

**FINAL**

**MASTER ENVIRONMENTAL IMPACT REPORT**

**for the**

**CENTRE CITY REDEVELOPMENT PROJECT  
AND ADDRESSING THE  
CENTRE CITY COMMUNITY PLAN  
AND RELATED DOCUMENTS**

**(SCH# 90010898)**

**April 1992**

**FINAL**  
**MASTER ENVIRONMENTAL IMPACT REPORT**  
**for the**  
**CENTRE CITY REDEVELOPMENT PROJECT**  
**AND ADDRESSING THE**  
**CENTRE CITY COMMUNITY PLAN**  
**AND RELATED DOCUMENTS**

**(SCH# 90010898)**

Prepared by  
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Preparation Administered by  
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Environmental Consultant  
**OGDEN ENVIRONMENTAL**  
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San Diego, California 92121

APRIL 1992

**Attachment  
to the  
Draft Master Environmental Impact Report  
for the  
Proposed Centre City Redevelopment Project,  
the Centre City Community Plan  
and Other Related Documents**

This Attachment contains information regarding the public review of the Draft Master Environmental Impact Report (MEIR) for the Proposed Centre City Redevelopment Project, the Centre City Community Plan, and Other Related Documents including the Centre City Parking Ordinance, the Centre City Transit Ordinance, the Centre City Streetscape Manual, the Centre City Planned District Ordinance, and the approval of a corresponding amendment of the City's Local Coastal Program. This Attachment contains a chronology of the public review process; a list of persons, agencies and organizations who received a copy of the Notice of Completion (NOC)/ Notice of Public Hearing and/or a copy of the Draft MEIR, and copies of the letters received during the public review process and the Agency's responses thereto. The Final MEIR is comprised of this Attachment and the Draft MEIR, including any revisions identified in the Response to Comments section of this Attachment.

**Public Review of the Draft MEIR**

A combined public Notice of Completion and Availability (NOC) of the Draft MEIR and Notice of Public Hearing was published in the San Diego Daily Transcript on January 3, 1992. The NOC and Notice of Public Hearing and/or copies of the Draft MEIR were sent to the persons specified on the mailing list contained in this Attachment and to the following:

- All property owners within the Project Area boundaries and within 300 feet of the Project Area boundaries;
- All City of San Diego Planning Commissioners and City Council Members; and
- The Board of Directors of the Centre City Development Corporation.

The Draft MEIR was circulated for a 45-day public review period both locally and through the State Clearinghouse. The public review period concluded on February 17, 1992. A total of twenty letters were received during the public review period. These letters and the responses thereto are included in this Attachment to the Final MEIR.

A Board Meeting was held on February 7, 1992 by the Centre City Development Corporation, a Planning Commission hearing was held on February 13, 1992, and a Joint City Council Redevelopment Agency hearing was held on February 18, 1992. These hearings were held for the purpose of receiving public testimony and comments on the environmental aspects of the information contained in the Draft MEIR. Comments on the Draft MEIR were received from:

- 1) Ms. Marina Hennighausen (spoke at the CCDC Board Meeting)
- 2) Mr. Wayne Buss (spoke at the Planning Commission hearing)

These comments were also submitted by Ms. Hennighausen and Mr. Buss in writing during the public review period, and are addressed in the Response to Comments Section, letters XIV, and XVII of this Attachment.

#### Results of Public Review of the Draft MEIR

As a result of the public review of the Draft MEIR, all mitigation measures identified in the Draft MEIR are retained as mitigation measures in the Final MEIR to be incorporated into the future implementation of the Centre City Redevelopment Project, the Centre City Community Plan, and other related documents.

January 3, 1992

NOTICE OF COMPLETION AND AVAILABILITY OF  
DRAFT MASTER ENVIRONMENTAL IMPACT REPORT  
FOR THE CENTRE CITY REDEVELOPMENT PROJECT  
AND CENTRE CITY COMMUNITY PLAN  
AND OTHER RELATED DOCUMENTS

NOTICE IS HEREBY GIVEN that the Redevelopment Agency of the City of San Diego ("Agency") has completed a Draft Master Environmental Impact Report for the Centre City Redevelopment Project, Centre City Community Plan and Other Related Documents ("MEIR"). The preparation of the Draft MEIR and the review thereof is being administered by the Centre City Development Corporation (CCDC). The Draft MEIR addresses the potential environmental impacts that would result from the update the Centre City Community Plan and the proposed merger and expansion of three existing redevelopment project areas in Centre City, from the 417 acres of land that currently comprise the Columbia, Gaslamp Quarter, and Marina Sub Areas to 1,398 acres of land – all of the Centre City Planning Area with the exception of: (1) the existing Horton Plaza Redevelopment Project, (2) seven properties with high-rise buildings along B Street, and (3) a small area in the southeast corner of the Planning Area (the Tenth Avenue Marine Terminal).

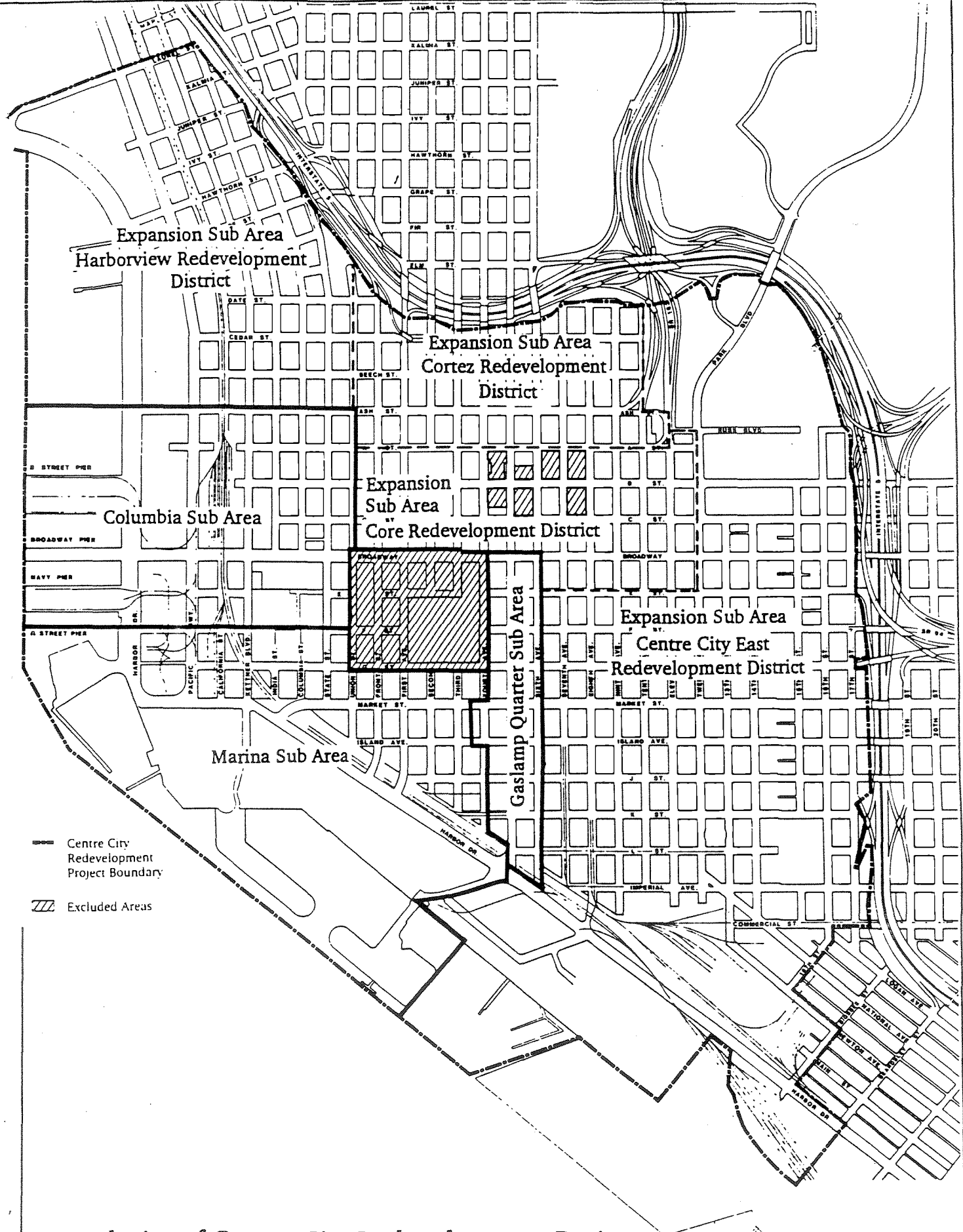
Approval of the following proposed plans and ordinances would be required to implement the proposed Centre City Community Plan and Redevelopment Plan:

- Centre City Community Plan (applies to Community Plan area);
- Centre City Parking Ordinance (applies to Community Plan area);
- Centre City Transit Ordinance (applies to Community Plan area);
- Centre City Streetscape Manual (applies to the Centre City Community Plan area, formerly Urban Design Program, Streetscape Manual Technical Supplement);
- Centre City Planned District Ordinance (applies to the Columbia Sub Area, the Horton Plaza Redevelopment Project area, and the entire Expansion Sub Area);
- Centre City Redevelopment Plan (consolidates and amends existing Columbia, Marina, and Gaslamp Quarter Redevelopment Plans and applies to the Redevelopment Project area); and
- Local Coastal Program Amendment (certification of area within Coastal Zone).

The Draft MEIR was filed with the Governor's Office of Planning and Research effective January 3, 1992 (SCH #90010898). The Draft MEIR addressing the potential significant environmental effects of the implementation of the Redevelopment Project, Centre City Community Plan and Related Documents is available for public review (or may be purchased for the cost of the printing) at the offices of the Centre City Development Corporation, 225 Broadway, Suite 1100, San Diego, California 92101, telephone 619/235-2200. The office is open Monday-Friday from 8:00 a.m. to 5:00 p.m. The Draft MEIR is also available for review at the downtown public library at 820 E Street, San Diego, California 92101.

Comments are hereby solicited regarding the information and analysis contained in the Draft MEIR. To be considered, comments must be received in writing by the Centre City Development Corporation at the above address no later than February 17, 1992. Written comments should be sent to the attention of Beverly Schroeder at CCDC. Any comments regarding this Draft MEIR will be a matter of public record, available to other agencies, organization and interested persons, and will become a part (along with responses thereto) of the Final MEIR.

This notice appeared in the San Diego Daily Transcript on January 3, 1992.



