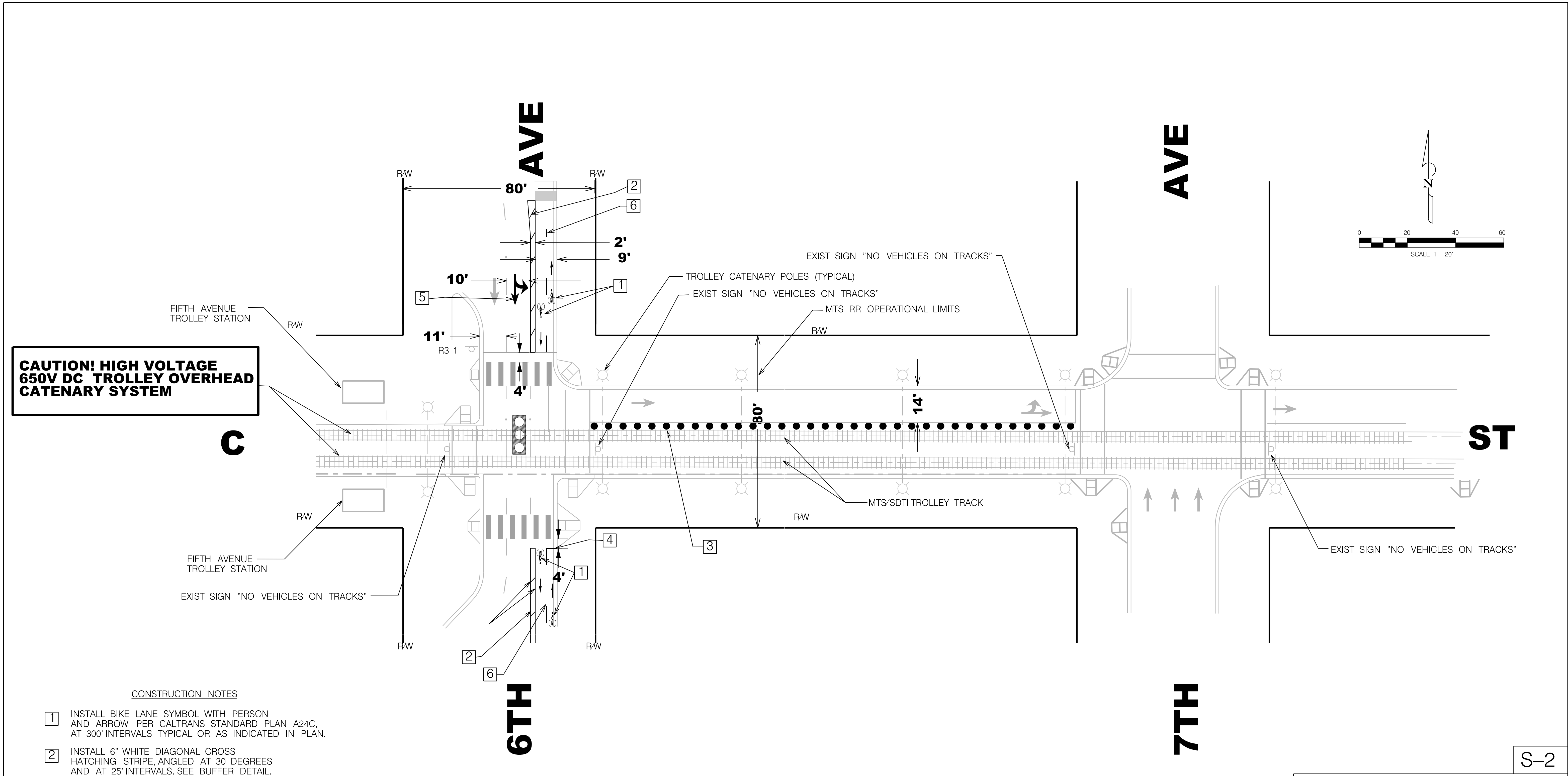
S-1

PLANS FOR THE CONSTRUCTION OF
 DOWNTOWN COMPLETE STREETS
 IMPLEMENTATION
 J ST & PARK BLVD STRIPING AND
 SIGNING PLAN

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET X OF X SHEETS		WBS# B-17056
APPROVED: FOR CITY ENGINEER DAYLIE ZHANG PRINT DCE NAME	DATE C70971 RCE#	SUBMITTED BY CRYSTAL CLAIPE PROJECT MANAGER CHUN YU CHAN PROJECT ENGINEER
DESCRIPTION	BY	APPROVED
ORIGINAL	CC/CC	DATE
		FILMED
		XXX-XXXX CCS27 COORDINATE
		XXXXXXXX-XXXXXXX CCS83 COORDINATE
CONTRACTOR	INSPECTOR	DATE STARTED DATE COMPLETED
		40676-XX-D

100% PLAN

J ST & PARK BLVD STRIPING AND SIGNING PLAN



**CAUTION! HIGH VOLTAGE
650V DC TROLLEY OVERHEAD
CATENARY SYSTEM**

CONSTRUCTION NOTES

- 1 INSTALL BIKE LANE SYMBOL WITH PERSON AND ARROW PER CALTRANS STANDARD PLAN A24C, AT 300' INTERVALS TYPICAL OR AS INDICATED IN PLAN.
- 2 INSTALL 6" WHITE DIAGONAL CROSS HATCHING STRIPE, ANGLED AT 30 DEGREES AND AT 25' INTERVALS. SEE BUFFER DETAIL.
- 3 INSTALL WHITE SURFACE MOUNTED CHANNELIZERS (SPACED AT 6") ALONG THE LEFT EDGE LINE. MATCH EXISTING CHANNELIZERS
- 4 INSTALL 12" SOLID WHITE THERMOPLASTIC LINE.
- 5 INSTALL PAVEMENT ARROW TYPE VII (L) PER CALTRANS STANDARD PLAN A24A
- 6 INSTALL BROKEN YELLOW LINE PER 2014 CA MUTCD, FIGURE 9C-2, OPTION A.

SIGN LEGEND



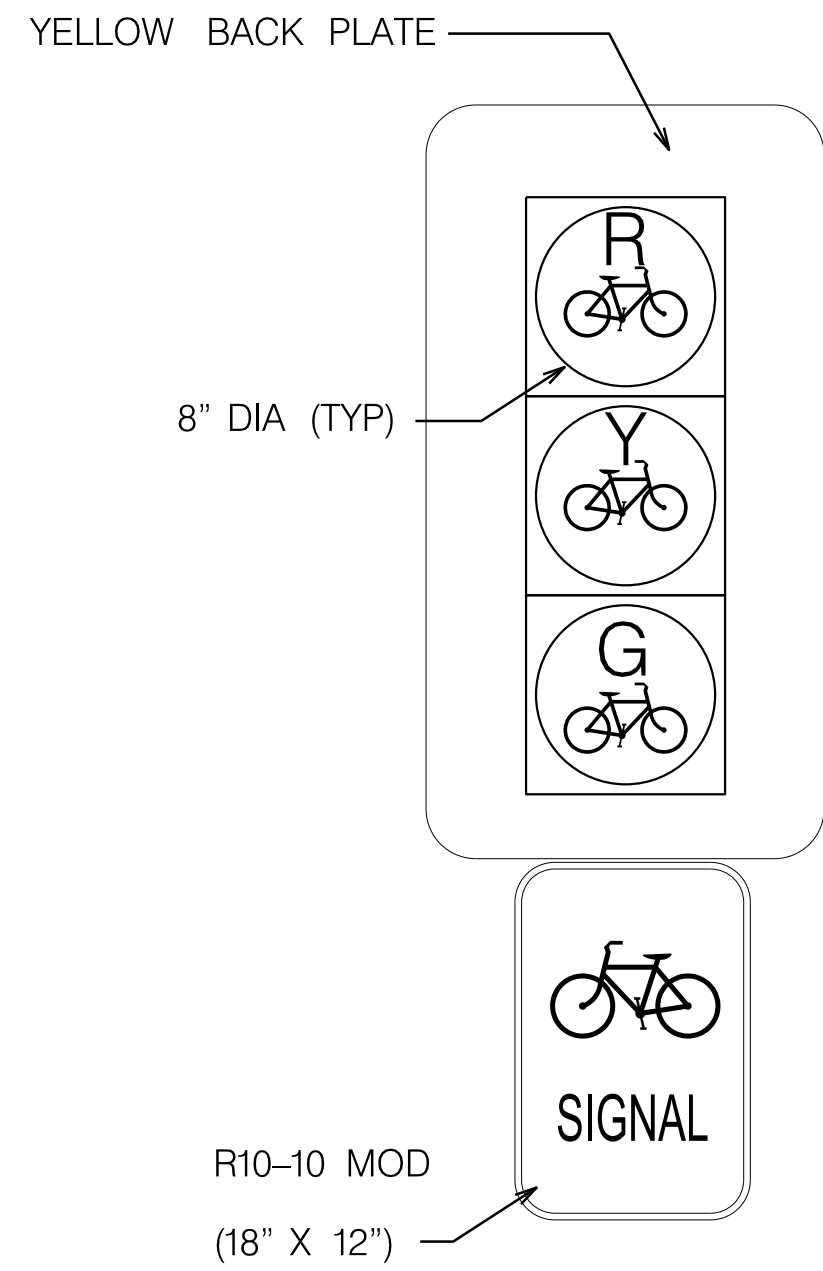
R3-1



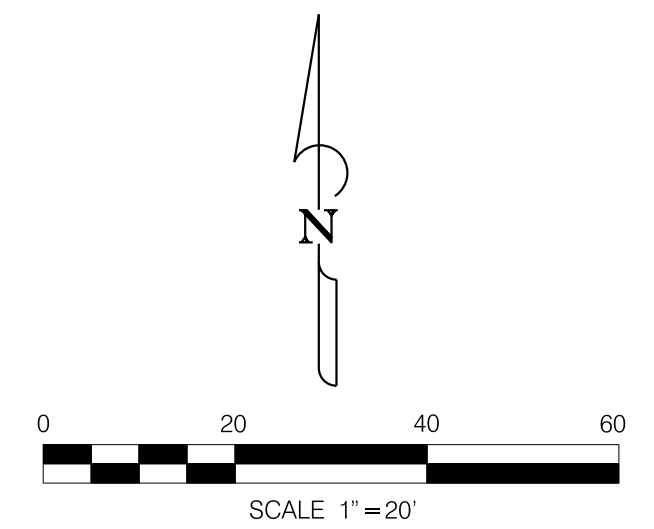
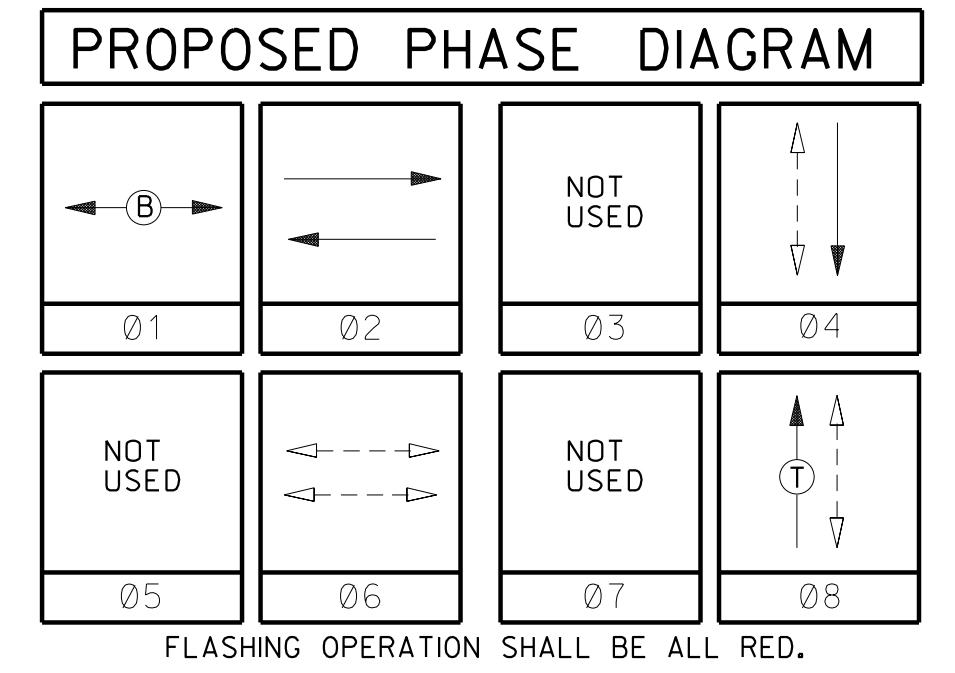
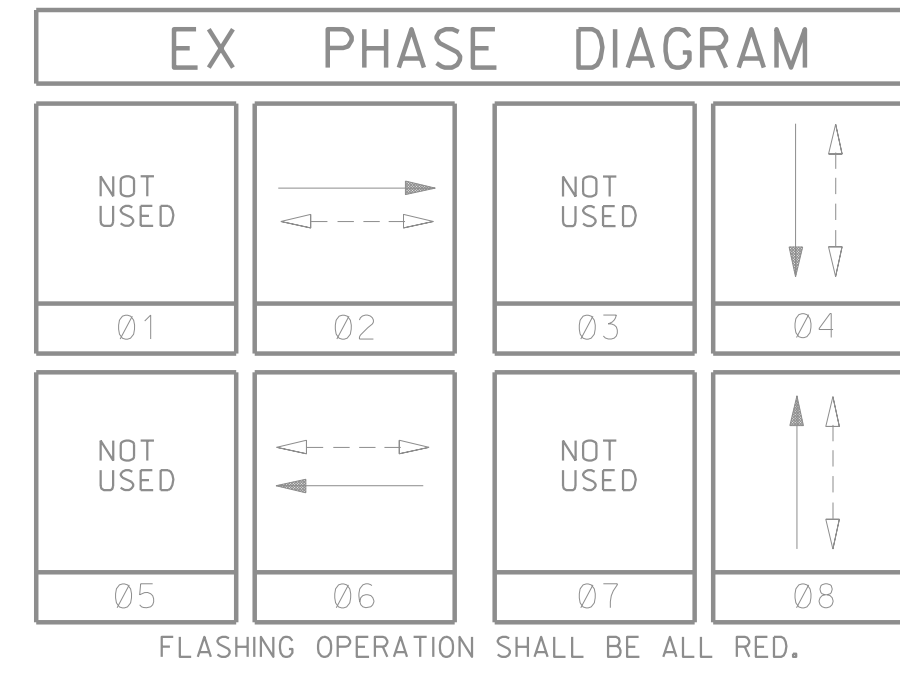
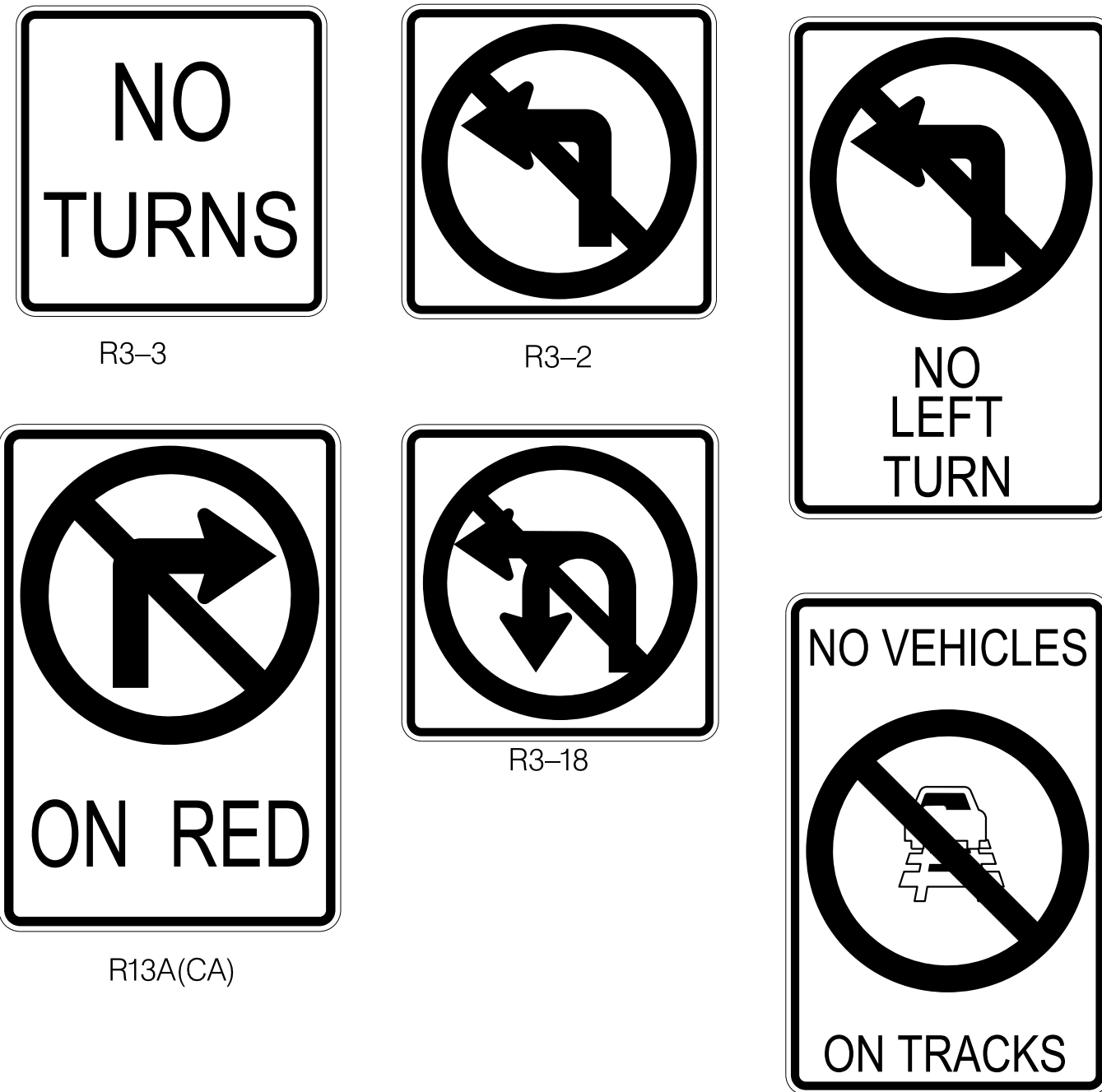
NO VEHICLES
ON TRACKS

S-2
PLANS FOR THE CONSTRUCTION OF
DOWNTOWN COMPLETE STREETS
IMPLEMENTATION
6TH AVE & C ST STRIPING AND
SIGNING PLAN

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET X OF X SHEETS				WBS# B-17056
APPROVED: _____ DATE _____ FOR CITY ENGINEER DAYLIE ZHANG PRINT DCE NAME C70971 RCE#				SUBMITTED BY: CRYSTAL CLAIEM PROJECT MANAGER
DESCRIPTION BY APPROVED DATE FILMED				CHUN YU CHAN PROJECT ENGINEER
ORIGINAL	CC/CC			XXX-XXXX CCS27 COORDINATE
				XXXXXXXX-XXXXXXX CCS83 COORDINATE
CONTRACTOR _____ DATE STARTED _____ INSPECTOR _____ DATE COMPLETED _____				40676-XX-D

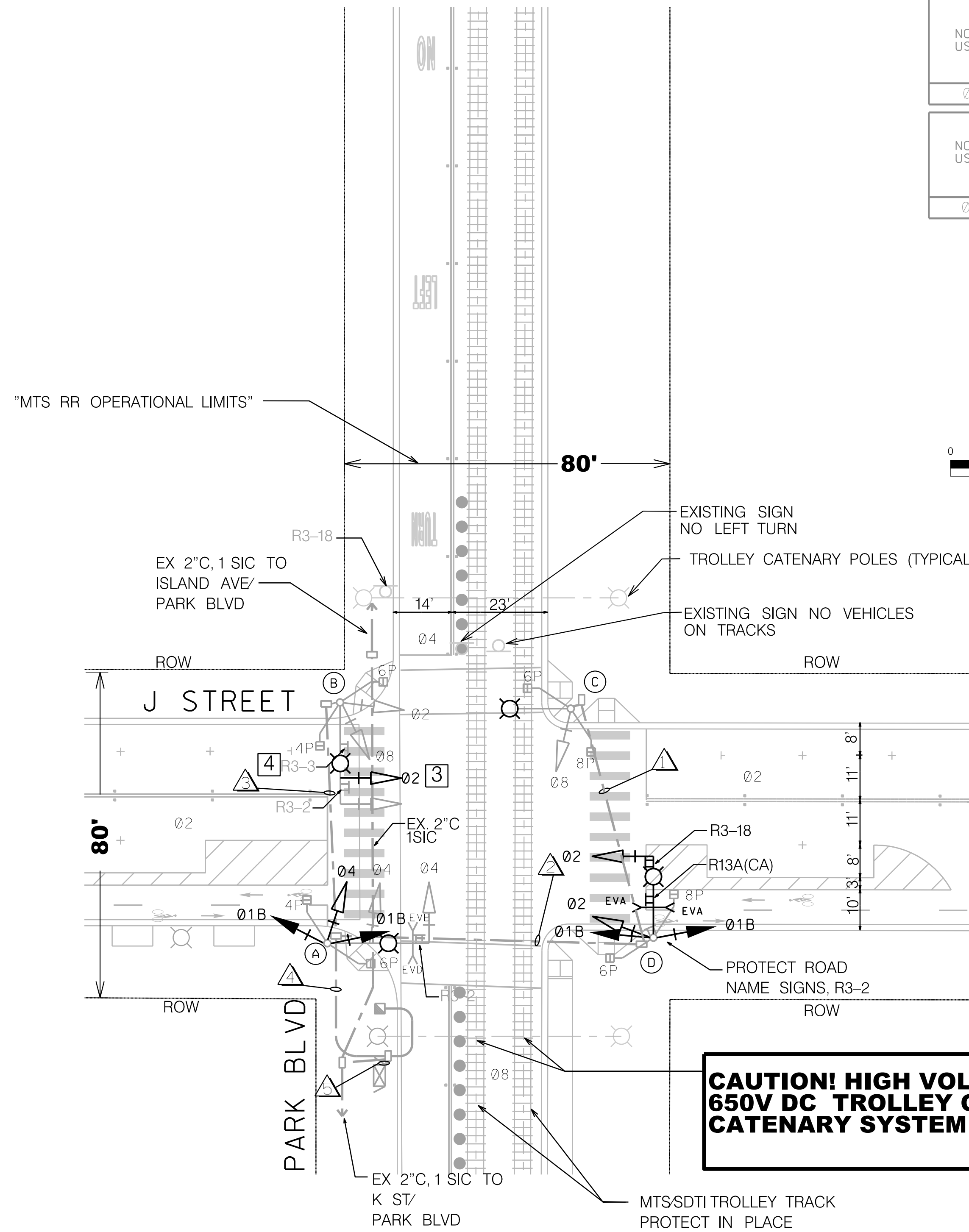


DETAIL "A"
NOT TO SCALE



DETECTOR ASSIGNMENT

DET.	PHASE	SLOT	FIELD TERMINAL
PPB	4	I12L	T8-5 & COM 6
PPB	6	I13U	T8-7 & COM 9
PPB	8	I13L	T8-8 & COM 9
EVA	2	J12U	T9-4 & COM 6
EVB	4	J13U	T9-7 & COM 9
EVD	8	J13L	T9-8 & COM 9
FLASH	-	I14U	T8-10 & COM 12



AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE & RUN				
			3"	2-3"	3"	2-4"	2-4"
3	CONDUCTORS	POLE - A	-	-	-	-	-
		POLE - B	-	-	-	-	-
		POLE - C	-	-	-	-	-
		POLE - D	-	-	-	-	-
TOTAL 3 AND 12 CONDUCTOR CABLES			2	1	2	2	6
NO. 6	SIGNAL SERVICE	-	-	-	-	1	
NO. 8	COMMON GROUND	1	1	1	1	-	
NO. 10	LIGHTING	2	2	2	2	-	
6 PAIR NO.22 (SIC)	INTERCONNECT CABLE LOOP DETECTOR	-	-	-	-	2	
TYPE "B" DLC		-	-	-	-	-	
EMERGENCY VEHICLE DETECTOR (EV-DLC)			-	1	-	3	3
TOTAL CABLES AND CONDUCTORS			6	10	7	20	21

CONSTRUCTION NOTES

- FURNISH AND INSTALL BICYCLE TRAFFIC SIGNAL HEAD WITH R10-10 MOD PER DETAIL "A" WITH NEW MOUNTING.
- FURNISH AND INSTALL NEW SIGNAL MAST ARM, SIGNAL HEADS, SIGNS, BI-DIRECTIONAL EVPE AND OTHER NOTED EQUIPMENT PER PLAN AND PROVIDE NEW MOUNTING. (SEE POLE SCHEDULE).
- RELOCATE EX. VEHICLE HEAD TO ALIGN WITH NEW STRIPING.
- REMOVE AND SALVAGE R3-3 SIGN.