Boundaries of Centre City Redevelopment Project

CENTRE CITY REDEVELOPMENT PROJECT



<p>Federal Aviation Adm. AWE-530 P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009</p>	<p>Federal Highway Adm. Office of Plng &amp; Program Development 211 Main St., Rm 1100 San Francisco, CA 94105</p>	<p>Luis Misco Dept. of the Navy 555 W. Beech St., #101 San Diego, CA 92101-2937</p>
<p>Naval Fac. Eng. Command S.D. Br-Commanding Ofcr. 1220 Pacific Highway San Diego, CA 92101</p>	<p>U.S. Army Corps of Engineers San Diego Field Office 5626 Ruffin Road, #200 San Diego, CA 92123</p>	<p>Environ. Protection Agcy Region IX 215 Fremont Street San Francisco, CA 94105</p>
<p>J.S. Fish &amp; Wildlife Svc Office of Fish &amp; Wildlife 2800 Cottage Way, Rm. E-1823 Sacramento, CA 95825</p>	<p>Jack D. Kemmerly Dept of Transportation Division of Aeronautics P.O. Box 1499 Sacramento, CA 95807</p>	<p>CALTRANS District 11 Attn: Jim Chesire 2829 Juan Street San Diego, CA 92110</p>
<p>Housing &amp; Comm. Dev. Dept 1800 Third Street Sacramento, CA 95814</p>	<p>Public Utilities Commisson 1350 Front Street San Diego, CA 92101</p>	<p>Reg. Water Qual. Cntrl. Bd. 9771 Clairemont Mesa Blvd Suite B San Diego, CA 92124-1331</p>
<p>Charles Damm, S.C. Dir. Calif. Coastal Comm. San Diego District Camino del Rio N. #200 San Diego, CA 92108-3520</p>	<p>Richard J. Sommerville Air Pollution Cntrl Officer County of San Diego 9150 Chesapeake Drive San Diego, CA 92123-1095</p>	<p>Tim O'Connell Mayor's Office City of San Diego 202 C Street San Diego, CA 92101</p>
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<p>George Stevens Councilmember, 4th District City of San Diego 202 C Street, MS 10A San Diego, CA 92101</p>	<p>Tom Behr Councilmember, 5th District City of San Diego 202 C Street, MS 10A San Diego, CA 92101</p>	<p>Valerie Stallings Councilmember, 6th District City of San Diego 202 C Street, MS 10A San Diego, CA 92101</p>
<p>Judy McCarty Councilmember, 7th District City of San Diego 202 C Street, MS 10A San Diego, CA 92101</p>	<p>Jack McGrory City Manager City of San Diego 202 C Street, MS 9A San Diego, CA 92101</p>	<p>Severo Esquivel Deputy City Manager City of San Diego 202 C Street, MS 9A San Diego, CA 92101</p>
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<p>Citizens Coord. for Century            ---            El Prado            San Diego, CA 92120</p>	<p>American Inst. of Arch.            Executive Director            233 A Street, #207            San Diego, CA 92101</p>	<p>S.D. League of Women Voters            3620 30th Street, #D            San Diego, CA 92104</p>
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<p>Lee Grissom            Chamber of Commerce            110 West C Street, #1600            San Diego, CA 92101</p>	<p>Ernest Hahn            Centre City S.D. Plng.            P.O. Box 2009            Rancho Santa Fe, CA 92067</p>	<p>Cruz Rangel, Director            Harbor View Center            1960 National Avenue            San Diego, CA 92112</p>
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<p>Raymond DuVal            Catholic Comm. Services            349 Cedar Street            San Diego, CA 92101</p>	<p>Tom Sheffner            S.D. Taxpayers Assoc.            1010 Second Avenue            San Diego, CA 92101</p>	<p>Park Row Homeowners' Assn            701 Kettner Blvd.            San Diego, CA 92101</p>
<p>Bill Nelson            1020 Prospect Street, #407            La Jolla, CA 92037</p>	<p>Steve Hess            Catellus Development            550 West C Street, #1810            San Diego, CA 92101</p>	<p>Save Our Heritage Org.            Mary Dilligan, Exec. Dir.            P.O. Box 3571            San Diego, CA 92103</p>



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Planning Comm.  
Ten Copies

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San Diego, CA 92138

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San Diego, CA 92101

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(23) PAC Members

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Seltzer, Caplan, Wilkins & McMahon  
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Terry Flynn  
General Services  
NS 9B

Dave Schlesinger  
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MS 970

Janay Kruger  
Kruger Development Co.  
4660 La Jolla Village Drive  
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San Diego, CA 92122



STATE OF CALIFORNIA

PETE WILSON, Governor

## GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814

Feb 18, 1992

BEVERLY SCHROEDER  
CITY OF SAN DIEGO  
225 BROADWAY, SUITE 1100  
SAN DIEGO, CA 92101CENTRE CITY  
DEVELOPMENT  
CORPORATION

FEB 21 1992

Orig. To: BK  
Copy To: \_\_\_\_\_Subject: CENTRE CITY SAN DIEGO COMMUNITY PLAN UPDATE AND REVIEW  
SCH # 90010898

Dear BEVERLY SCHROEDER:

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

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

Sincerely,

David C. Nunenkamp  
Deputy Director, Permit Assistance

## I State Clearinghouse

I-1 The State Clearinghouse (SCH) acknowledges that CCDC has complied with the State Clearinghouse review requirements. Although the SCH indicates that no state agencies have submitted comments, one comment was received directly from the Department of Transportation, Division of Aeronautics. See following letter and response.

## DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS  
 1130 K STREET - 4th FLOOR  
 MAIL P O BOX 942873  
 SACRAMENTO CA 94273-0001  
 (916) 322-3090  
 TDD (916) 654-4014



January 28, 1992

CENTRE CITY  
 DEVELOPMENT  
 CORPORATION

FEB 07 1992

Ms. Beverly Schroeder  
 CCDC  
 225 Broadway, Suite 1100  
 San Diego, CA 92101

Orig. To:                       
 Copy To:                     

Dear Ms. Schroeder:

The City of San Diego's Redevelopment Agency's DEIR  
 for the Centre City Redevelopment Project and Centre City  
Community Plan and other Related Documents; SCH #90010898

The California Department of Transportation, Division of  
 Aeronautics, has reviewed the above-referenced document as required  
 by CEQA. The following comments are offered for your consideration.

The planning area for the Centre City Redevelopment Project  
 Area includes approximately 1,400 acres and is located southeast of  
 Lindbergh Field Airport. According to page 4.D-8 of the DEIR, "all  
 of the Harborview Redevelopment District, most of the Cortez  
 Redevelopment District, and the northern portions of the Centre City  
 East Redevelopment District, the Core Redevelopment District and the  
 Columbia Sub Area are within the 60 dBA CNEL." Page 4.D-8 also  
 states that only the "northern half of the Harborview Redevelopment  
 District (north of Cedar Street) and the northeast corner of the  
 Cortez Redevelopment District are within the 65 dBA CNEL" contour.

In reviewing the noise contours in Figure 4.D-3 of the DEIR, it  
 appears that the Harborview Redevelopment District is also affected  
 by the 70, 75 and 80 CNEL contours for Lindbergh Field. Figure  
 4.D-3 shows the 65 CNEL contour extending from south of Cedar Street  
 to south of Grape Street, the 70 CNEL impacting the area between Fir  
 and Hawthorne Streets and the 75 CNEL, the area from Hawthorne to  
 Juniper Streets. The 80 CNEL also appears to impact a small portion  
 of the northwesterly corner of the Harborview Redevelopment  
 District.

This is a concern since the DEIR, Figure J-4, proposes  
 "Residential Bonus Areas" in the Harborview Redevelopment District  
 north of Beech Street and south of Grape Street. As indicated in  
 Figure 4.D-3, while this would place a majority of the "Residential  
 Bonus Area" within the 65 CNEL, the very northern edge of this area  
 would be within the 70 and 75 CNEL contours. It is generally  
 recommended that new residential development not be permitted within  
 the 65 and greater CNEL. In addition, the area identified in Figure

II Department of Transportation - Division of Aeronautics

II-1 Comment noted. According to the Caltrans Division of Aeronautics Noise  
 Standards, Section 5014; highrise apartments and condominiums having an  
 interior CNEL of 45 dB or less in all habitable rooms are considered appropriate  
 land uses. Development proposed within the Harborview Sub Area will be  
 required to comply with applicable regulations with respect to noise.

Ms. Beverly Schroeder  
January 30, 1992  
Page 2

II-1 3-1 as "D. Mixed Use District" and the northerly portion of the area identified as "B. Recreation/Visitor/Marine District," appear to be located within the 70-80 CNEL contours.

II-2 The mitigation measures for aircraft noise, page 4.D-27, include a statement that aircraft noise is "likely to significantly impact all proposed useable outdoor living space within the 65 dBA CNEL aircraft noise contour". The EIR also states that these impacts may possibly be mitigated by the orientation of this outdoor space "so that it is shielded from direct exposure, although in some cases the impact may be unmitigable." We believe that it is more likely the cases which cannot be mitigated to a level of insignificance will include all not just "some cases." This measure does not provide any assurance that the impacts can be mitigated in outside living areas.

II-3 In addition, with respect to interior living spaces, we recommend that the word "can" be changed to "shall" in the sentence "Interior Noise levels for all proposed sensitive land uses (such as single and multi-family residences, hotels, and motels) within the 60 dBA CNEL aircraft noise contour can be mitigated by appropriate structural design." The structural design must also comply with noise insulation requirements of 45 dB or less. Finally, the need for avigation easements and buyer notification and the impacts associated with development within the 70, 75 and 80 CNEL must be addressed in the Final EIR.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the Final EIR.

Sincerely,

  
SANDY HESNARD  
Environmental Planner

cc: San Diego Port Authority  
San Diego County ALUC c/o SANDAG

II-2 Residential development within the 60 CNEL noise contour of Lindbergh Field may be significantly impacted by aircraft noise. A site specific noise study will be required to ensure that State and local exterior and interior noise standards are met. Some of the required usable exterior living space may be mitigated by orientation of the building to shield potential noise impacts. Where effective shielding is not possible, a significant unmitigable impact may remain. This can only be determined on a project-specific basis.

A site specific noise study shall be required for all residential development within the 60 CNEL noise contour. The study shall only be prepared when the building plans have been completed. In general, mitigation of interior noise impacts may be accomplished by providing for a closed window condition, that would include mechanical ventilation (heat pump, forced air unit, etc.). Heavy window glazing (i.e., dual glazing or 1/4" laminate) may be required. In areas where the CNEL may exceed 75, structural noise mitigation may also be required.

II-3 The text has been revised.