POLE		SCHEDULE											
No.	STANDARD	HGT.	SIG. M.A.	LUM. M.A.	LUMINAIRE	PLACEMENT		SIGNAL MOUNTING			PEDESTRIAN	REMARKS	
	TYPE					A	B	VEHICLE	VEHICLE	PPB			
(A)	19-2-100	30'	25'	15'	TYPE Y14	EX	EX	MAS	MAS	SV-3-TB	SP-2-T	2,4	1
(B)	19-2-100	30'	25'	15'	TYPE Y14	EX	EX	MAS	-	SV-2-TB	SP-2-T	4,6	3 4
(C)	TYPE 15TS	30'	-	15'	TYPE Y14	EX	EX	-	-	SV-1-T	SP-2-T	6,8	-
(D)	17-2-100	30'	20'	15'	TYPE Y14	EX	EX	MAS	-	SV-3-TC	SP-2-T	2,8	2

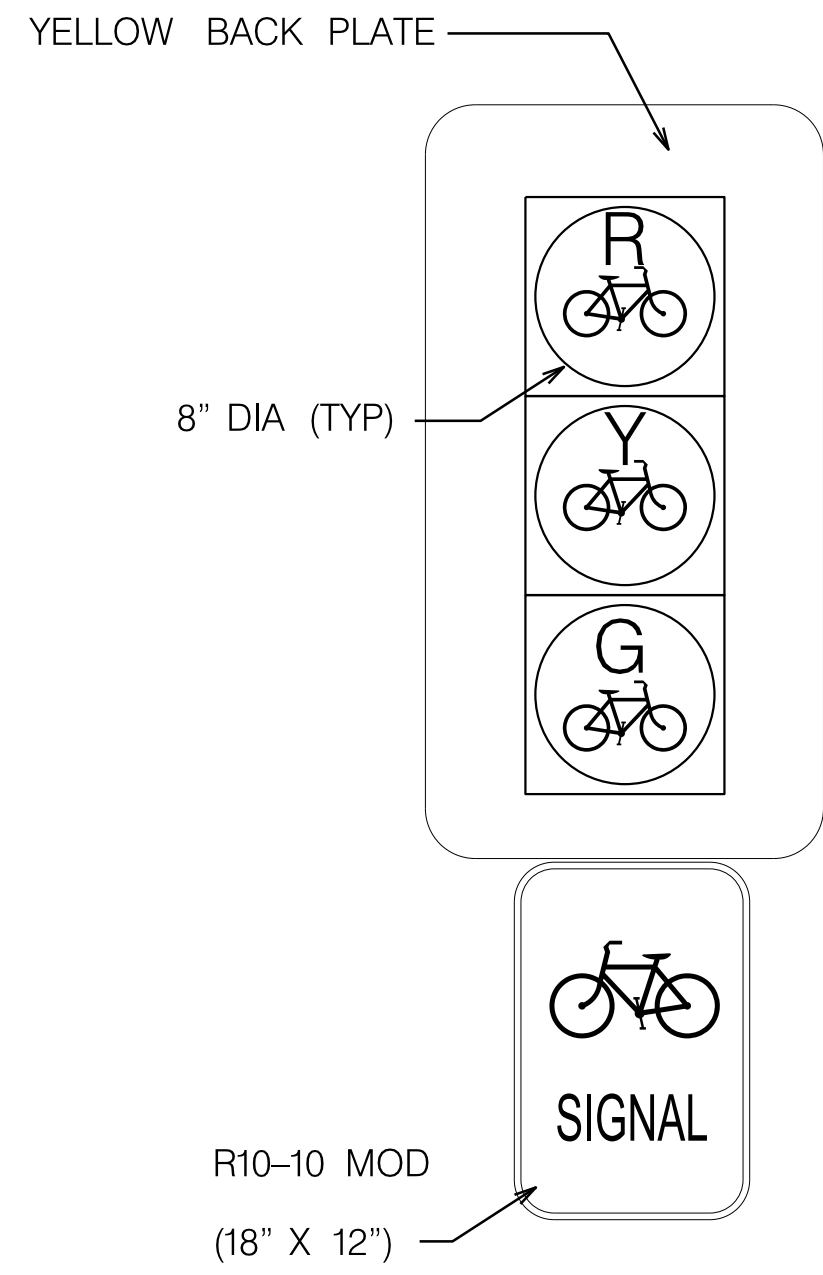
PLANS FOR THE CONSTRUCTION OF
DOWNTOWN COMPLETE STREETS
IMPLEMENTATION
J ST & PARK BLVD TRAFFIC SIGNAL

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 4 OF 4 SHEETS		WBS# B-17056
APPROVED FOR CITY ENGINEER DAYLIE ZHANG PRINT DCE NAME	DATE C70971 RCE#	SUBMITTED BY CRYSTAL CLAIPE PROJECT MANAGER CHUN YU CHAN PROJECT ENGINEER
ORIGINAL	BY	DATE
CC/CC	APPROVED	FILMED
CONTRACTOR		DATE STARTED
INSPECTOR		DATE COMPLETED
		40676-XX-D

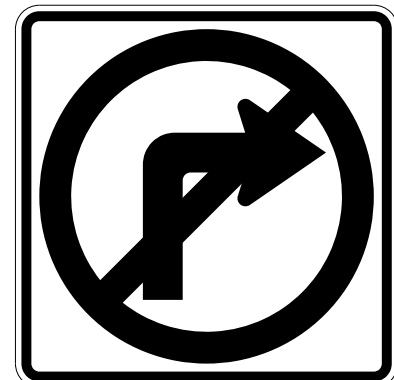
100% PLAN

J ST & PARK BLVD TRAFFIC SIGNAL

E-3



DETAIL "A"
NOT TO SCALE



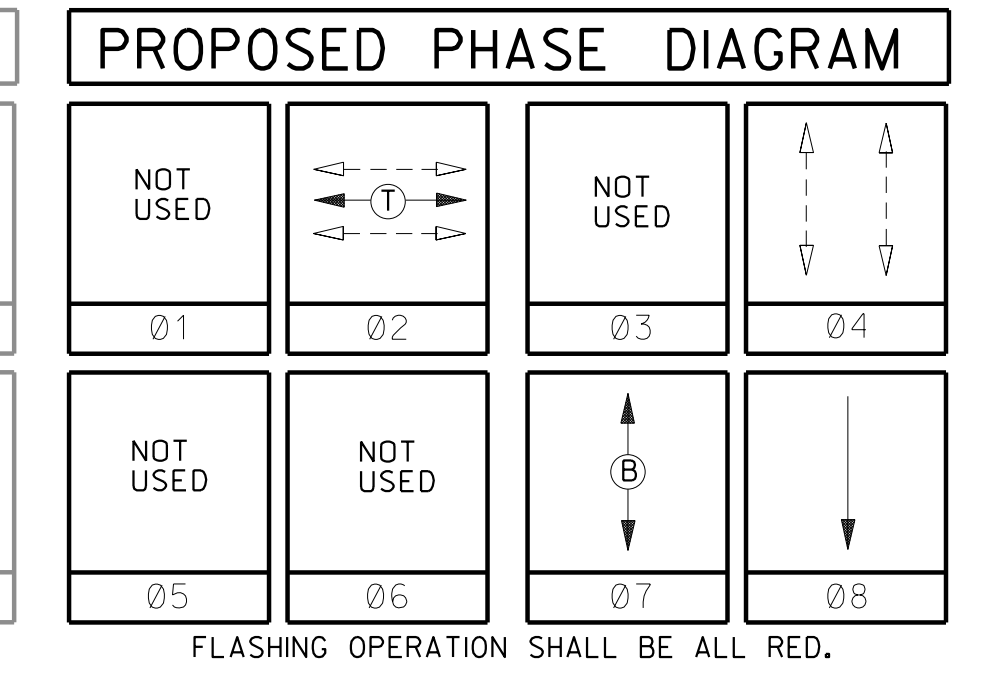
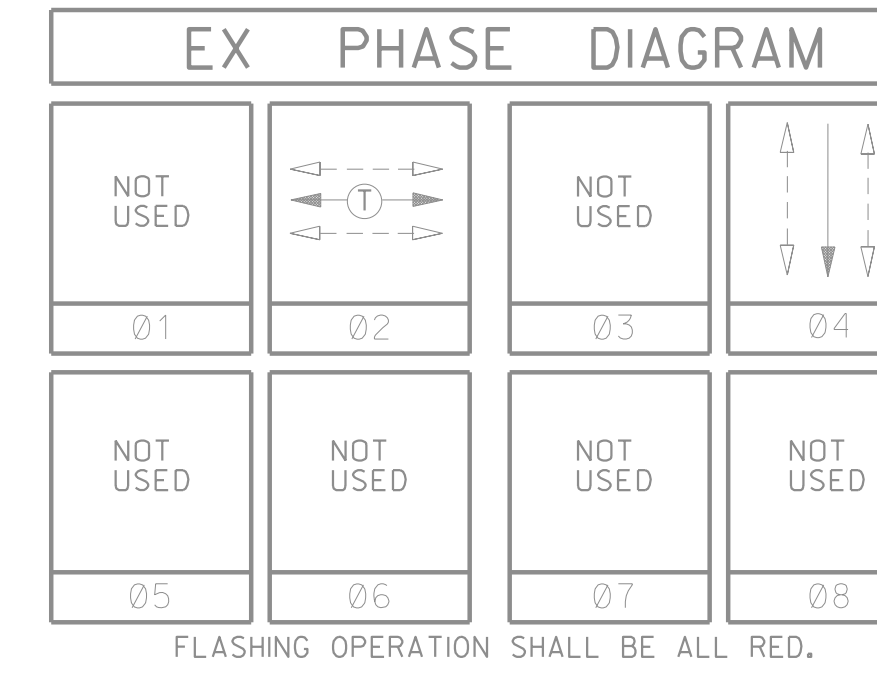
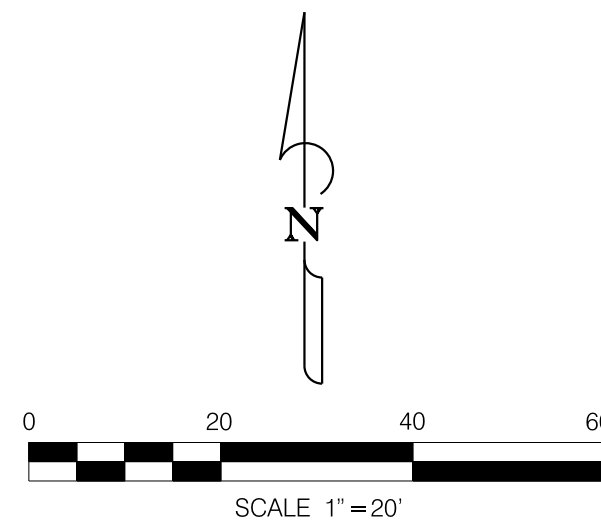
R3-1



R13B(CA)

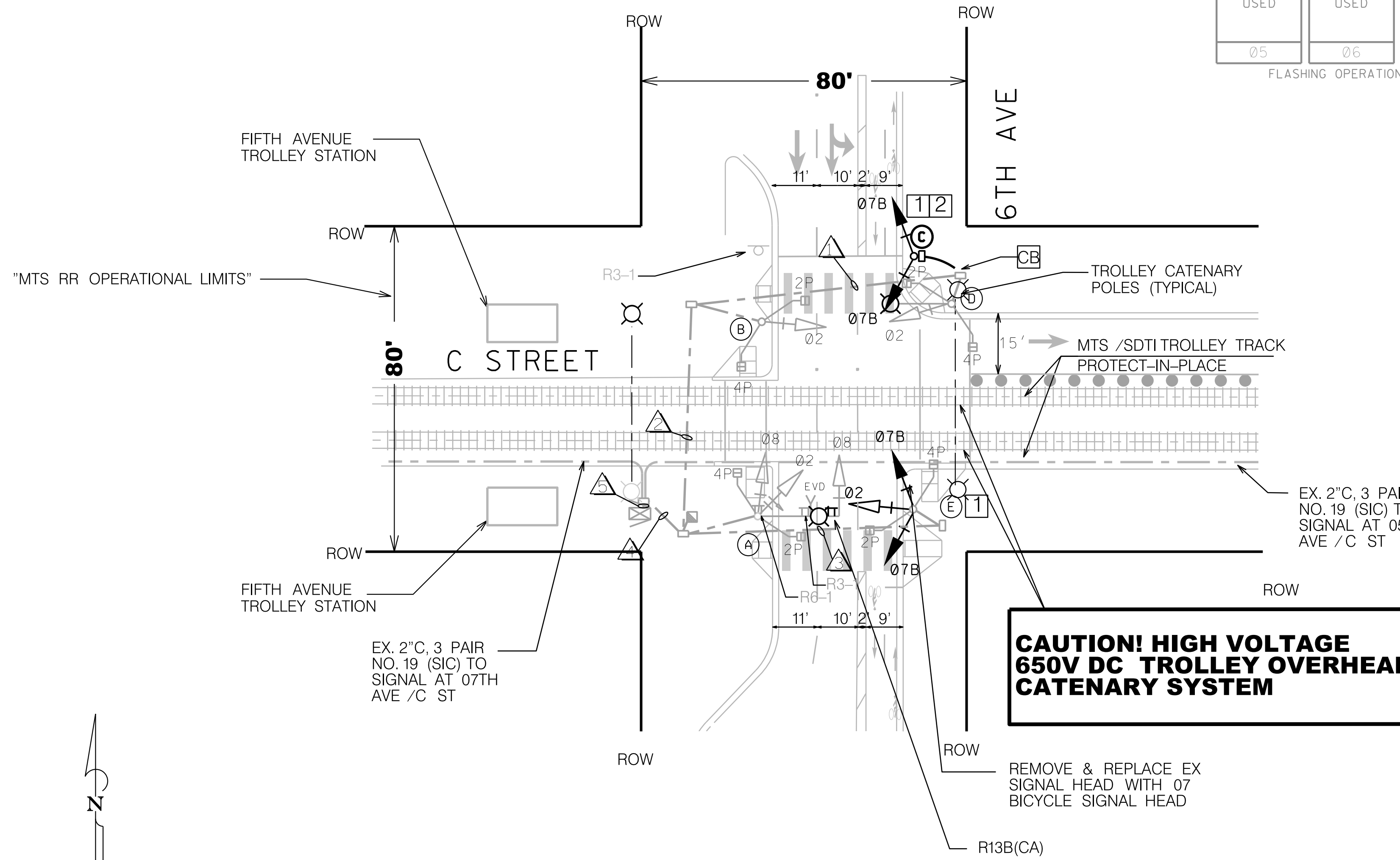


R6-1L



DETECTOR ASSIGNMENT

DET.	PHASE	SLOT	FIELD TERMINAL
EVD	8	J13L	T9-8 & COM 9
FLASH	-	I14U	T8-10 & COM 12



AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE & RUN				
			3"	3"	3"	2-2"	3-2"
3	CONDUCTORS	POLE - A	-	-	-	-	-
		POLE - B	-	-	-	-	-
		POLE - C	1	1	-	1	1
		POLE - D	1	1	-	1	1
		POLE - E	1	1	-	1	1
TOTAL 3 AND 12 CONDUCTOR CABLES			2	2	1	5	5
NO. 6		SIGNAL SERVICE	-	-	-	1	1
NO. 8		COMMON GROUND	1	1	1	1	1
NO. 10		LIGHTING	2	2	-	-	-
3 PAIR NO.19 (SIC)		INTERCONNECT CABLE	-	-	-	2	-
		LOOP DETECTOR	-	-	-	-	-
TYPE "B" DLC			-	-	-	-	-
			-	-	-	-	-
			-	-	-	-	-
			-	-	-	-	-
EMERGENCY VEHICLE DETECTOR (EV-DLC)			-	-	-	1	1
TOTAL CABLES AND CONDUCTORS			5	6	2	7	10

POLE SCHEDULE

No.	TYPE	STANDARD			LUMINAIRE	PLACEMENT		SIGNAL MOUNTING		PEDESTRIAN		REMARKS
		HGT.	SIG. M.A.	LUM. M.A.		A	B	VEHICLE	SIGNAL	PPB		
(A)	I-1-70	30'	25'	15'	EX. 85W INDUCTION	EX	EX	MAS	-	SV-2-TB	SP-2-T	3
(B)	I-A	10'	25'	-	-	EX	EX	-	-	TV-1-T	SP-2-T	-
(C)	I-A	10'	-	-	-	0'	2.5'	-	-	TV-2-T	-	1 2
(D)	TYPE-15	30'	-	15'	EX. 85W INDUCTION	EX	EX	-	-	SV-1-T	SP-2-T	-
(E)	I-A	10'	-	-	-	EX	EX	-	-	TV-3-T*	SP-2-T	1

* FOR RAIL

- CONSTRUCTION NOTES
- FURNISH AND INSTALL BICYCLE TRAFFIC SIGNAL HEAD WITH R10-10 MOD PER DETAIL "A" WITH NEW MOUNTING.
 - FURNISH AND INSTALL NEW POLE, SIGNAL HEADS, SIGNS AND OTHER NOTED EQUIPMENT PER PLAN AND PROVIDE NEW MOUNTING. (SEE POLE SCHEDULE)
 - FURNISH AND INSTALL NEW R13B(CA) SIGN ONTO EXISTING SIGNAL MAST ARM
 - INSTALL CONDUIT INTO EXISTING PULL BOX

E-4

PLANS FOR THE CONSTRUCTION OF
DOWNTOWN COMPLETE STREETS
IMPLEMENTATION
06TH AVE & C ST TRAFFIC SIGNAL

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 5 OF 5 SHEETS

WBS# B-17056

APPROVED:	DATE:	SUBMITTED BY:
FOR CITY ENGINEER		CRYSTAL CLIAME
DAYLIE ZHANG	C70971	PROJECT MANAGER
PRINT DCE NAME	RCE#	CHUN YU CHAN
		PROJECT ENGINEER
DESCRIPTION	BY	APPROVED
ORIGINAL	CC/CC	DATE
		FILMED
CONTRACTOR	DATE STARTED	
INSPECTOR	DATE COMPLETED	

XXX-XXXX
CCS27 COORDINATE
XXXXXXXX-XXXXXXX
CCS83 COORDINATE
40676-XX-D

06TH AVE & C ST TRAFFIC SIGNAL

APPENDIX K
SAMPLE OF PUBLIC NOTICE



CONSTRUCTION NOTICE

PROJECT TITLE

Work on your street will begin within one week to replace the existing water mains servicing your community.

The work will consist of:

- Saw-cutting and trench work on Ingulf Street from Morena Boulevard to Galveston Street to install new water mains, water laterals and fire hydrants.
• Streets where trenching takes place will be resurfaced and curb ramps will be upgraded to facilitate access for persons with disabilities where required.
• This work is anticipated to be complete in your community by December 2016.

How your neighborhood may be impacted:

- Water service to some properties during construction will be provided by a two-inch highline pipe that will run along the curb. To report a highline leak call 619-515-3525.
• Temporary water service disruptions are planned. If planned disruptions impact your property, you will receive advance notice.
• Parking restrictions will exist because of the presence of construction equipment and materials.
• "No Parking" signs will be displayed 72 hours in advance of the work.
• Cars parked in violation of signs will be TOWED.

Hours and Days of Operation:

Monday through Friday X:XX AM to X:XX PM.

City of San Diego Contractor:

Company Name, XXX-XXX-XXXX



CONSTRUCTION NOTICE

PROJECT TITLE

Work on your street will begin within one week to replace the existing water mains servicing your community.

The work will consist of:

- Saw-cutting and trench work on Ingulf Street from Morena Boulevard to Galveston Street to install new water mains, water laterals and fire hydrants.
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• Parking restrictions will exist because of the presence of construction equipment and materials.
• "No Parking" signs will be displayed 72 hours in advance of the work.
• Cars parked in violation of signs will be TOWED.

Hours and Days of Operation:

Monday through Friday X:XX AM to X:XX PM.

City of San Diego Contractor:

Company Name, XXX-XXX-XXXX

ATTACHMENT F
RESERVED

ATTACHMENT G
CONTRACT AGREEMENT

CONTRACT AGREEMENT

CONSTRUCTION CONTRACT

This contract is made and entered into between THE CITY OF SAN DIEGO, a municipal corporation, herein called "City", and Dick Miller, Inc., herein called "Contractor" for construction of **Downtown Complete Streets Implementation (Phases 1A-1B-2A)**; Bid No. **K-19-1849-DBB-3**; in the amount of **Two Million Three Hundred Forty Five Thousand Six Hundred Seventy Eight Dollars and Ninety Cents (\$2,345,678.90)**, which is comprised by the Base Bid.

IN CONSIDERATION of the payments to be made hereunder and the mutual undertakings of the parties hereto, City and Contractor agree as follows:

1. The following are incorporated into this contract as though fully set forth herein:
 - (a) The attached Faithful Performance and Payment Bonds.
 - (b) The attached Proposal included in the Bid documents by the Contractor.
 - (c) Reference Standards listed in the Instruction to Bidders and the Supplementary Special Provisions (SSP).
 - (d) That certain documents entitled **Downtown Complete Streets Implementation (Phases 1A-1B-2A)**, on file in the office of the Public Works Department as Document No. **B-17056**, as well as all matters referenced therein.
2. The Contractor shall perform and be bound by all the terms and conditions of this contract and in strict conformity therewith shall perform and complete in a good and workmanlike manner **Downtown Complete Streets Implementation (Phases 1A-1B-2A)**, Bid Number **K-19-1849-DBB-3**, San Diego, California.
3. For such performances, the City shall pay to Contractor the amounts set forth at the times and in the manner and with such additions or deductions as are provided for in this contract, and the Contractor shall accept such payment in full satisfaction of all claims incident to such performances.
4. No claim or suit whatsoever shall be made or brought by Contractor against any officer, agent, or employee of the City for or on account of anything done or omitted to be done in connection with this contract, nor shall any such officer, agent, or employee be liable hereunder.
5. This contract is effective as of the date that the Mayor or designee signs the agreement.

CONTRACT AGREEMENT (continued)

IN WITNESS WHEREOF, this Agreement is signed by the City of San Diego, acting by and through its Mayor or designee, pursuant to Municipal Code §22.3102 authorizing such execution.