II-4 Interior and exterior noise levels at new residential development within the 60 CNEL noise contour must comply with California Administrative Code Title 24, the City of San Diego Noise Ordinance and the City of San Diego Transportation Element of the General Plan. Mitigation of noise impacts can be achieved by controlling noise at the source or by insertion of an effective noise barrier between the source and receptor. Avigation easements and buyer notification would provide the airport operator with documentation of a noise problem; however, they do not mitigate the noise impact.



# County of San Diego

NORMAN W. HICKEY  
CHIEF ADMINISTRATIVE OFFICER  
(619) 531-8290  
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CHIEF ADMINISTRATIVE OFFICE

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CENTRE CITY  
DEVELOPMENT  
CORPORATION

FEB 18 1992

Orig. To: BLS  
Copy To: \_\_\_\_\_

February 18, 1992

Beverly Schroeder  
Centre City Development Corporation  
225 Broadway  
Suite 1100  
San Diego, CA 92101-5074

RE: Comments Regarding Draft Master Environmental Impact Report for the  
Centre City Redevelopment Project and Centre City Community Plan

Dear Ms. Schroeder:

The Office of Special Projects has reviewed the Draft Master Environmental Impact Report (MEIR) for the Centre City Redevelopment Project and Centre City Community Plan with respect to its discussion of planning issues, detention and court facilities, and potential fiscal impacts. We have the following comments regarding those issues:

### PLANNING ISSUES

The planning components of the Draft MEIR are generally in conformance with the County's understanding of the Centre City Community Plan (as proposed). However, the following changes should be incorporated in the Final MEIR:

#### Page 3-12

III.1 Proposed pedestrian plazas at the west end of Cedar Street should be addressed under this section, as a future improvement linking the County Center/Little Italy transit station with Pacific Highway and the County Administration Center.

#### Page 4.A-3

III.2 The County should be added to the list of agencies which have planning jurisdiction in the Centre City area. Like the Navy, the County has planning jurisdiction over County-owned property in Centre City, as long as the development is for a County purpose.

#### Page 4.A-2

III.3 This figure should identify other County properties in Centre City in addition to the County Administration Center. For example, the Kettner property is also an example of a location where overlapping planning jurisdictions exist.

III County of San Diego

III-1 Proposed pedestrian plazas at the west end of Cedar Street are anticipated in the discussion of community parks - "the provision of community-based park and recreation facility which may include facilities at or in the vicinity of the County Administration Center, Broadway, and San Diego Bay, Fifth Avenue and San Diego, City College, the existing Civic Center site, and the proposed Civic Center site " The improvement of these community-based parks may incorporate the plazas that are included in the proposed Community Plan, page 144, of the Design Guidelines for the Pacific Highway - County Administration Center Design Zone.

III-2 The text has been revised to recognize that the County of San Diego has planning jurisdiction over County-owned properties used for a County purpose.

III-3 Figure 4.A-2 is intended to identify the major areas of land that are under planning jurisdictions other than the City of San Diego within the Planning Area. Individual parcels (other than the County Administration Center and the Navy Broadway Complex, which are significant land uses in the Planning Area) are not depicted.



Page 4.F-20

III.4 The document entitled "Design Guidelines for The Pacific Highway - County Administration Center Design Zone" should be listed among the urban design plans and documents applicable to Centre City. (It should be noted that the height restrictions on Pacific Highway, which are central to this design zone area, are mentioned on page 4.F-21).

III-4 The text has been revised to incorporate reference to the Design Guidelines for the Pacific Highway - County Administration Center Design Zone.

DETENTION AND COURT ISSUES

III.5 Section 4 of the Draft MEIR should be expanded to include the following language:

III-5 The text has been revised.

Due to court ordered population caps that went into effect in 1990, the County's jails generally stay within operational limits. Presently, the adult detention system can accommodate 4,500 arrestees. However, most misdemeanants are not booked due to a lack of jail beds. A new 2,000 bed jail at East Mesa is not fully operational due to a lack of funding. A new booking jail, to replace the antiquated Central Jail, is planned for the Kearney Mesa area in 1996. State Jail Bond funding is expected to pay for 60% of the projected \$50 million cost; however, there is no known source of County funds.

Due to a lack of funding, it is not possible to comprehensively address the overcrowded and poor conditions of the downtown courthouse. However, with the assistance of CCDC, the County has begun a project that by 1995 will contain 16 courtrooms and over 400,000 square feet of office space for the District Attorney and court support staff.

In approving the Downtown Court/Office Building, the County Board of Supervisors recognized that the amount of parking which the County could afford was insufficient to meet the parking demand associated with the facility. The proposed Downtown Court/Office Building provides for only 289 parking spaces. There is a parking demand for approximately 1,900 spaces. The total cost (i.e., hard and soft costs, financing costs) per space is estimated to be roughly \$25,000 to \$28,000. There is a need for approximately 1,600 additional spaces in a peripheral parking structure(s) which could cost in the range of \$40 million to \$45 million.

III.6 The Final MEIR should include Alternate Defense Counsel in the list of County departments which are responsible for regional public protection services.

REDEVELOPMENT PROJECT FISCAL IMPACT

The County is a major service provider within the Project Area. In addition to direct services such as public protection, health and social services which are discussed in the Draft MEIR, the County provides a broad range of community and general government services throughout the San Diego region. More than 91 percent of the net cost of County programs is dedicated to providing or supporting regional services. Implementation of the Centre City Redevelopment Project should be carried out in a manner which improves, rather than reduces, the County's ability to fund required services and facilities.

III.7 The County presently lacks adequate funds to provide necessary regional and unincorporated area services. The County's fiscal crisis is a function of many factors, including the extent to which municipal redevelopment projects have reduced the County's property tax base.

Implementation of the proposed Centre City Redevelopment Project will increase the demand for County regional services and associated capital facilities within the Project Area. The projected cost to serve the Project Area's existing population far exceeds projected County revenues. The increased demand, coupled with a loss of tax increment from establishment of the Redevelopment Project, would cause an additional significant, adverse impact on the County. The Final MEIR should include pass-through of tax increment as the means to mitigate adverse impacts on the County.

Services to Added Population

Based on information in the Draft MEIR and the Preliminary Report for the Centre City Redevelopment Project, it is forecast that the Project Area residential population will increase by 33,642, with 18,634 (55%) being the direct result of Agency redevelopment efforts and the balance attributable to new development that would occur without Agency intervention.

III.8 Based on information in the Draft MEIR and Preliminary Report, as well as occupancy rates provided by the Centre City Development Corporation, Project Area employment is forecast to increase by 61,549, with 25,833 (42%) being the direct result of Agency redevelopment efforts and the balance attributable to new development that would occur without Agency intervention.

Based on average per capita costs derived from the County's FY 1991-92 budget, the cumulative operational net cost for regional services to the added residents and employees over the next 33 years would be \$604.4 million. \$300 million of this is attributable to growth resulting from Agency actions. Local property tax revenues currently fund 59.05% of the net cost of County

III-6 Alternate Defense Counsel has been added to the text.

III-7 Section 15131 of the State CEQA Guidelines states that "(e)conomic or social information may be included in an EIR or may be presented in whatever form the agency desires." Discussions relating to fiscal impact to the County of San Diego and other public and private agencies are more appropriately discussed in "The Report to Council for the Centre City Redevelopment Project" prepared for the Redevelopment Plan. Impacts of the proposed Community and Redevelopment Plans on regional County facilities (as identified in analysis performed by CCDC/KMA) are discussed below and in response to comment III-8.

The draft MEIR identifies adequate mitigation measures that would be implemented by the proposed Community and Redevelopment Plans. These measures include the ability of the Agency to enter into an agreement with the County of San Diego to provide funds which would improve the County's ability to fund required services and facilities.

In addition to the analysis contained in this draft Master Environmental Impact Report, during Fiscal Review, Centre City Development Corporation (CCDC), on behalf of the San Diego Redevelopment Agency, with Keyser Marston Associates Inc. (KMA) reviewed the fiscal impact analyses submitted to it by the County of San Diego on March 5, 1992.

III-8 Population housing, employment and land use forecasts for the San Diego region are prepared by the San Diego Association of Governments (SANDAG) and are contained in The Series 7 Regional Growth Forecast. According to SANDAG (telephone conversation with Bob Parrott, Director of Research and Information Systems, 3/5/92), a "top-down" approach is used. SANDAG first produces a forecast for the San Diego region using approximately 600 variables concerning the national, state and regional economies. Factors considered include national demographic trends, state finance policies, U.S. economic and foreign policy and trends in fertility and mortality. SANDAG then allocates or

distributes the regional forecast to subareas within the County. Basic employment is distributed primarily on the basis of local jurisdiction policies on industrial development; other activities, such as population, housing units and local serving employment is distributed based on the location of the basic local serving employment, availability of usable land, general and community plan land use policies, and transportation accessibility. Therefore, the fact that more growth may occur in Centre City does not effect the regional growth nor impact services on a regional basis.

By implementing the Redevelopment Project, more housing and employment would take place in downtown than would otherwise occur, as opposed to outlying areas. The CCDC/KMA analysis is a subregional distribution of population and employment and found that no measurable impacts on new regional growth would occur. For the purpose of environmental analysis, the CCDC/KMA analysis identifies the magnitude, cost, and funding of adequate regional County facilities serving the residents and employees which the Agency is attempting to attract into the area of the proposed Community and Redevelopment Plans at ultimate capacity (2025). During Fiscal Review various taxing agencies modeled a factor for "immigration" into the County claimed to be caused by redevelopment which CCDC/KMA analysis doesn't accept for the reasons discussed above. Nevertheless, CCDC/KMA have incorporated into the CCDC/KMA analysis a factor for "immigration" (less than assumed by the taxing agencies) to identify "worst case" impacts of the Redevelopment Project.

Impacts of new housing constructed within the Project Area, and new housing constructed outside of the Project Area generated by new employment within the Project Area, are identified relative to the following regional County facilities: adult jail detention, maximum security juvenile detention, minimum security juvenile detention, judicial positions, and health facilities. Other regional facility impacts are assumed to be nominal. Per capita demand rates are assumed to be 0.00175 beds per capita, 0.00011 beds per capita, 0.00005 beds per capita, 0.00004 positions per capita, 0.48866 square feet per capita. Facility costs are \$40,000 per bed, \$90,000 per bed and \$300 per square foot respectively. Regional facilities, per capita demand rates and per capita facility costs were provided by the County of San Diego.

The total demographic impact of the Redevelopment Project is the addition of 37,223 households (74,192 persons) and 57,517 employees within the County. This includes 21,594 direct new households (31,822 persons) within the Project Area. Facility impacts generated from increased population and employees would be approximately 230 adult jail detention beds, 14 maximum security juvenile detention beds, 7 minimum security juvenile detention beds, 5 judicial positions, and 64,360 square feet of health facilities. The total facility costs would be \$40,015,846 in present dollars. Using an annual escalation rate 4%, total future facility costs would be \$82,631,800 over 33-years.

m.8 services, and it is anticipated that this percentage would apply to projected costs from the Centre City Project Area.

The above cost estimate understates impacts since County services presently are restricted by available revenues, and the County's FY 1991-92 Budget therefore does not fully reflect existing demands for services. It is estimated that if funds were available, the additional net cost for regional services to new Project Area residents and employees would total \$84.9 million (\$42.7 million for residents and employees resulting from Agency actions). As noted above, it is anticipated that 59.05% of the funding would need to come from property tax revenues.

Population growth within the Project Area also would create a need for additional capital facilities. The cost of detention, judicial and health facilities to serve the additional population is estimated at \$53.2 million (\$25.8 million for growth directly resulting from Agency efforts). Information is not available to forecast costs of facilities for other County regional programs. It is anticipated facilities costs would need to be fully funded from property tax revenues.

The above estimates reflect regional averages, and understate Project Area impacts to the extent demands within the Project Area are greater than the average throughout the San Diego region. Based on information in the Preliminary Report, the demand on County public protection, health and social services, at a minimum, could be expected to exceed the regional average.

#### Funding Deficiencies for Services to Existing Population

A significant portion of the proposed Centre City Redevelopment Project Area is contained within existing redevelopment project areas (Columbia, Gaslamp and Marina). The County receives no portion of the tax increment being generated from these existing project areas, but must provide regional services to their residents and employees as well as residents and employees of the proposed Expansion Area (Harborview, Cortez, Core and Centre City East). Based on data in the Draft MEIR, it is estimated that the proposed Project Area contains 14,802 residents and 28,818 employees.

m.9 The County presently receives an estimated \$282,171 in combined annual property tax revenues from the Columbia, Gaslamp and Marina redevelopment projects, reflecting its share in the base years for these projects, and an estimated \$3,190,722 from the proposed Expansion Area, for a total of \$3,472,893.

Over the next 33 years, the County would receive a cumulative total of \$114.6 million from these "base year" property taxes.

The projected net cost for County regional services provided to existing residents and employees of the proposed Centre City Redevelopment Project Area is

Existing total regional facility deficiencies identified by the County include 2,000 adult jail beds, 190 maximum security juvenile detention beds and 394,000 square feet of health facilities. Total facility cost deficiencies are \$80,000,000, \$17,100,000 and \$118,200,000, respectively for total funding deficiency of \$215,300,000.

Existing Project Area deficiencies are insignificant and account for only 2.3%, 2.6% and 0.64% respectively, of total County deficiencies. On a per capita basis, existing regional facility deficiencies attributable to existing population and employment within the Project Area are 47 adult jail beds, 5 maximum security juvenile detention beds and 2,526 square feet of health facilities. Facility cost deficiencies are \$1,880,000, \$450,000 and \$757,800 respectively, totaling \$3,087,800.

Implementation of the proposed Redevelopment Plan authorizes the Agency, through a proposed agreement with the County, to make payments to the County providing funds for the provision of these facilities.

HL9 \$452.2 million over 33 years, assuming continuation of the existing budgeted level for these services.

It is estimated that if funds were available to budget for unmet regional service needs, the additional net cost for County regional services to existing Project Area residents and employees would total a minimum of \$63.4 million over the next 33 years.

The net cost of County regional services is currently funded 59.05 percent by property tax revenues. Applying this factor to the above figures generates a net cost of \$304.5 million which would need to be funded by property tax revenues. This exceeds the projected cumulative "base year" tax revenues by \$189.9 million.

In addition, an estimated \$1.9 million would be needed to address existing capital deficiencies for detention, judicial and health facilities to serve the Project Area's existing population. No funds are available to meet this need. The level of facilities deficiencies for other County regional programs has not been quantified.

#### Loss of Property Tax Revenues

The County General Fund receives 26.17 percent of the 1 percent property tax rate in the Project Area. Based on information in the Preliminary Report and Draft MEIR, it is estimated that the County's share of property tax increment attributable to assessed valuation growth which would occur without Agency assistance would total at least \$329.7 million over the next 33 years.

Although the Preliminary Report and Draft MEIR indicate additional growth, and resultant tax increment revenues, which would be caused by Agency redevelopment efforts, the Draft MEIR indicates this growth would be redirected from elsewhere in the region. Specifically, the Draft MEIR states (page 5-3):

The proposed Community and Redevelopment Plans promote infill development within the Project Area rather than encouraging the development of currently undeveloped areas. The net effect on regional growth as a result of the proposed Plans is not considered to be significant. Growth would be shifting to the Planning Area...Regionally, there is not growth, or significant growth, inducement. There is no change in overall forecasted growth as a result of the proposed Community and Redevelopment Plans but rather a small shift in where the growth occurs in the County.

III-9 See response to comments III-7 and III-8

Implementation of the proposed Community and Redevelopment Plans will improve physical, economic and social conditions within the Planning Area. A major objective of the Redevelopment Plan is to participate with the County, and other providers, in the provision of courts and social service facilities. The creation of job and housing opportunities combined with the reduction of crime may reduce County public protection, health and social service rates within the Project Area relative to regional averages.

Gaslamp Quarter Project Areas allows for the use of agreement between the Agency and the County to provide revenues to provide regional facilities by the County for these existing Sub Areas and the added Expansion Sub Area. The proposed agreement with the County may address regional facilities and services for existing and future needs.

III-10 See response to comments III-7 and III-8

As part of the Fiscal Review process, the Agency has made specific proposals to the County to make-up the potential loss of property tax revenue through the payment of tax increment funds to the County by the Agency. This proposal has been presented to the County by the Agency in the form of an agreement to make payments for the provision of County facilities and services.

HL10

February 18, 1992  
Beverly Schroeder  
Page Six

HL10 As discussed above, the County would incur hundreds of millions of dollars in costs for regional services and facilities to meet the needs of the population which is expected to be added in the Project Area. While these costs would be incurred whether growth occurs in the Project Area or elsewhere in the region, the County as a regional taxing entity would collect its full share of additional property tax revenues if the growth was not redirected to the Project Area. The County's average share of the 1 percent property tax rate is about 25 percent throughout the region, slightly less than its 26.17 percent share within the Project Area. The loss of tax increment revenues caused by redirecting growth to the Project Area from other parts of the region represents a significant, adverse impact on the County. The Final MEIR should specifically acknowledge this impact and include pass-through of the County's share of tax increment as a mitigation measure.

A separate analysis of financial detriment, including documents which detail the data sources, assumptions and methodology used to calculate the fiscal impacts summarized above, will be provided shortly to the Centre City Development Corporation. In the meantime, if there are any questions please contact Carol Landsman at 531-5279.

Sincerely,

  
RICH ROBINSON, Director  
Office of Special Projects

RR:me

cc: Robert Griego, Deputy Chief Administrative Officer  
Rod Calvao, Auditor and Controller



1255 Imperial Avenue, Suite 1000  
 San Diego, CA 92101-7490  
 P.O. Box 1466  
 San Diego, CA 92111-3407

February 17, 1992

CENTRE CITY  
 DEVELOPMENT  
 CORPORATION T 461.1

FEB 19 1992

IV Ms. Beverly Schroeder  
 Centre City Development Corporation  
 225 Broadway, Suite 1100 (MS 51D)  
 San Diego, CA 92101-5074

Orig. To: Berkley  
 Copy To: MTDB

Dear Ms. Schroeder:

Subject: COMMENTS ON MASTER ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE  
 CENTRE CITY REDEVELOPMENT PROJECT AND COMMUNITY PLAN

We have reviewed the Master EIR and Transportation Element documents, and offer the following comments relative to the provision of public transit:

- 0 Vehicle and Facility Needs. The EIR includes a fair amount of analysis of the additional light rail transit (LRT) and bus requirements for achieving the increased transit mode split objectives. It should be kept in mind, however, that the mode split objectives modelled in the EIR were "forced" onto the existing transit network. In other words, they were not "achieved" based on travel patterns and travel times analyses. The numbers of light rail vehicles and buses needed to support the 40 percent mode split objective, therefore, are only order-of-magnitude estimates. They could prove to be higher.
- IV-1 Another question, which probably should be highlighted more in the EIR, is the additional capital improvements that may be needed in Centre City to accommodate these higher levels of transit. The light rail vehicle capacity along C Street, need for bus signal preemption and bypass lanes, and trolley and bus station capacity are areas that would require additional study.
- As noted in the EIR, additional study is needed to more fully evaluate the impacts that the increased levels of transit will have on the overall transportation network in Centre City.
- 0 40 Percent Mode Split Assumption. Page 4.B-37 notes that a 40 percent transit mode split for work trips is "assumed" in the proposed Community Plan. While we are supportive of an increased role for transit in Centre City, it should be recognized by all parties that the resulting level of transit service will require a significant increase in resources.
- IV-2

IV Metropolitan Transit Development Board (MTDB)

IV-1 The Centre City Community Plan establishes a peak period transit mode split objective of 40% by 2025. In cooperation with Planning Department and Centre City Development Corporation staff, MTDB provided order of magnitude estimates of capital improvements necessary to achieve a 40% peak period transit mode split to Centre City.

A strategy to mitigate significant impacts at ultimate capacity 2025 is to increase peak period transit ridership to 60%. This mitigation measure is implemented by the collection of an impact fee and the Centre City Transit and Parking Improvement Fund.

The Centre City Transit Ordinance establishes a Centre City Transit and Parking Improvement Fund that shall be used solely for programs and administrative support approved by the City Council to meet the transit and parking needs of the Centre City Community Plan. The Fund shall consist of funds derived from the fees to be paid to the City pursuant to provisions of the Centre City Transit Ordinance. It is the intent of the City Council to coordinate with MTDB to implement the programs and projects necessary to achieve a 60% transit mode split at ultimate capacity 2025.

Due to the programmatic nature of the transit improvements identified by MTDB, and the long-term nature of this program, additional and specific transit studies will be required to address specific improvements, costs and funding sources, and implementation.

To this end, a 3-year program plan shall be established by CCDC that will provide for timely expenditure of funds collected in the Centre City Transit and Parking Improvement Fund. Prior to the commencement of the fiscal year and annually thereafter, CCDC shall adopt a 3-year Program Plan and present it to the City Council for action. This document shall plan for the following 3 years and shall set forth with respect to the 3-year period, a description of all programs to be funded with funds from the Centre City Transit and Parking Improvement Fund.

IV-2 All of our existing transit capital funding is currently committed to other rail and bus projects, while available operating funding does not even meet our existing service needs. The full costs in achieving the 40 percent mode split objective would have to come entirely from nontransit sources. The EIR does not address how this increased level of transit would be funded, nor the level of funding that would be available.