THE CITY OF SAN DIEGO

APPROVED AS TO FORM

Mara W. Elliott, City Attorney

By Stephen Samara

By Ryan P. Gerrity

Print Name: Stephen Samara
Principal Contract Specialist
Public Works Department

Print Name: RYAN P. GERRITY
Deputy City Attorney

Date: 11/5/2019

Date: 11/12/19

CONTRACTOR

By Glen Bullock

Print Name: Glen Bullock

Title: President

Date: September 10, 2019

City of San Diego License No.: B2014004558

State Contractor's License No.: 380204

DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) REGISTRATION NUMBER: 1000004547

CERTIFICATIONS AND FORMS

The Bidder, by submitting its electronic bid, agrees to and certifies under penalty of perjury under the laws of the State of California, that the certifications, forms and affidavits submitted as part of this bid are true and correct.

BIDDER'S GENERAL INFORMATION

To the City of San Diego:

Pursuant to "Notice Inviting Bids", specifications, and requirements on file with the City Clerk, and subject to all provisions of the Charter and Ordinances of the City of San Diego and applicable laws and regulations of the United States and the State of California, the undersigned hereby proposes to furnish to the City of San Diego, complete at the prices stated herein, the items or services hereinafter mentioned. The undersigned further warrants that this bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

The undersigned bidder(s) further warrants that bidder(s) has thoroughly examined and understands the entire Contract Documents (plans and specifications) and the Bidding Documents therefore, and that by submitting said Bidding Documents as its bid proposal, bidder(s) acknowledges and is bound by the entire Contract Documents, including any addenda issued thereto, as such Contract Documents incorporated by reference in the Bidding Documents.

**NON-COLLUSION AFFIDAVIT TO BE EXECUTED BY BIDDER AND SUBMITTED WITH BID UNDER 23
UNITED STATES CODE 112 AND PUBLIC CONTRACT CODE 7106**

State of California

County of San Diego

The bidder, being first duly sworn, deposes and says that he or she is authorized by the party making the foregoing bid that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

CONTRACTOR CERTIFICATION

DRUG-FREE WORKPLACE

I hereby certify that I am familiar with the requirements of San Diego City Council Policy No. 100-17 regarding Drug-Free Workplace as outlined in the WHITEBOOK, Section 5-1.3, "Drug-Free Workplace", of the project specifications, and that;

This company has in place a drug-free workplace program that complies with said policy. I further certify that each subcontract agreement for this project contains language which indicates the subcontractor's agreement to abide by the provisions of subdivisions a) through c) of the policy as outlined.

CONTRACTOR CERTIFICATION

AMERICAN WITH DISABILITIES ACT (ADA) COMPLIANCE CERTIFICATION

I hereby certify that I am familiar with the requirements of San Diego City Council Policy No. 100-4 regarding the American With Disabilities Act (ADA) outlined in the WHITEBOOK, Section 5-1.2, "American With Disabilities Act", of the project specifications, and that:

This company has in place workplace program that complies with said policy. I further certify that each subcontract agreement for this project contains language which indicates the subcontractor's agreement to abide by the provisions of the policy as outlined.

CONTRACTOR CERTIFICATION

CONTRACTOR STANDARDS – PLEDGE OF COMPLIANCE

I declare under penalty of perjury that I am authorized to make this certification on behalf of the company submitting this bid/proposal, that as Contractor, I am familiar with the requirements of City of San Diego Municipal Code § 22.3004 regarding Contractor Standards as outlined in the WHITEBOOK, Section 5-1.4, ("Contractor Standards"), of the project specifications, and that Contractor has complied with those requirements.

I further certify that each of the Contractor's subcontractors has completed a Pledge of Compliance attesting under penalty of perjury of having complied with City of San Diego Municipal Code § 22.3004.

CONTRACTOR CERTIFICATION

EQUAL BENEFITS ORDINANCE CERTIFICATION

I declare under penalty of perjury that I am familiar with the requirements of and in compliance with the City of San Diego Municipal Code § 22.4300 regarding Equal Benefits Ordinance.

CONTRACTOR CERTIFICATION

EQUAL PAY ORDINANCE CERTIFICATION

Contractor shall comply with the Equal Pay Ordinance (EPO) codified in the San Diego Municipal Code (SDMC) at section 22.4801 through 22.4809, unless compliance is not required based on an exception listed in SDMC section 22.4804.

Contractor shall require all of its subcontractors to certify compliance with the EPO in their written subcontracts.

Contractor must post a notice informing its employees of their rights under the EPO in the workplace or job site.

By signing this Contract with the City of San Diego, Contractor acknowledges the EPO requirements and pledges ongoing compliance with the requirements of SDMC Division 48, section 22.4801 et seq., throughout the duration of this Contract.

AFFIDAVIT OF DISPOSAL

(To be submitted upon completion of Construction pursuant to the contracts Certificate of Completion)

WHEREAS, on the _____ DAY OF _____, 2_____ the undersigned entered into and executed a contract with the City of San Diego, a municipal corporation, for:

Downtown Complete Streets Implementation (Phases 1A-1B-2A)

(Project Title)

as particularly described in said contract and identified as Bid No. **K-19-1849-DBB-3**; SAP No. (WBS/IO/CC) **B-17056**; and **WHEREAS**, the specification of said contract requires the Contractor to affirm that "all brush, trash, debris, and surplus materials resulting from this project have been disposed of in a legal manner"; and **WHEREAS**, said contract has been completed and all surplus materials disposed of:

NOW, THEREFORE, in consideration of the final payment by the City of San Diego to said Contractor under the terms of said contract, the undersigned Contractor, does hereby affirm that all surplus materials as described in said contract have been disposed of at the following location(s)

and that they have been disposed of according to all applicable laws and regulations.

Dated this _____ DAY OF _____, _____.

By: _____
Contractor

ATTEST:

State of _____ County of _____

On this _____ DAY OF _____, 2_____, before the undersigned, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared _____ known to me to be the _____ Contractor named in the foregoing Release, and whose name is subscribed thereto, and acknowledged to me that said Contractor executed the said Release.

Notary Public in and for said County and State

CERTIFICATE OF COMPLIANCE

Materials and Workmanship Compliance

For Contract or Task _____

I certify that the material listed below complies with the materials and workmanship requirements of the Caltrans Contract Plans, Special Provisions, Standard Specifications, and Standard Plans for the contract listed above.

I also certify that I am an official representative for _____, the manufacturer of the material listed above. Furthermore, I certify that where California test methods, physical or chemical test requirements are part of the specifications, that the manufacturer has performed the necessary quality control to substantiate this certification.

Material Description:

Manufacturer: _____
Model: _____
Serial Number (if applicable) _____
Quantity to be supplied: _____
Remarks: _____

Signed by: _____

Printed Name: _____

Title: _____

Company: _____

Date: _____

City of San Diego

**Public Works Department
CONSTRUCTION MANAGEMENT AND FIELD SERVICES**

NOTICE OF MATERIALS TO BE USED

To: _____ Date: _____, 20____

Resident Engineer

You are hereby notified that the materials required for use under Contract No. _____
for construction of _____

_____ in the City of San Diego, will be obtained from sources herein designated.

CONTRACT ITEM NO. (Bid Item)	KIND OF MATERIAL (Category)	NAME AND ADDRESS WHERE MATERIAL CAN BE INSPECTED (At Source)

It is requested that you arrange for a sampling, testing, and inspection of the materials prior to delivery, in accordance with Section 4 - CONTROL OF MATERIALS of the WHITEBOOK, where it is practicable, and in accordance with your policy. It is understood that source inspection does not relieve the Contractor of full responsibility for incorporating in the work, materials that comply in all respects with the contract plans and specifications, nor does it preclude subsequent rejection of materials found to be undesirable or unsuitable.

Distribution:

Supplier

Signature of Supplier

Address

LIST OF SUBCONTRACTORS

***** PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY *** TO BE SUBMITTED IN ELECTRONIC FORMAT ONLY *** SEE INSTRUCTIONS TO BIDDERS, FOR FURTHER INFORMATION**

In accordance with the requirements of the "Subletting and Subcontracting Fair Practices Act", Section 4100, of the California Public Contract Code (PCC), the Bidder is to list below the name, address and license number of each Subcontractor who will perform work, labor, render services or specially fabricate and install a portion [type] of the work or improvement, in an amount of or in excess of 0.5% of the Contractor's total Bid. Failure to comply with this requirement may result in the Bid being rejected as non-responsive. The Contractor is to list only one Subcontractor for each portion of the Work. The Bidder's attention is directed to the Special Provisions - Section 3-2, "SELF-PERFORMANCE", which stipulates the percentage of the Work to be performed with the Bidder's own forces. The Bidder is to also list all SLBE, ELBE, DBE, DVBE, MBE, WBE, OBE, SDB, WoSB, HUBZone, and SDVOSB Subcontractors for which the Bidders are seeking recognition towards achieving any mandatory, voluntary, or both subcontracting participation percentages.

NAME, ADDRESS AND TELEPHONE NUMBER OF SUBCONTRACTOR	CONSTRUCTOR OR DESIGNER	SUBCONTRACTOR LICENSE NUMBER	TYPE OF WORK	DOLLAR VALUE OF SUBCONTRACT	MBE, WBE, DBE, DVBE, OBE, ELBE, SLBE, SDB, WoSB, HUBZone, OR SDVOSB	WHERE CERTIFIED [Ⓢ]	CHECK IF JOINT VENTURE PARTNERSHIP
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Email: _____							
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Email: _____							

- Ⓢ As appropriate, Bidder shall identify Subcontractor as one of the following and shall include a valid proof of certification (except for OBE, SLBE and ELBE):
- | | | | |
|---|--------|--|---------|
| Certified Minority Business Enterprise | MBE | Certified Woman Business Enterprise | WBE |
| Certified Disadvantaged Business Enterprise | DBE | Certified Disabled Veteran Business Enterprise | DVBE |
| Other Business Enterprise | OBE | Certified Emerging Local Business Enterprise | ELBE |
| Certified Small Local Business Enterprise | SLBE | Small Disadvantaged Business | SDB |
| Woman-Owned Small Business | WoSB | HUBZone Business | HUBZone |
| Service-Disabled Veteran Owned Small Business | SDVOSB | | |
- Ⓢ As appropriate, Bidder shall indicate if Subcontractor is certified by:
- | | | | |
|--|--------|--|----------|
| City of San Diego | CITY | State of California Department of Transportation | CALTRANS |
| California Public Utilities Commission | CPUC | | |
| State of California's Department of General Services | CADoGS | City of Los Angeles | LA |
| State of California | CA | U.S. Small Business Administration | SBA |

The Bidder will not receive any subcontracting participation percentages if the Bidder fails to submit the required proof of certification.

NAMED EQUIPMENT/MATERIAL SUPPLIER LIST

***** PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY *** TO BE SUBMITTED IN ELECTRONIC FORMAT ONLY *** SEE INSTRUCTIONS TO BIDDERS FOR FURTHER INFORMATION**

NAME, ADDRESS AND TELEPHONE NUMBER OF VENDOR/SUPPLIER	MATERIALS OR SUPPLIES	DOLLAR VALUE OF MATERIAL OR SUPPLIES	SUPPLIER (Yes/No)	MANUFACTURER (Yes/No)	MBE, WBE, DBE, DVBE, OBE, ELBE, SLBE, SDB, WoSB, HUBZone, OR SDVOSB ^①	WHERE CERTIFIED ^②
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Email: _____						
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Email: _____						

- ① As appropriate, Bidder shall identify Vendor/Supplier as one of the following and shall include a valid proof of certification (except for OBE, SLBE and ELBE):
- | | | | |
|---|--------|--|---------|
| Certified Minority Business Enterprise | MBE | Certified Woman Business Enterprise | WBE |
| Certified Disadvantaged Business Enterprise | DBE | Certified Disabled Veteran Business Enterprise | DVBE |
| Other Business Enterprise | OBE | Certified Emerging Local Business Enterprise | ELBE |
| Certified Small Local Business Enterprise | SLBE | Small Disadvantaged Business | SDB |
| Woman-Owned Small Business | WoSB | HUBZone Business | HUBZone |
| Service-Disabled Veteran Owned Small Business | SDVOSB | | |
- ② As appropriate, Bidder shall indicate if Vendor/Supplier is certified by:
- | | | | |
|--|--------|--|----------|
| City of San Diego | CITY | State of California Department of Transportation | CALTRANS |
| California Public Utilities Commission | CPUC | | |
| State of California's Department of General Services | CADoGS | City of Los Angeles | LA |
| State of California | CA | U.S. Small Business Administration | SBA |

The Bidder will not receive any subcontracting participation percentages if the Bidder fails to submit the required proof of certification.