Since both the costs and funding of reaching a 40 percent transit mode split are not yet known, the ability to actually reach this objective has not been fully answered.

0 IV-3 50 Percent Mode Split. The EIR recommends a 60 percent transit mode split as mitigation for the congestion and parking space problems associated with the full build-out in 2025. Given the questions raised above regarding costs and funding for a 40 percent mode split, achieving a 60 percent mode split seems a bit unrealistic at this point, unless analyzing the resources is completed.

0 IV-4 Remote Parking Lots. On pages 4.B-46 and 47, the need for remote parking lots on the periphery of Centre City is suggested as a way to mitigate traffic congestion along Harbor Drive and Broadway. It is noted that transit shuttles will be needed to then connect these lots with the downtown core. Our concern is whether these shuttles imply use of public transit services. Given that these locations are the peak load points for transit in the peak period, there is little excess capacity to handle additional demand.

The EIR should address whether this demand is expected to be met with public transit services, or, perhaps, privately operated shuttles in conjunction with the parking lot operations. If public transit is to play a role, the additional capital and operating costs needed to increase capacity need to be factored in, and funding identified.

0 IV-5 Transit Streets. At several points in the text (specifically page 4.B-3B), mention is made to transit streets along C Street and 12th Avenue. Within our Short Range Transit Plan, a preferred streets network for buses was also identified (see attached map): Broadway, Market Street, Pacific Highway, Front Street/First Avenue couplet, Fourth/Fifth Avenues couplet, and the 10th/11th Avenues couplet.

We are currently updating this list of preferred transit streets as part of an overall Centre City study. This study will also identify bus terminal locations and transit stop needs based on anticipated future needs. The study is nearly complete, and should be available for inclusion in the EIR and Community Plan within the next month.

0 Minor Corrections to Text. There are several minor errors regarding transit services in the text, as follows:

In addition to potential revenues provided through the Centre City Transit and Parking Improvement Fund, the proposed Redevelopment Plan authorizes the Redevelopment Agency to participate in the provision of publicly-owned facilities which may include the enhancement of light rail trolley stations within the Project Area, the development of the Gaslamp trolley and enhancement of the public right-of-way, and the provision of pedestrian amenities along the transit right-of-way in the Project Area. It is anticipated that many of these improvements will improve transit services within the Project Area.

IV-2 See response to comment to IV-1.

IV-3 Sixty percent (60%) peak period transit ridership is a mitigation measure required at ultimate capacity 2025 of the Project Area. In the event that the levels of development anticipated at ultimate capacity are not achieved, then a commensurate reduction in peak period transit ridership requirements would result. Implementation of the 60% transit mode split is discussed in response IV-1.

The mitigation policy of 60% public transportation ridership is a goal for the peak period to be reached by ultimate buildout. As buildout is not expected until almost 35 years from now, this is an extremely long-range goal. Public transit ridership will need to increase steadily towards this goal over the years but will not need to achieve it until buildout. In this context, the goal is realistic as numerous west coast cities already achieve high peak period transit use today. Portland, for example, achieves over 50% of central business district (CBD) destined trips by transit today, while San Francisco currently achieves 70%, Vancouver achieves 46%, Seattle achieves 40%, and the Oakland CBD averages over 40%. All these cities provide significant transit service based on both bus and rail facilities. As downtown San Diego grows in the future, and with the infeasibility of street widenings as a solution, it will become increasingly necessary for transit to provide a significant role.

IV-4 Implementation of a 60% transit mode split will reduce total parking demand in the project by approximately 30,000 spaces. This will result in a surplus of parking supply within the Project Area at the year 2025 of approximately 11,500 spaces. Through the implementation of 3-year program plans referenced in response to comment IV-1, the provision of onsite transportation demand management measures, onsite parking requirements and proposed public parking will be phased relative to the provision of transit services and increase in transit ridership to achieve a balance between total parking spaces and total peak period transit ridership.



Park and Ride lots around transit routes outside of Centre City would be more beneficial than remote or supplemental parking located downtown in reducing auto trips into Centre City. Increased transit ridership, transportation demand management, and park and ride lots will reduce the number of supplemental parking spaces necessary to be constructed in Centre City.

The development of any remote or supplemental parking in the Project Area shall be subject to the demonstration of adequate public or private transit or shuttle service between remote parking lots and the central business district of the Project Area.

IV-5 The Centre City Community Plan establishes a hierarchy of streets within the Project Area which include Freeway Couplets and Cross Town Links. Freeway Couplets directly connect the downtown street network with the freeway exit and entrance ramp system and are fixed entry points into downtown. These streets must provide the highest level of service for traffic in the most direct and unencumbered routes to the regional freeway system. Cross Town Links provide for high volumes of traffic and transition flow from the freeway couplets to destinations across and through Centre City. These streets are unobstructed by super blocks, freeways, incomplete route connections or fixed rail transit corridors.

Freeway Couplets and Cross Town Links are designated to carry all of the public bus transit in the downtown and serve as "transit streets" within the Project Area.

Ms. Beverly Schroeder  
February 17, 1992  
Page 3

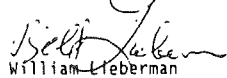
- IV-6 - On page 4.B-7, last sentence, along with Amtrak service is a reference made to the Strand Express. This service is part of the Metropolitan Transit System referenced earlier. Since your intent seems to note inter-city services, Amtrak and Greyhound service are the two services that should be included. The Greyhound terminal is at Broadway and First Avenue.
- IV-7 - There are several corrections to Table 4.B-3 (page 4.B-11) and Table 3.4-A in the Transportation Element document regarding peak hour service frequencies for existing transit services: Route 20 has a 15-minute frequency, not 17 minutes; Route 50 has a 15-minute frequency, not 60 minutes; Route 115 has a 30 minute frequency, not 33 minutes; and Route 230 has a 15-minute frequency, not 25 minutes.

IV-6 So noted and amended.

IV-7 So noted and amended.

Should you have any questions, feel free to contact me or Dave Schumacher (557-4565) of my staff.

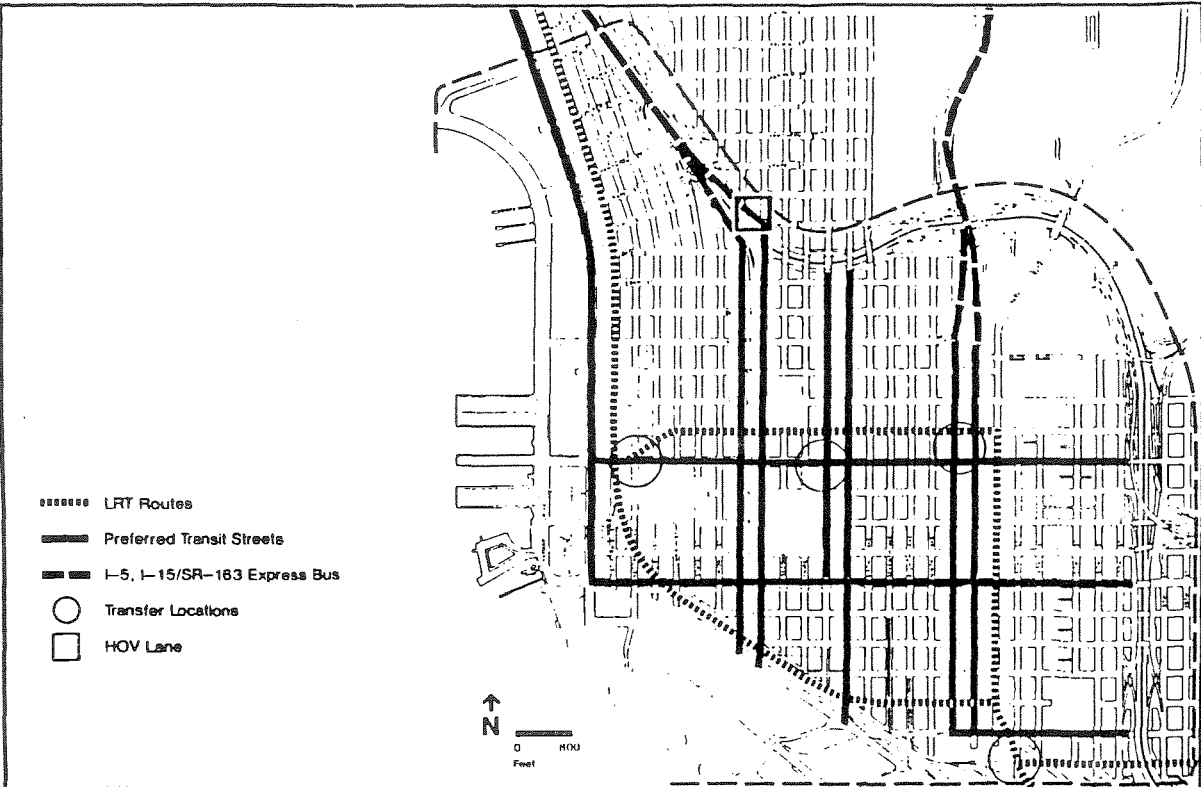
Sincerely,



William Lieberman  
Director of Planning and Operations

WL:des:lst  
L-CCEIR.WL

Attachment: MTOB Centre City Transit Element



MTDB

Figure 5-4

ADOPTED MTDB CENTRE CITY TRANSIT ELEMENT

Source: MTDB and Binge Transit Plan FY12-14

CITY OF SAN DIEGO  
MEMORANDUM

CENTRE CITY  
DEVELOPMENT  
CORPORATION

FEB 18 1992

FILE NO: CC.1

DATE : February 18, 1992

TO : Beverly Schroeder, Senior Planner, Centre City  
Development Corporation

FROM : Deputy Director, Transportation Planning Division

SUBJECT: Centre City Draft Master Environmental Impact  
Report (January 1992)

Orig. To: \_\_\_\_\_  
Copy To: \_\_\_\_\_

The following are general and specific comments addressing the Centre City Draft Master Environmental Impact Report. We have spent a significant amount of time working with your traffic engineering consultant (Korve Engineering, Inc.) and have discussed most of these comments with them.

GENERAL COMMENTS

V-1 The Transportation Demand Management (TDM) program has not been mentioned in this Environmental Impact Report (EIR). The travel forecast made a significant assumption regarding TDM: 30% of all person trips would not be by auto drivers or riders of public transportation. This assumes that 30% of all person trips would be either by auto passengers, walkers, bicyclists, or telecommuters. This assumption should be fully discussed and documented in the EIR.

V-2 In addition to the TDM assumption, the proposed Centre City Community Plan traffic analysis is also based on a 40% transit mode split assumption. This assumption is discussed well in the EIR. However, the combined effects of a 30% TDM mode split and a 40% transit mode split should be discussed and justified. It should be noted that these two assumptions imply that only 30% of the peak hour trips to Centre City will be by auto drivers.

V-3 One of the mitigation strategies is a 60% transit mode split. Again, this strategy should be discussed in conjunction with the 30% TDM mode split. These two assumptions imply that only 10% of the peak hour trips to Centre City will be by auto drivers. This does not appear to be a realistic assumption.

V-4 We agree that the 40% transit and 30% TDM mode splits are appropriate policy goals for the Centre City Community Plan. This is the only way that Centre City can accommodate the growth assumed in the proposed Community Plan. Certainly, there is no way to provide additional roadway capacity within

V City of San Diego, Transportation Planning Division

V-1 The Centre City Community Plan establishes a peak period ride share mode split objective of 30% to downtown. This objective is implemented through participation in transportation demand management programs and strategies (car pools, van pools, staggered work hours, etc.). The Centre City Parking Ordinance establishes minimum onsite transportation demand management measures for all non-residential projects in the Project Area. These include: proximity to public transit, preferential car pool and/or van pool parking, onsite commuter and car pool/van pool waiting areas, onsite bicycle storage and bicycle locker and shower facilities, provision of fleet vehicles for property tenants, onsite transit amenities, such as bus shelters with seating and lighting, onsite transit pass sale and information areas, and membership in a transportation demand management association.

Residential and single room occupancy hotel projects are required to provide bicycle storage facilities.

V-2 Please see response to comment IV-3.

V-3 Please see response to comments IV-3 and V-1. The 10% of peak hour trips to Centre City by auto drivers is a reasonable goal of the Community Plan, based on the transit and TDM goals. For example, San Francisco today has only 14% auto drivers into the downtown.

V-4 The transportation element of the draft MEIR evaluates not only future development projected to occur within Centre City, but also the recommended network of local streets. The proposed network of local streets within downtown includes Freeway Couplets, Cross Town Links, Transit Streets, District Center Streets, and District Streets. The functional cross section of many of these streets and the direction of travel (i.e., one-way vs. two-way), has been altered, particularly with District and District Center Streets. Incorporation of the proposed street network may reduce the total capacity of certain streets and therefore lower traffic volumes which causes additional traffic to concentrate on many of the Freeway Couplets and/or Cross Town Link streets.

The focus of traffic on Pacific Highway represents incorporation of proposed changes to the street network on Harbor Drive, Kettner Boulevard and India Street (see response to comment V-4). In the event that proposed changes to the existing street network were not implemented, the future flow of traffic can be expected to be distributed much like existing conditions reducing traffic congestion on Pacific Highway.

The forecasted ADT volumes (2010) from the draft MEIR on Pacific Highway (north of Beech Street) and N. Harbor Drive (north of Ash Street) are 67,100 and 18,300. However, the combined ADT of Pacific Highway and N. Harbor Drive for the draft MEIR are very similar to those of the Columbia Redevelopment Plan. Also, the ADT on Harbor Drive (west of 5th Avenue) in the draft MEIR is similar to the volume projected in the Columbia Redevelopment Plan. These small differences in the forecast of the ADT volumes of the draft MEIR when compared with the Columbia Redevelopment Plan ADT volumes, are due to the land use and roadway assumptions made for the draft MEIR.

The Centre City Community Plan establishes a comprehensive transportation plan through its "Circulation Element," "Downtown Districts," "Hierarchy of Streets," "Street Design Recommendations," and "City Design Standards" sections of the Plan. These sections of the Plan provide a framework of objectives, policies and standards that establish a balance between land use, urban design and transportation objectives for downtown.

Rather than focus solely on vehicular congestion and levels of service (LOS), the Plan creates a functional circulation system that also considers the need to provide a safe and pleasing pedestrian circulation system; the need to approve the aesthetic quality of the public right-of-way through Ceremonial and Gateway streets and by enhanced landscaping and street furnishings; and the need to establish desirable residential neighborhoods in downtown through Neighborhood District and District Center streets.

The implementation of these objectives may reduce roadway capacity on specified streets. However, reduced roadway capacity is offset by aesthetic and physical improvements which foster increases in pedestrian activity and increases in the residential population downtown and result in reductions in the use of private vehicles.

Both the proposed Centre City Community Plan and Redevelopment Plan for the Centre City Redevelopment Project establish a process to implement "focus plans" for each neighborhood in regard to design standards (except for tidelands) which assure development of outstanding architectural and environmental quality with special regard to the spatial relationship of open areas to building structures (private and public), variety of building size, bulk and siting, activity areas, pedestrian spaces, circulation systems, freeway ramps and other design elements which provide unity, integrity and quality to the entire Planning Area.

V-4 Centre City due to constraints imposed by existing buildings. Even if Centre City roadways could be widened, the regional freeway system could not accommodate the amount of development allowed by the proposed Community Plan. Furthermore, Centre City serves as a hub of the regional transit system. A thriving public transit system in Centre City is needed to improve the regional transit mode split. In applying these assumptions to the travel forecast, some streets show decreases in traffic volumes. However, given the magnitude of development allowed in the proposed Community Plan, these decreases do not seem realistic. Even if these decreases occur, they will not occur immediately.

Also, when forecasted ADT volumes (2010) from the Centre City Community Plan Update and Redevelopment Plan EIR (January 1992) were compared to forecasted ADT volumes (2010) from the Supplemental Environmental Impact Report 6th Amendment to the Columbia Redevelopment Plan (November 1988), the numbers seemed vastly different. The following comparison demonstrates some of these inconsistencies:

	Columbia Redevelopment Plan	Centre City EIR
Pacific Highway (north of Beech St.)	45,000	102,300
North Harbor Dr. (north of Ash St.)	45,000	15,300
Harbor Dr. (west of 5th Ave.)	55,000	81,100

V-5 Furthermore, the afternoon peak period was not analyzed in this study. Therefore, we recommend that there be no reduction in capacity on streets that provide major access to Centre City, as we do not believe that there is enough information provided to support a reduction in roadway capacity. Table 4.2B of Appendix E has several such capacity reductions. Specific streets are discussed later in these comments.

V-6 In addition, the traffic study did not analyze future traffic conditions for the area north of Hawthorn Street. This area should be included in the analysis because North Harbor Drive from Hawthorn Street to Laurel Street is currently operating at level of service (LOS) F.

V-7 Several of the improvements identified in Table 4.2B and in the mitigation strategies are operational improvements. These improvements, particularly peak hour parking restrictions, will be implemented if and when the City Engineer determines that traffic conditions so dictate, as is the case elsewhere in the city.

**SPECIFIC COMMENTS**

The following comments refer to specific pages of the Draft Master Environmental Impact Report.

V-8	<p>Page ES-4 - The assumption that transit service will increase to 60% by the year 2025 does not appear to be realistic.</p>	
V-9	<p>Page ES-6 - Please indicate the mitigation recommendations for the following freeway ramps: NB I-5 off-ramp to J Street and 19th Street, NB I-5 on-ramp from 1st Avenue, NB SR-163 on-ramp from 11th Avenue, SB I-5 off-ramp to Front Street, SB I-5 off-ramp to 2nd Avenue, SB I-5 on-ramp from Grape Street, and EB SR-94 on-ramp from G Street.</p>	<p>V-6 The area north of Hawthorn Street has now been included in the analysis.</p> <p>V-7 Comment noted.</p> <p>V-8 See response to comment IV-1.</p>
V-10	<p>Page ES-7 - Your assumption of a 60% transit mode will result in a surplus of parking, where there is an existing shortage. At what point in time do on-site parking requirements need to be reduced? Should parking requirements be phased over time to correlate with changes in transit ridership?</p>	<p>V-9 Mitigations for these freeway ramps are identified on page ES-5, under the columns headed Mitigation, and Significance of Impact After Mitigation. Mitigation is also discussed in more detail in the draft MEIR.</p>
V-11	<p>Page 4.B-3 - Figure 4.B-1 should show Hawthorn Street from North Harbor Drive to Interstate 5, 2nd Avenue from A Street to Interstate 5, and Broadway from Pacific Highway to 12th Avenue operating at LOS D, as indicated in the Centre City Existing Conditions Technical Report (Final).</p>	<p>V-10 See response to IV-4.</p> <p>V-11 Figure 4.B-1 has been corrected.</p>
V-12	<p>Page 4.B-5 - The source used for peak hour capacity in Table 4.B-1 is not cited.</p>	<p>V-12 The source for peak-hour capacity in Table 4.B-1 was the 1985 CCTAP report. The source has been added to the table.</p>
V-13	<p>Page 4.B-6 - Volume information for southbound Interstate 5 on-ramp from 5th Avenue is missing in Table 4.B-1.</p>	<p>V-13 This information has been added to Table 4.B-1.</p>
V-14	<p>Page 4.B-11 - Transit route information for route numbers 7B and 945 are missing in Table 4.B-3. Also, PM peak hour average frequency should be re-checked.</p>	<p>V-14 Table 4.B-3 has been corrected.</p>
V-15	<p>Page 4.B-13 - Figure 4.B-4 shows an existing bikeway on 3rd Avenue from Cedar Street to B Street. This bikeway should be from Ash Street to B Street only.</p>	<p>V-15 Figure 4.B-4 has been corrected.</p>
V-16	<p>Page 4.B-20 - The word Department in the second paragraph needs to be changed to Division.</p>	<p>V-16 Comment noted and corrected.</p>
V-17	<p>Page 4.B-21 - Please provide detailed information concerning the evaluation criteria used in calculating the AM LOS in Table 4.B-5.</p>	<p>V-17 AM LOS was calculated based on capacities provided by the City of San Diego for each roadway type. These are defined in the Technical Appendix, Table 4.1-H.</p>