ELECTRONICALLY SUBMITTED FORMS

THE FOLLOWING FORMS MUST BE SUBMITTED IN PDF FORMAT WITH BID SUBMISSION

The following forms are to be completed by the bidder and submitted (uploaded) electronically with the bid in PlanetBids.

- A. BID BOND – See Instructions to Bidders, Bidders Guarantee of Good Faith (Bid Security) for further instructions**
- B. CONTRACTOR’S CERTIFICATION OF PENDING ACTIONS**
- C. MANDATORY DISCLOSURE OF BUSINESS INTERESTS FORM**
- D. SUBCONTRACTOR LISTING (OTHER THAN FIRST TIER)**

Bids will not be accepted until ALL the above-named forms are submitted as part of the bid submittal

BID BOND

**See Instructions to Bidders, Bidder Guarantee of Good Faith
(Bid Security)**

KNOW ALL MEN BY THESE PRESENTS,

That Dick Miller, Inc. as Principal, and The Ohio Casualty Insurance Company as Surety, are held and firmly bound unto The City of San Diego hereinafter called "OWNER," in the sum of **10% OF THE TOTAL BID AMOUNT** for the payment of which sum, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

WHEREAS, said Principal has submitted a Bid to said OWNER to perform the WORK required under the bidding schedule(s) of the OWNER's Contract Documents entitled

Downtown Complete Streets Implementation (Phases 1A-1B-2A)

NOW THEREFORE, if said Principal is awarded a contract by said OWNER and, within the time and in the manner required in the "Notice Inviting Bids" enters into a written Agreement on the form of agreement bound with said Contract Documents, furnishes the required certificates of insurance, and furnishes the required Performance Bond and Payment Bond, then this obligation shall be null and void, otherwise it shall remain in full force and effect. In the event suit is brought upon this bond by said OWNER and OWNER prevails, said Surety shall pay all costs incurred by said OWNER in such suit, including a reasonable attorney's fee to be fixed by the court.

SIGNED AND SEALED, this 15th day of July, 2019

Dick Miller, Inc. (SEAL)
(Principal)

The Ohio Casualty Insurance Company (SEAL)
(Surety)

By: [Signature]
(Signature)

By: [Signature]
(Signature) Bart Stewart, Attorney-in-Fact

(SEAL AND NOTARIAL ACKNOWLEDGEMENT OF SURETY)

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 8090469

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS. That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Molly Cashman; Bart Stewart

all of the city of Encinitas state of CA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seats of the Companies have been affixed thereto this 9th day of May, 2018



The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company

By: David M. Carey
David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 9th day of May, 2018, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes herein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 15th day of July, 2019



By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

ALL- PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

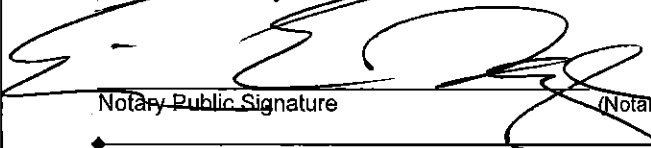
County of San Diego }

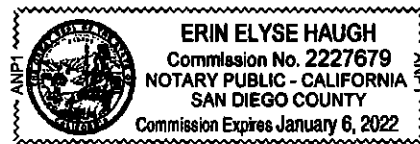
On 07/15/2019 before me, Erin Elyse Haugh, Notary Public,
(Here insert name and title of the officer)

personally appeared Bart Stewart,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) (s) are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.


Notary Public Signature (Notary Public Seal)



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date _____

CAPACITY CLAIMED BY THE SIGNER

- Individual (s)
- Corporate Officer
- _____ (Title)
- Partner(s)
- Attorney-in-Fact
- Trustee(s)
- Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they~~, is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

CONTRACTOR'S CERTIFICATION OF PENDING ACTIONS

As part of its bid or proposal (Non-Price Proposal in the case of Design-Build contracts), the Bidder shall provide to the City a list of all instances within the past 10 years where a complaint was filed or pending against the Bidder in a legal or administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers, and a description of the status or resolution of that complaint, including any remedial action taken.

CHECK ONE BOX ONLY.



The undersigned certifies that within the past 10 years the Bidder has NOT been the subject of a complaint or pending action in a legal administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers.



The undersigned certifies that within the past 10 years the Bidder has been the subject of a complaint or pending action in a legal administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers. A description of the status or resolution of that complaint, including any remedial action taken and the applicable dates is as follows:

DATE OF CLAIM	LOCATION	DESCRIPTION OF CLAIM	LITIGATION (Y/N)	STATUS	RESOLUTION/REMEDIAL ACTION TAKEN

Contractor Name: DICK MILLER INC

Certified By GLEN BULLOCK
Name

Title PRESIDENT/OWNER

[Signature]
Signature

Date 7-29-19

USE ADDITIONAL FORMS AS NECESSARY

Mandatory Disclosure of Business Interests Form

BIDDER/PROPOSER INFORMATION

Legal Name <u>DICK MILLER INC</u>	DBA
Street Address <u>930 BOARDWALK SUITE H</u>	City <u>SAN MARCOS</u>
	State <u>CA</u>
	Zip <u>92078</u>
Contact Person, Title <u>GLEN BULLOCK</u>	Phone <u>760 471 6842</u>
	Fax <u>760 471 6178</u>

Provide the name, identity, and precise nature of the interest* of all persons who are directly or indirectly involved** in this proposed transaction (SDMC § 21.0103).

* The precise nature of the interest includes:

- the percentage ownership interest in a party to the transaction,
- the percentage ownership interest in any firm, corporation, or partnership that will receive funds from the transaction,
- the value of any financial interest in the transaction,
- any contingent interest in the transaction and the value of such interest should the contingency be satisfied, and
- any philanthropic, scientific, artistic, or property interest in the transaction.

** Directly or indirectly involved means pursuing the transaction by:

- communicating or negotiating with City officers or employees,
- submitting or preparing applications, bids, proposals or other documents for purposes of contracting with the City, or
- directing or supervising the actions of persons engaged in the above activity.

Name <u>GLEN BULLOCK</u>	Title/Position <u>PRESIDENT OWNER SECRETARY</u>
-----------------------------	--

City and State of Residence <u>SAN MARCOS, CA</u>	Employer (if different than Bidder/Proposer)
--	--

Interest in the transaction <u>GENERAL CONTRACTOR</u>
--

Name	Title/Position
------	----------------

City and State of Residence	Employer (if different than Bidder/Proposer)
-----------------------------	--

Interest in the transaction

* Use Additional Pages if Necessary *

Under penalty of perjury under the laws of the State of California, I certify that I am responsible for the completeness and accuracy of the responses contained herein, and that all information provided is true, full and complete to the best of my knowledge and belief. I agree to provide written notice to the Mayor or Designee within five (5) business days if, at any time, I learn that any portion of this Mandatory Disclosure of Business Interests Form requires an updated response. Failure to timely provide the Mayor or Designee with written notice is grounds for Contract termination.

<u>GLEN F. BULLOCK</u>		<u>7-29-19</u>
Print Name, Title <u>PRESIDENT</u>	Signature	Date

Failure to sign and submit this form with the bid/proposal shall make the bid/proposal non-responsive. In the case of an informal solicitation, the contract will not be awarded unless a signed and completed Mandatory Disclosure of Business Interests Form is submitted.

SUBCONTRACTOR LISTING

(OTHER THAN FIRST TIER)

Pursuant to California Senate Bill 96 and in accordance with the requirements of Labor Code sections 1771.1 and 1725.5, by submitting a bid or proposal to the City, Contractor is certifying that he or she has verified that all subcontractors used on this public work project are registered with the California Department of Industrial Relations (DIR). **The Bidder is to list below the name, address, license number, DIR registration number of any (known tiered subcontractor) - who will perform work, labor, render services or specially fabricate and install a portion [type] of the work or improvement pursuant to the contract. If none are known at this time, mark the table below with non-applicable (N/A).**

NAME, ADDRESS AND TELEPHONE NUMBER OF SUBCONTRACTOR	CONSTRUCTOR OR DESIGNER	DIR REGISTRATION NUMBER	SUBCONTRACTOR LICENSE NUMBER	TYPE OF WORK
Name: <u>PERRY ELECTRIC</u> Address: <u>PO BOX 710130</u> City: <u>SANTEE</u> State: <u>CA</u> Zip: <u>92072</u> Phone: <u>619-449-0045</u> Email: <u>TPERRY@PERRYELCTRICSD.COM</u>	CONSTRUCTOR	1000012332	747931	ELECTRICAL PARTIAL
Name: <u>ALL AMERICAN ASPHALT SOUTH</u> Address: <u>14436 SANTA ANA AVE</u> City: <u>FONTANA</u> State: <u>CA</u> Zip: <u>92337</u> Phone: <u>909-427-8276</u> Email: <u>LYLES@AMERICANASPHALTSOUTH.COM</u>	CONSTRUCTOR	1000000645	784969	APSHALT SLURRY PARTIAL
Name: <u>SRM CONTRACTING</u> Address: <u>7192 MISSION GORGE RD</u> City: <u>SAN DIEGO</u> State: <u>CA</u> Zip: <u>92120</u> Phone: <u>619-265-0955</u> Email: <u>CLARUE@SRMCP.COM</u>	CONSTRUCTOR	1000003711	626277	ASPHALT PARTIAL
Name: <u>STATEWIDE STRIPE</u> Address: <u>PO BOX 600710</u> City: <u>SAN DIEGO</u> State: <u>CA</u> Zip: <u>92160</u> Phone: <u>858-560-6887</u> Email: <u>SEAN@STATEWIDESTRIPES.COM</u>	CONSTRUCTOR	1000001334	788286	STRIPING PARTIAL

**** USE ADDITIONAL FORMS AS NECESSARY ****

Bid Results

Bidder Details

Vendor Name Dick Miller Inc.
Address 930 Boardwalk, Suite H
 San Marcos, CA 92078
 United States
Respondee Glen Bullock
Respondee Title President - Owner
Phone 760-471-6842 Ext.
Email gbullock@dmiusa.net
Vendor Type CAU,MALE,PQUAL,SLBE,DVBE,CADIR,SDVSB,Local
License # 380204
CADIR 1000004547

Bid Detail

Bid Format Electronic
Submitted July 30, 2019 12:38:49 PM (Pacific)
Delivery Method
Bid Responsive
Bid Status Submitted
Confirmation # 186191
Ranking 0

Respondee Comment

Buyer Comment

Attachments

File Title	File Name	File Type
pending actions	cert of pending actions.pdf	CONTRACTOR'S CERTIFICATION OF PENDING ACTIONS
mandatory disclosure	mandatory disclosure of business interest.pdf	MANDATORY DISCLOSURE OF BUSINESS INTERESTS FORM
SUB LIST	SUB LIST COMPLETE.pdf	SUBCONTRACTOR LISTING (OTHER THAN FIRST TIER)
bid bond	signed bid bond.pdf	Bid Bond

Line Items

Type	Item Code	UOM	Qty	Unit Price	Line Total	Comment
Main Bid						
1	Bonds (Payment and Performance)					
	524126	LS	1	\$40,222.90	\$40,222.90	
2	New Sign					
	238990	EA	135	\$120.75	\$16,301.25	
3	New Sign and Post					
	238990	EA	71	\$283.50	\$20,128.50	

Bid Results

Type	Item Code	UOM	Qty	Unit Price	Line Total	Comment
4	Removal of Existing Sign					
	238990	EA	52	\$42.00	\$2,184.00	
5	Removal of Existing Sign and Post					
	238990	EA	35	\$78.75	\$2,756.25	
6	Remove and Relocate Existing Sign and Post					
	238990	EA	1	\$236.25	\$236.25	
7	Mobilization					
	237310	LS	1	\$115,000.00	\$115,000.00	
8	Field Orders (EOC) Type II					
		AL	1	\$150,000.00	\$150,000.00	
9	Excavate and Export (Unclassified)					
	237310	CY	178	\$28.00	\$4,984.00	
10	Adjust Existing Water Meter Box Frame and Cover to Grade					
	237310	EA	1	\$250.00	\$250.00	
11	Asphalt Pavement Repair					
	237310	TON	20	\$219.00	\$4,380.00	
12	Class II Aggregate Base					
	237310	TON	226	\$38.00	\$8,588.00	
13	Crack Seal					
	237310	LB	5561	\$5.43	\$30,196.23	
14	Rubber Polymer Modified Slurry (RPMS) Type I					
	237310	SF	309217	\$0.32	\$98,949.44	
15	Rubber Polymer Modified Slurry (RPMS) Type II					
	237310	SF	328249	\$0.33	\$108,322.17	
16	Rubber Polymer Modified Slurry (RPMS) Type III					
	237310	SF	21550	\$0.66	\$14,223.00	
17	Asphalt Concrete Overlay (2 Inch)					
	237310	TON	2075	\$119.00	\$246,925.00	
18	Asphalt Concrete Overlay (4 Inch)					
	237310	TON	20	\$205.00	\$4,100.00	
19	Asphalt Concrete Dike (Type-A)					
	237310	LF	178	\$22.00	\$3,916.00	

Bid Results

Type	Item Code	UOM	Qty	Unit Price	Line Total	Comment
20	Additional Sidewalk					
	237310	SF	500	\$15.00	\$7,500.00	
21	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles					
	237310	EA	90	\$4,800.00	\$432,000.00	
22	Curb Ramp Type B with Stainless Steel Detectable Warning Tiles					
	237310	EA	22	\$4,700.00	\$103,400.00	
23	Curb Ramp Type C2 with Stainless Steel Detectable Warning Tiles					
	237310	EA	1	\$4,300.00	\$4,300.00	
24	Curb Ramp Type A/C2 Combo with Stainless Steel Detectable Warning Tiles					
	237310	EA	1	\$6,950.00	\$6,950.00	
25	Curb Ramp Case C with Stainless Steel Detectable Warning Tiles					
	237310	EA	2	\$4,300.00	\$8,600.00	
26	Pop Out and Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Southeast Corner of E Street and 6th Avenue					
	237310	LS	1	\$14,800.00	\$14,800.00	
27	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northwest Corner of Market Street and 6th Avenue					
	237310	EA	1	\$10,900.00	\$10,900.00	
28	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northwest Corner of Broadway and 6th Avenue					
	237310	EA	1	\$10,900.00	\$10,900.00	
29	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northwest Corner of Broadway and 5th Avenue					
	237310	EA	1	\$10,900.00	\$10,900.00	
30	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Southwest Corner of Broadway and Broadway Circle					
	237310	EA	1	\$10,900.00	\$10,900.00	
31	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Southeast Corner of Broadway and Broadway Circle					
	237310	EA	1	\$10,900.00	\$10,900.00	
32	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northeast Corner of J Street and 4th Avenue					
	237310	EA	1	\$10,900.00	\$10,900.00	
33	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northwest Corner of J Street and 4th Avenue					
	237310	EA	1	\$10,900.00	\$10,900.00	
34	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Southeast Corner of A Street and Columbia Street					
	237310	EA	1	\$10,900.00	\$10,900.00	
35	Detectable Warning Tile (DWT) Installation - Retrofit at Southeast Corner of J Street and 7th Avenue					
	237310	EA	1	\$6,700.00	\$6,700.00	

Bid Results

Type	Item Code	UOM	Qty	Unit Price	Line Total	Comment
36	Detectable Warning Tile (DWT) Installation - Retrofit at Northeast Corner of Broadway and 3rd Avenue					
	237310	EA	1	\$6,700.00	\$6,700.00	
37	Historical and Contractor Date Stamps and Impressions					
	237310	EA	6	\$200.00	\$1,200.00	
38	Cross Gutter					
	237310	SF	1425	\$19.00	\$27,075.00	
39	Removal of Traffic Striping and Curb Markings					
	237310	LF	2308	\$5.78	\$13,340.24	
40	Removal of Green Paint Treatment					
	237310	SF	1200	\$2.62	\$3,144.00	
41	Removal of Pavement Markers					
	237310	EA	533	\$1.16	\$618.28	
42	Painted Traffic Stripes and Painted Curb Markings					
	237310	LS	1	\$7,717.50	\$7,717.50	
43	Painted Pavement Markings					
	237310	SF	323	\$3.15	\$1,017.45	
44	Green Paint Treatment					
	237310	SF	5096	\$0.84	\$4,280.64	
45	Parking Space Marking					
	237310	EA	114	\$42.00	\$4,788.00	
46	Angled Parking Stall Markings					
	237310	LF	3695	\$0.79	\$2,919.05	
47	Thermoplastic Traffic Striping					
	237310	LF	5976	\$1.84	\$10,995.84	
48	Removal of Thermoplastic Traffic Striping					
	237310	LF	362	\$1.05	\$380.10	
49	Removal of Thermoplastic Pavement Markings					
	237310	SF	272	\$2.52	\$685.44	
50	Continental Crosswalks					
	237310	SF	10980	\$2.89	\$31,732.20	
51	Thermoplastic Pavement Markings					
	237310	SF	3627	\$5.51	\$19,984.77	

Bid Results

Type	Item Code	UOM	Qty	Unit Price	Line Total	Comment
52	Retroreflective Pavement Marker					
	237310	EA	6134	\$2.84	\$17,420.56	
53	Adjust Existing Gate Valve Frame and Cover to Grade					
	237310	EA	94	\$150.00	\$14,100.00	
54	Adjust Existing Manhole Frame and Cover to Grade					
	237310	EA	67	\$900.00	\$60,300.00	
55	Adjust Survey Monument to Grade					
	237310	EA	9	\$250.00	\$2,250.00	
56	Cold Mill AC Pavement (2 Inch)					
	237310	SF	168247	\$0.45	\$75,711.15	
57	Traffic Detector Loop and Appurtenance (Type E)					
	237310	EA	4	\$787.50	\$3,150.00	
58	Traffic Detector Loop and Appurtenance (Type E Modified)					
	237310	EA	1	\$787.50	\$787.50	
59	Traffic Detector Loop and Appurtenance (Type Q)					
	237310	EA	2	\$787.50	\$1,575.00	
60	Flexible Delineators					
	237310	EA	376	\$157.50	\$59,220.00	
61	MTS Right of Entry Permit (EOC Type I)					
	237110	AL	1	\$1,500.00	\$1,500.00	
62	Traffic Control and Working Drawings					
	541330	LS	1	\$199,400.00	\$199,400.00	
63	Pedestrian Barricade (Type A)					
	237310	EA	3	\$735.00	\$2,205.00	
64	2 Inch PVC Conduit per City Standards					
	238210	LF	70	\$210.00	\$14,700.00	
65	Install Conduit into Exist Pull Box (CB)					
	238210	EA	11	\$787.50	\$8,662.50	
66	10 Foot Type 1-A Pole and Foundation					
	238210	EA	12	\$3,412.50	\$40,950.00	
67	TV-1-T Vehicular Signal (3-Section Bicycle Headwith Sign)					
	238210	EA	1	\$1,680.00	\$1,680.00	

Bid Results

Type	Item Code	UOM	Qty	Unit Price	Line Total	Comment
68	TV-2-T Vehicular Signal (3-Section Bicycle Heads with Sign)					
	238210	EA	9	\$1,890.00	\$17,010.00	
69	SV-2-TA Vehicular Signal (One 3-Section Bicycle Heads and One 3-Section Head)					
	238210	EA	3	\$1,890.00	\$5,670.00	
70	SV-2-TA Vehicular Signal (Two 3-Section Hawk Heads)					
	238210	EA	1	\$1,890.00	\$1,890.00	
71	SV-2-TB Vehicular Signal (One 3-Section Bicycle Head with Signs and One 3-Section Head)					
	238210	EA	2	\$1,890.00	\$3,780.00	
72	SV-3-TC Vehicular Signal (Two 3-Section Bicycle Heads with Signs and One 3-Section Head)					
	238210	EA	11	\$2,625.00	\$28,875.00	
73	8" MAS Bicycle Signal (3-Section Head with Sign)					
	238210	EA	5	\$1,050.00	\$5,250.00	
74	12" MAS Vehicular Signal (Hawk Head)					
	238210	EA	1	\$1,155.00	\$1,155.00	
75	Remove and Salvage Existing Mast Arm Sign					
	238210	EA	6	\$262.50	\$1,575.00	
76	Sign Mounted on Signal Mast Arm					
	238210	EA	16	\$525.00	\$8,400.00	
77	Type Y-INT - 4000K LED Luminaire with Adaptive Control					
	238210	EA	10	\$1,260.00	\$12,600.00	
78	Replace Exist Mast Arm with New 20' Signal Mast Arm					
	238210	EA	2	\$3,360.00	\$6,720.00	
79	TV-3-T Vehicular Signal (Two 3-Section Bicycle Heads with Signs and One 3-Section Head)					
	238210	EA	6	\$2,625.00	\$15,750.00	
80	SV-2-TB Vehicular Signal (Two 3-Section Bicycle Heads with Signs)					
	238210	EA	6	\$1,890.00	\$11,340.00	
81	SV-3-TB Vehicular Signal (One Flashing Red Head with Signs and Two 3-Section Heads)					
	238210	EA	1	\$2,887.50	\$2,887.50	
82	SV-3-TB Vehicular Signal (Two 3-Section Bicycle Heads with Signs and One 3-Section Head)					
	238210	EA	1	\$2,887.50	\$2,887.50	
83	12" MAS Vehicular Signal (3-Section Head)					
	238210	EA	3	\$1,155.00	\$3,465.00	

Bid Results

Type	Item Code	UOM	Qty	Unit Price	Line Total	Comment
84	TP-1-T Pedstrian Signal					
	238210	EA	2	\$1,260.00	\$2,520.00	
85	WPCP Development					
	541330	LS	1	\$4,500.69	\$4,500.69	
86	WPCP Implementation					
	237310	LS	1	\$16,300.00	\$16,300.00	
87	Permeable Interlocking Concrete Pavers					
	237310	SF	200	\$49.00	\$9,800.00	
Subtotal					\$2,345,678.90	
Total					\$2,345,678.90	

Subcontractors

Name & Address	Description	License Num	CADIR	Amount	Type
Statewide Stripes, Inc. PO BOX 600710 San Diego, CA 92160 United States	ASPHALT STRIPING	788286	1000001334	\$211,824.05	
Perry Electric P.O. Box 710310 Santee, CA 92072 United States	ELECTRICAL	747931	1000012332	\$203,280.00	
SRM Contracting & Paving 1508 West Mission Rd Escondido, CA 92029 United States	ASPHALT	626277	1000003711	\$217,300.65	
All American Asphalt South 14436 SANTA ANA AVE FONTANA, CA 92337 United States	asphalt crack slurry	784969	1000000645	\$250,301.79	