V-18	<p><u>Page 4.B-32</u> - (1) Volume information for the southbound Interstate 5 on-ramp from 5th Avenue is missing in Table 4.B-7. (2) What does ultimate capacity scenario in Table 4.B-7 mean - mitigated or unmitigated? (3) Table 4.B-7 (2025) shows the on/off ramps for Hawthorn Street having a combined ADT of over 57,000 vehicles. However, in Figure 4.2-K (page E-36a), Hawthorn Street at screenline E has an ADT of 22,300. Please explain your assumptions regarding the remaining 34,700 (57,000-22,300) vehicles.</p>	V-18	<p>1. So noted and corrected. 2. Ultimate capacity scenario in Table 4.B-7 means unmitigated scenario. 3. Table 4.B-7 (2025) shows the on/off ramps for Hawthorn Street having a combined ADT of over 57,000 vehicles. Please see revised Figure 4.2-E (page E-26b), which shows screenline E to have an ADT of 37,100 at Hawthorn Street.</p>
V-19	<p><u>Page 4.B-41</u> - The word Department in paragraph 3 needs to be changed to Division.</p>		
V-20	<p><u>Page 4.B-44</u> - (1) We recommend that no changes be made to the existing number of lanes along North Harbor Drive between Grape Street and Broadway. (2) It would be impractical to remove parking along Kettner Boulevard because of the hotels present there. Instead, peak hour parking prohibition is suggested. (3) We do not recommend the mitigation measures proposed for Kettner Boulevard between A Street and Broadway. This section of Kettner Boulevard has recently been converted to a four-lane, two-way street. (4) We recommend that India Street remain a one-way street. While Kettner Boulevard carries heavy inbound traffic in the morning, India Street will help mitigate heavy outbound traffic in the afternoon peak. (5) Why are turn prohibitions required for a one-way street?</p>		<p>The main reason for the difference in the ADT is due to the fact that the screenline E volume at Hawthorn Street does not reflect the on-ramp volume for I-5 at Hawthorn Street. Hawthorn Street is one-way westbound, and it is important to note that the traffic movement would be different for drivers using the on-ramp at Hawthorn Street.</p>
V-21	<p><u>Page 4.B-45</u> - Parking prohibition on State Street is needed during peak hours only, instead of all day.</p>	V-19	<p>Comment noted and corrected.</p>
V-22	<p><u>Page 4.B-46</u> - (1) We do not recommend reversible lanes on Harbor Drive, because this may confuse motorists. We anticipate heavy tourist traffic in this area near the Convention Center and Seaport Village. Instead, we suggest that Harbor Drive be widened to a six-lane major street, with three through lanes in each direction, between Market Street and Eighth Avenue. (2) Instead of remote parking, Park &amp; Ride lots along transit routes outside of Centre City would be more beneficial in reducing auto trips into Centre City.</p>	V-20	<p>1. See response to comment V-5. 2. Concur with Engineering &amp; Development. 3. Concur with Engineering &amp; Development. 4. See response to comment V-5. 5. Concur with Engineering &amp; Development.</p>
V-23	<p><u>Page 4.B-47</u> - (1) Parking should be removed along Broadway between Kettner Boulevard and 1st Avenue, and a lane in each direction should be added and used for buses and right turns. (2) Again, we do not recommend remote parking facilities in Centre City.</p>	V-21	<p>Concur with Engineering &amp; Development: Text has been changed to prohibit parking in peak periods only.</p>
V-24	<p><u>Page 4.B-52</u> - Does the word unmitigated in Table 4.B-10 mean that a 60% transit mode was not assumed? Please clarify the column headings.</p>	V-22	<p>1. Reversible lanes are not recommended; see response to comment V-5. 2. See response to comment IV-4.</p>
V-25	<p><u>Page 6-19</u> - Volume information for the southbound Interstate 5 on-ramp from 5th Avenue is missing in Table 6-4.</p>	V-23	<p>1. Concur with Engineering &amp; Development. 2. See response to comment IV-4; concur with Engineering &amp; Development.</p>
		V-24	<p>Column headings have been clarified in Table 4.B-10. Unmitigated assumes 40% transit.</p>
		V-25	<p>Table 6-4 has been amended to include this information.</p>

V-26 Page 8-1 - Dave Sorenson is a Senior Traffic Engineer.

V-27 Page E-19 - (1) An extra lane on A Street between 11th Avenue and 12th Avenue may not be needed. (2) Adding an extra lane on B Street between 12th Avenue and 17th Street may be very difficult because the parking on this segment of B Street is heavily used by City College students. Instead, an extra lane between 11th Street and 12th Street only may be sufficient.

V-28 Page E-19a - We concur that auto traffic may be removed from C Street between Kettner Boulevard and 12th Avenue, as long as alternative access to parking garages along this segment of roadway is provided.

V-29 Page E-19b - G Street between 16th Street and 17th Street needs widening instead of restriping to provide a fourth lane. This project is recommended to be funded through the Flexible Congestion Relief Program.

V-30 Page E-19c - We do not recommend reducing the existing number of travel lanes on North Harbor Drive and changing India Street, from Hawthorn Street to Ash Street, from a one-way to a two-way facility. The India Street/Kettner Boulevard couplet provides critical access to and from Interstate 5. If a two-way system is needed in this area, it would be better to change the Columbia Street/State Street couplet, instead.

V-31 Page E-19e - (1) We do not recommend removing a lane on 5th Avenue between Broadway and Market Street because the proposed Gaslamp Trolley would require the extra third lane. (2) We concur in changing 6th Avenue between Market Street and Island Avenue from a one-way street to a two-way street. Furthermore, it is suggested that the proposed 6th Avenue two-way facility be extended to G Street in order to provide better access to State Route 94. (3) A detailed study should be conducted before any recommendations are made concerning the change of 7th, 8th, and 9th Avenues from one-way to two-way facilities. These changes would significantly reduce roadway capacity. Also, the modification of the existing traffic signals and reconfiguration of the existing parking garages that would be required by these changes would also be very costly. (4) Ninth Avenue is a major bus route. With a two-lane facility and frequent bus stops, the street will have a poor level of service.

V-32 Page E-19f - A detailed study should be performed before changing 14th Street, between C Street and Imperial Avenue, from a two-way to a one-way facility. Usually, a one-way street should have a complementary one-way street in the opposite direction. Therefore, we suggest changing 13th Street from a two-way to a one-way facility in the southbound direction in conjunction with changing 14th Street from a two-way to a one-way facility in the northbound direction.

V-26 Page 8-1 has been corrected.

V-27 1. Concur with Engineering & Development.

V-28 Comment noted.

V-29 See response to comment V-5.

V-30 See response to comment V-5.

V-31 1. Concur with Engineering & Development. 2. See response to comment V-5. 3. See response to comment V-5.

V-32 See response to V-5.



Should you have any questions or comments, or require follow-up assistance, please do not hesitate to contact David Di Pierro at 236-7793. We will also be available to meet with you to discuss any concerns you may have regarding this review.

*David R. Di Pierro, Jr.*

Allen Holden, Jr.  
Deputy Director

DRD:gdb/hk  
b:centre.cit

cc: Jonathan Levy  
Dave Sorenson  
Walt Huffman  
Dave Zull  
Larry Van Wey

Gary Halbert  
Steve Celniker  
Luis Sandoval  
Ed Plank  
Phil Sanford

MEMORANDUM  
CITY OF SAN DIEGO

CENTRE CITY  
DEVELOPMENT  
CORPORATION

DATE: 14 February 1992

FEB 16 1992

TO: Pam Hamilton, Executive Vice President  
Centre City Development Corporation

Orig. To: \_\_\_\_\_

VI

FROM: LCM Larry C. Monserrate, Principal Planner  
Development and Environmental Planning

Copy To: \_\_\_\_\_

SUBJECT: Draft Master EIR for the Centre City Redevelopment Project

The Development and Environmental Planning Division of the City Planning Department has reviewed the draft Master Environmental Impact Report for the Centre City Redevelopment Project and has the following comments:

- VI-1 1. The City of San Diego's Engineering and Development Department's Traffic Engineering Section uses level of service (LOS) D as an acceptable threshold; any LOS worse than D is considered significant and needs to be mitigated to a level less than significant. The draft EIR recommends implementation of the 60% Transit Mode Split to mitigate traffic and circulation in the entire project area. No reference is made as to how CCDC/MTDB can assure that people would use alternative modes of transportation so that the 60% Transit Mode Split goal could be met. Also, the draft EIR doesn't clearly state to what LOS the mitigation would reduce the traffic congestion. If the LOS is D or worse after implementing mitigation, traffic and circulation must be called out as significant and unmitigated.
- VI-2 2. Assembly Bill 3180 requires the agency to adopt a mitigation monitoring and reporting program to mitigate or avoid significant effects on the environment. The draft EIR did not include a mitigation monitoring and reporting program.
- VI-3 3. The Airport Approach Overlay Zone has recently been amended by the City of San Diego City Council. The ordinance could limit the height of structures beneath the direct approach path by an additional 50 feet. Please modify Figure 4.A-3 and associated text on page 4.A-20 to reflect these changes.
- VI-4 4. The California Division of Mines and Geology has upgraded the 13th and 15th Avenue fault to potentially active. Please modify text on page 4.H-8 as well as associated assumptions, impacts, and mitigation to reflect this change and the applicable state and city regulations.
- VI-5 5. The downtown plume is bounded by G Street to the north, J Street to the south, Fourth Street to the east, and Front Street to the west. Please address the potential for migration of the downtown plume into the project area. How would this affect future development if the plume is located beneath a project site?
- VI-6 6. Page 4.A-6 should be updated to reflect the most recent status of the CLUP.

LCM:LAL

VI City of San Diego Planning Department, Development and Environmental Planning Division

VI-1 See response to IV-1. The draft MEIR recommends implementation of a 60% transit mode split to mitigate traffic and circulation in the entire Project Area. Implementation of the 60% transit mode split will be accomplished through improvements made through the Transit and Parking Improvement Fund, the Redevelopment Agency participation in the provision of publicly-owned facilities, and onsite transit improvements provided by the private sector. However, implementation of these policies and improvements cannot guarantee that the 60% transit mode split goal is met. Individual commute behavior is largely dependent on convenience, accessibility, and affordability. It is reasonable to assume that as transit facilities become more available, as traffic congestion increases, and as the cost of parking within downtown increases that transit ridership will increase.

The mitigation measures identified in the draft MEIR reduced traffic congestion to level of service D or better, or the draft MEIR identifies a significant unmitigated impact.

VI-2 AB 3180 requires the adoption of a mitigation monitoring and reporting program at the time of making specified CEQA findings. A mitigation monitoring and reporting program has been prepared in compliance with AB 3180 and will be considered by the City Council in conjunction with the Final draft MEIR.

VI-3 Comment noted. Per discussion with City staff, the amended map is not yet available. It has been noted on Figure 4.A-3 that recent City Council action will change the overlay zones depicted in this figure.

VI-4 The Mount Soledad fault and the fault segments located in the Planning Area, generally between C and F Street and 12th and 15th Avenue, are components of the Rose Canyon Fault zone. The status of these faults has recently been upgraded from potentially active to active by the California Division of Mines and Geology (CDMG). This change in status is based on the results of recent geologic investigations, in which Holocene (recent) age materials were observed to be offset or displaced. Based on the newly designated active status, the CDMG has established Alquist-Priolo Special Study Zones for the faults and maps delineating these study zones have recently been published.