Line Totals (Unit Price * Quantity)								
Item Num	Section	Item Code	Description	Reference	Unit of Measure	Quantity	Dick Miller Inc. - Unit Price	Dick Miller Inc. - Line Total
1	Main Bid	524126	Bonds (Payment and Performance)	1-7.2.1	LS	1	\$40,222.90	\$40,222.90
2	Main Bid	238990	New Sign	7-3.1	EA	135	\$120.75	\$16,301.25
3	Main Bid	238990	New Sign and Post	7-3.1	EA	71	\$283.50	\$20,128.50
4	Main Bid	238990	Removal of Existing Sign	7-3.1	EA	52	\$42.00	\$2,184.00
5	Main Bid	238990	Removal of Existing Sign and Post	7-3.1	EA	35	\$78.75	\$2,756.25
6	Main Bid	238990	Remove and Relocate Existing Sign and Post	7-3.1	EA	1	\$236.25	\$236.25
7	Main Bid	237310	Mobilization	7-3.4.1	LS	1	\$115,000.00	\$115,000.00
8	Main Bid		Field Orders (EOC) Type II	7-3.9	AL	1	\$150,000.00	\$150,000.00
9	Main Bid	237310	Excavate and Export (Unclassified)	300-2.9	CY	178	\$28.00	\$4,984.00
10	Main Bid	237310	Adjust Existing Water Meter Box Frame and Cover to Grade	306-3.3.4	EA	1	\$250.00	\$250.00
11	Main Bid	237310	Asphalt Pavement Repair	301-1.7	TON	20	\$219.00	\$4,380.00

12	Main Bid	237310	Class II Aggregate Base	301-2.4	TON	226	\$38.00	\$8,588.00
13	Main Bid	237310	Crack Seal	302-15.5	LB	5561	\$5.43	\$30,196.23
14	Main Bid	237310	Rubber Polymer Modified Slurry (RPMS) Type I	302-4.12.4	SF	309217	\$0.32	\$98,949.44
15	Main Bid	237310	Rubber Polymer Modified Slurry (RPMS) Type II	302-4.12.4	SF	328249	\$0.33	\$108,322.17
16	Main Bid	237310	Rubber Polymer Modified Slurry (RPMS) Type III	302-4.12.4	SF	21550	\$0.66	\$14,223.00
17	Main Bid	237310	Asphalt Concrete Overlay (2 Inch)	302-5.9	TON	2075	\$119.00	\$246,925.00
18	Main Bid	237310	Asphalt Concrete Overlay (4 Inch)	302-5.9	TON	20	\$205.00	\$4,100.00
19	Main Bid	237310	Asphalt Concrete Dike (Type-A)	302-5.9	LF	178	\$22.00	\$3,916.00
20	Main Bid	237310	Additional Sidewalk	303-5.10.2	SF	500	\$15.00	\$7,500.00
21	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles	303-5.10.2	EA	90	\$4,800.00	\$432,000.00

22	Main Bid	237310	Curb Ramp Type B with Stainless Steel Detectable Warning Tiles	303-5.10.2	EA	22	\$4,700.00	\$103,400.00
23	Main Bid	237310	Curb Ramp Type C2 with Stainless Steel Detectable Warning Tiles	303-5.10.2	EA	1	\$4,300.00	\$4,300.00
24	Main Bid	237310	Curb Ramp Type A/C2 Combo with Stainless Steel Detectable Warning Tiles	303-5.10.2	EA	1	\$6,950.00	\$6,950.00
25	Main Bid	237310	Curb Ramp Case C with Stainless Steel Detectable Warning Tiles	303-5.10.2	EA	2	\$4,300.00	\$8,600.00
26	Main Bid	237310	Pop Out and Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Southeast Corner of E Street and 6th Avenue	303-5.10.2	LS	1	\$14,800.00	\$14,800.00

27	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northwest Corner of Market Street and 6th Avenue	303-5.10.2	EA	1	\$10,900.00	\$10,900.00
28	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northwest Corner of Broadway and 6th Avenue	303-5.10.2	EA	1	\$10,900.00	\$10,900.00
29	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northwest Corner of Broadway and 5th Avenue	303-5.10.2	EA	1	\$10,900.00	\$10,900.00

30	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Southwest Corner of Broadway and Broadway Circle	303-5.10.2	EA	1	\$10,900.00	\$10,900.00
31	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Southeast Corner of Broadway and Broadway Circle	303-5.10.2	EA	1	\$10,900.00	\$10,900.00
32	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northeast Corner of J Street and 4th Avenue	303-5.10.2	EA	1	\$10,900.00	\$10,900.00

33	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Northwest Corner of J Street and 4th Avenue	303-5.10.2	EA	1	\$10,900.00	\$10,900.00
34	Main Bid	237310	Curb Ramp Type A with Stainless Steel Detectable Warning Tiles at Southeast Corner of A Street and Columbia Street	303-5.10.2	EA	1	\$10,900.00	\$10,900.00
35	Main Bid	237310	Detectable Warning Tile (DWT) Installation - Retrofit at Southeast Corner of J Street and 7th Avenue	303-5.10.2	EA	1	\$6,700.00	\$6,700.00

36	Main Bid	237310	Detectable Warning Tile (DWT) Installation - Retrofit at Northeast Corner of Broadway and 3rd Avenue	303-5.10.2	EA	1	\$6,700.00	\$6,700.00
37	Main Bid	237310	Historical and Contractor Date Stamps and Impressions	303-5.9	EA	6	\$200.00	\$1,200.00
38	Main Bid	237310	Cross Gutter	303-5.9	SF	1425	\$19.00	\$27,075.00
39	Main Bid	237310	Removal of Traffic Striping and Curb Markings	314-2.3	LF	2308	\$5.78	\$13,340.24
40	Main Bid	237310	Removal of Green Paint Treatment	314-2.3	SF	1200	\$2.62	\$3,144.00
41	Main Bid	237310	Removal of Pavement Markers	314-3.3	EA	533	\$1.16	\$618.28
42	Main Bid	237310	Painted Traffic Stripes and Painted Curb Markings	314-4.3.7	LS	1	\$7,717.50	\$7,717.50
43	Main Bid	237310	Painted Pavement Markings	314-4.3.7	SF	323	\$3.15	\$1,017.45
44	Main Bid	237310	Green Paint Treatment	314-4.3.7	SF	5096	\$0.84	\$4,280.64

45	Main Bid	237310	Parking Space Marking	314-4.3.7	EA	114	\$42.00	\$4,788.00
46	Main Bid	237310	Angled Parking Stall Markings	314-4.3.7	LF	3695	\$0.79	\$2,919.05
47	Main Bid	237310	Thermoplastic Traffic Striping	314-4.4.6	LF	5976	\$1.84	\$10,995.84
48	Main Bid	237310	Removal of Thermoplastic Traffic Striping	314-4.4.6	LF	362	\$1.05	\$380.10
49	Main Bid	237310	Removal of Thermoplastic Pavement Markings	314-4.4.6	SF	272	\$2.52	\$685.44
50	Main Bid	237310	Continental Crosswalks	314-4.4.6	SF	10980	\$2.89	\$31,732.20
51	Main Bid	237310	Thermoplastic Pavement Markings	314-4.4.6	SF	3627	\$5.51	\$19,984.77
52	Main Bid	237310	Retroreflective Pavement Marker	314-5.7	EA	6134	\$2.84	\$17,420.56
53	Main Bid	237310	Adjust Existing Gate Valve Frame and Cover to Grade	403-5	EA	94	\$150.00	\$14,100.00
54	Main Bid	237310	Adjust Existing Manhole Frame and Cover to Grade	403-5	EA	67	\$900.00	\$60,300.00
55	Main Bid	237310	Adjust Survey Monument to Grade	403-5	EA	9	\$250.00	\$2,250.00

56	Main Bid	237310	Cold Mill AC Pavement (2 Inch)	404-12	SF	168247	\$0.45	\$75,711.15
57	Main Bid	237310	Traffic Detector Loop and Appurtenance (Type E)	404-12	EA	4	\$787.50	\$3,150.00
58	Main Bid	237310	Traffic Detector Loop and Appurtenance (Type E Modified)	404-12	EA	1	\$787.50	\$787.50
59	Main Bid	237310	Traffic Detector Loop and Appurtenance (Type Q)	404-12	EA	2	\$787.50	\$1,575.00
60	Main Bid	237310	Flexible Delineators	601-3.6.1.1	EA	376	\$157.50	\$59,220.00
61	Main Bid	237110	MTS Right of Entry Permit (EOC Type I)	600-5	AL	1	\$1,500.00	\$1,500.00
62	Main Bid	541330	Traffic Control and Working Drawings	601-7	LS	1	\$199,400.00	\$199,400.00
63	Main Bid	237310	Pedestrian Barricade (Type A)	701-2	EA	3	\$735.00	\$2,205.00
64	Main Bid	238210	2 Inch PVC Conduit per City Standards	701-2	LF	70	\$210.00	\$14,700.00
65	Main Bid	238210	Install Conduit into Exist Pull Box (CB)	701-2	EA	11	\$787.50	\$8,662.50

66	Main Bid	238210	10 Foot Type 1-A Pole and Foundation	701-2	EA	12	\$3,412.50	\$40,950.00
67	Main Bid	238210	TV-1-T Vehicular Signal (3-Section Bicycle Headwith Sign)	701-2	EA	1	\$1,680.00	\$1,680.00
68	Main Bid	238210	TV-2-T Vehicular Signal (3-Section Bicycle Heads with Sign)	701-2	EA	9	\$1,890.00	\$17,010.00
69	Main Bid	238210	SV-2-TA Vehicular Signal (One 3-Section Bicycle Heads and One 3-Section Head)	701-2	EA	3	\$1,890.00	\$5,670.00
70	Main Bid	238210	SV-2-TA Vehicular Signal (Two 3-Section Hawk Heads)	701-2	EA	1	\$1,890.00	\$1,890.00
71	Main Bid	238210	SV-2-TB Vehicular Signal (One 3-Section Bicycle Head with Signs and One 3-Section Head)	701-2	EA	2	\$1,890.00	\$3,780.00

72	Main Bid	238210	SV-3-TC Vehicular Signal (Two 3-Section Bicycle Heads with Signs and One 3-Section Head)	701-2	EA	11	\$2,625.00	\$28,875.00
73	Main Bid	238210	8" MAS Bicycle Signal (3-Section Head with Sign)	701-2	EA	5	\$1,050.00	\$5,250.00
74	Main Bid	238210	12" MAS Vehicular Signal (Hawk Head)	701-2	EA	1	\$1,155.00	\$1,155.00
75	Main Bid	238210	Remove and Salvage Existing Mast Arm Sign	701-2	EA	6	\$262.50	\$1,575.00
76	Main Bid	238210	Sign Mounted on Signal Mast Arm	701-2	EA	16	\$525.00	\$8,400.00
77	Main Bid	238210	Type Y-INT - 4000K LED Luminaire with Adaptive Control	701-2	EA	10	\$1,260.00	\$12,600.00
78	Main Bid	238210	Replace Exist Mast Arm with New 20' Signal Mast Arm	701-2	EA	2	\$3,360.00	\$6,720.00

79	Main Bid	238210	TV-3-T Vehicular Signal (Two 3-Section Bicycle Heads with Signs and One 3-Section Head)	701-2	EA	6	\$2,625.00	\$15,750.00
80	Main Bid	238210	SV-2-TB Vehicular Signal (Two 3-Section Bicycle Heads with Signs)	701-2	EA	6	\$1,890.00	\$11,340.00
81	Main Bid	238210	SV-3-TB Vehicular Signal (One Flashing Red Head with Signs and Two 3-Section Heads)	701-2	EA	1	\$2,887.50	\$2,887.50
82	Main Bid	238210	SV-3-TB Vehicular Signal (Two 3-Section Bicycle Heads with Signs and One 3-Section Head)	701-2	EA	1	\$2,887.50	\$2,887.50
83	Main Bid	238210	12" MAS Vehicular Signal (3-Section Head)	701-2	EA	3	\$1,155.00	\$3,465.00

84	Main Bid	238210	TP-1-T Pedstrian Signal	701-2	EA	2	\$1,260.00	\$2,520.00
85	Main Bid	541330	WPCP Development	1001-4.2	LS	1	\$4,500.69	\$4,500.69
86	Main Bid	237310	WPCP Implementation	1001-4.2	LS	1	\$16,300.00	\$16,300.00
87	Main Bid	237310	Permeable Interlocking Concrete Pavers	1002-1.6	SF	200	\$49.00	\$9,800.00
							Subtotal	\$2,345,678.90
							Total	\$2,345,678.90