Considering the active status and that some of these faults underlie the Planning Area (as described above), the design fault was changed from the Coronado Bank to the Rose Canyon in the draft MEIR. In addition, based on the type of proposed development, which is classified by the Uniform Building Code (UBC) as standard occupancy structures or non-critical/essential facilities, probable earthquake magnitudes rather than credible earthquake magnitudes, were used.

It should be noted that the potential impacts and mitigation measures for those impacts will not change based on selecting a different design fault. Although ground accelerations will be higher, based on proximity to fault, appropriate design and construction would mitigate potential impacts due to seismic ground shaking. Section H of the draft MEIR has been revised to reflect this upgrade in status.

VI-5 According to the Remedial Action Plan prepared for the Redevelopment Agency (Geomatrix Consultants 1990), the data collected over the plume area indicates that the plume has reached a "steady state". In this steady state configuration, no additional migration of the plume is anticipated. Migration of the plume has not been detected since March of 1989.

Future development will be impeded in areas where underlying groundwater is affected by the plume. If development occurs in these areas, mitigation measures such as in situ (onsite) remediation techniques, engineering techniques such as barrier walls, and offsite remediation techniques such as pumping and treating may be required. Dewatering will not be allowed.

VI-6 The Comprehensive Land Use Plan (CLUP) for Lindbergh Field was adopted by SANDAG on February 28, 1992. The text of the draft MEIR has been revised to reflect the adoption of the CLUP.

CITY OF SAN DIEGO

MEMORANDUM

CENTRE CITY  
DEVELOPMENT  
CORPORATION

FEB 19 1992

Orig. To:             
Copy To:           

DATE: February 14, 1992  
TO: Senior Planner Schroeder, Centre City Development Corporation  
FROM: Senior Civil Engineer Wilson, Engineering Division, Water Utilities Department  
SUBJECT: Draft Master Environmental Impact Report for the Centre City Redevelopment Project, Centre City Community Plan and Other Related Documents (SCH # 90010898)

VII

VII City of San Diego Water Utilities Department

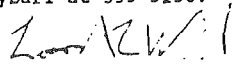
VII-1 A copy of the P & D Technologies, Inc. report dated summer of 1990 was sent to the Engineering Division of the Water Utilities Department in March, 1992.

We have completed our review of the subject draft dated January 1992. Our comments are attached. The proposed redevelopment of the Centre City Area could greatly impact Water Utilities facilities that serve the area.

VII-1 According to our records, we do not have a copy of the study prepared by P & D Technologies, Inc. in the summer of 1990. The study analyzed the existing utility infrastructure system within the subject Planning Area. Please provide us with a copy.

Thank you for giving us the opportunity to review the subject document and we hope our comments will help you in finalizing it. We look forward to the next review which will hopefully address all of our comments and concerns.

If you have any questions concerning this matter, please call Associate Engineer Hossein Juybari at 533-5150.

  
LEONARD L. WILSON

HJ:KL:mrh

Attachment

cc: R. Graff  
K. Ghaderi

COMMENTS TO THE DRAFT MASTER EIR FOR THE  
CENTRE CITY REDEVELOPMENT PROJECT  
AND ADDRESSING THE  
CENTRE CITY COMMUNITY PLAN  
AND RELATED DOCUMENTS  
DATED JANUARY 1992

The following items should be modified on the Draft Master Environmental Impact Report:

- |       |  |       |                            |
|-------|--|-------|----------------------------|
| VII-2 | 1. On page 4.G-17, third paragraph, replace the term "trunk lines" with the word "pipelines." "Trunk" refers to a large sewer main and is never used when discussing water.<br><br>Fourth paragraph, last sentence should end with "...88,390 linear feet of pipe are six inches (6") in diameter or less."<br><br>Fifth paragraph, refer to cast iron pipe as "cast iron" and not just "cast." Also, last sentence should read "...inadequate in size, six inches (6") in diameter or less, and..." | VII-2 | The text has been revised. |
| VII-3 | 2. On page 4.G-18, under Impacts, last sentence should read "Water distribution repair is performed primarily by patching or replacing existing pipes to maintain their carrying capacity."  | VII-3 | The text has been revised. |
| VII-4 | 3. On page 4.G-22, second paragraph under Wastewater Collections Existing Conditions, last sentence should read "Wastewater pipe that is less than eight inches (8") in diameter is considered inadequate and requires replacement."   | VII-4 | The text has been revised. |
| VII-5 | 4. On page 4.G-23, second paragraph, third sentence should read "Approximately 147,420 linear feet (72 percent) of the sewer system is inadequate in size (less than eight inches in diameter) and must be replaced."<br><br>Also in the second paragraph there is no mention of very old concrete pipe. Is the assumption that the inadequate size of pipe is concrete?   | VII-5 | The text has been revised. |
| VII-6 | 5. On page 4.G-27, second paragraph, first sentence should read "...liners in existing pipes to maintain their carrying capacity."<br><br>Third paragraph, first sentence should read "...taken into consideration when replacements of deteriorated pipes are designed."  | VII-6 | The text has been revised. |
| VII-7 | 6. On pages 4.G-32 and -33, the term "city", when referring to the City of San Diego, should be capitalized.   | VII-7 | The text has been revised. |
| VII-8 | 7. On page 4.G-37, first paragraph, first sentence should read "System rehabilitation is performed primarily by patching or replacing sections of existing pipes to maintain their carrying capacity."   | VII-8 | The text has been revised. |



THE CITY OF  
**SAN DIEGO**

WASTE MANAGEMENT DEPARTMENT, SERVICES DIVISION  
4950 MURPHY CANYON ROAD • SAN DIEGO, CA 92123 - 4325

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CENTER CITY  
DEVELOPMENT  
CORPORATION

FEB 20 1992

Orig. To: Beverly  
Copy To: \_\_\_\_\_

Richard L. Hays  
Director

VIII  
Beverly Schroeder  
Center City Development Corporation  
225 Broadway, Suite 1100  
San Diego, California 92101-5074

February 17, 1992

Dear Ms. Schroeder

SUBJECT: COMMENTS FROM THE CITY OF SAN DIEGO WASTE MANAGEMENT DEPARTMENT ON THE DRAFT MASTER ENVIRONMENTAL IMPACT REPORT FOR THE CENTER CITY REDEVELOPMENT PROJECT (SCH # 90010898)

Thank you for the opportunity to review the Master EIR for the Center City Redevelopment Project. The document includes a consideration of waste management issues, an important issue area frequently over-looked in EIRs. City Waste Management Department was pleased to find a consideration of these issues in the document. The following comments on the "Solid Waste Disposal" section of the document (pp 4.G-30 and 4.G-31) are intended to improve the accuracy and provide a more complete picture of waste management programs.

Some clarifications and corrections are needed in the "Existing Conditions" section:

VIII.1  
The landfill accepts 1.5 million tons, not 1.6 million cubic yards. (According to current data, the landfill received 2,029,650 cubic yards of material in Fiscal Year 1991.)

VIII.2  
The discussion of remaining landfill capacity could be revised to more accurately reflect the situation at the Miramar Landfill. The third, fourth and fifth sentences in the paragraph could be deleted and replaced with all or a portion of the following verbiage:

In May, 1991, the City of San Diego Waste Management Department estimated the remaining capacity of the Miramar Landfill to be 21.3 million cubic yards. The City has implemented a number of programs to extend the life of the landfill, including a number of source reduction, recycling and composting programs. The State has mandated that such programs divert a minimum of 25% of the waste stream by the year 1995 and 50% by the year 2000. According to a draft Source Reduction and

VIII City of San Diego Waste Management Department

VIII-1 The text has been revised with the correct numbers.

VIII-2 The third, fourth, and fifth sentences of paragraph one have been replaced with the paragraph provided.

VIII.2

Recycling Element prepared by the Waste Management Department, in order to obtain these goals, many of the existing programs are to be continued or expanded, and new programs are planned for implementation. A Materials Recovery Facility, designed process 300,000 tons per year and to divert a minimum of 50% of this amount from landfill disposal, is scheduled to be on-line by 1994-1995. In addition to these programs, a planned sand and gravel extraction program would add 5 to 17 million cubic yards of capacity to the landfill. Projections for the capacity of the landfill based on the assumption that the waste diversion goals will be met and that sand and gravel operations will be implemented indicate that landfill will not reach capacity until after the year 2006.

The discussion of the curbside recyclable material collection program is accurate, however, this program serves only single family units. The City has other programs that focus on multi-family units and on commercial and industrial waste generators. It would be more appropriate to discuss these programs in this EIR. If a discussion of the single-family program is to be included at all, rather than discussion existing service by neighborhood, it may be more helpful to note that the City currently provides collection service to 82,000 households, or roughly 28% of the single family homes. In addition, the City is currently expanding the curbside yard waste collection program from 47,000 to 125,000 homes. The yard waste program is particularly important because yard waste represents 11% of the City's waste stream. The City Waste Management Department would like to see that convenient collection service is provided to all residences, City-wide, however, revenues from materials collected do not cover the costs of curbside collection, a labor and equipment intensive program.

VIII.3

The "Impacts" section also requires clarification. The discussion of impacts should be expanded to more accurately describe the impacts of the project, and the discussion of waste generation should be revised to clarify, and where appropriate qualify, the terms used.

VIII.4

The first sentence of the paragraph on the bottom on page 4.G-30 should be revised. The waste generation rate should be more fully explained. The second part of the sentence "approximately 1,365 tons waste [sic] per person [sic] would be generated annually" is in error and should be deleted. The figure cited is not a per person waste generation rate, but rather a total waste generation rate based on a population of 910 people. After these corrections, the sentence will read: "For the proposed mixed uses, the Waste Management Department estimates that approximately 1.5 tons of waste will be generated per person, per year."

VIII-3 The text has been revised with this language.

VIII-4 The text has been revised to clarify the total waste generation rates over the first 15 years of the project, and over the remaining 20 years to buildout.

VIII.5 The second sentence should be revised to indicate that, based on a population of 910 people, during the first fifteen years of development, a total of 1,365 tons of waste per year (20,475 tons over the entire 15 years) would be generated.

VIII.6 The third sentence should be revised to indicate that, based on a population of 1,176 people, during the remaining 20 years of development scheduled for this project, 1,764 tons of waste would be generated each year (35,280 tons over the 20 year period).

VIII.7 The fourth sentence gives the total waste generated during the development phases of the project (20,475 tons over the first 15 years, plus 35,280 tons over the next 20 years, for a total of 55,755 tons). The purpose of providing the total amount of waste generated by the project during development is not clear. It would be more appropriate to discuss the interim and final expected annual waste generation rates. Waste will continue to be generated at the project site after the development is complete.

VIII.8 The second paragraph on the top of page 4.G-31 alludes to only one impact of the project, the impact on landfill capacity. However, impacts of growth and development on Waste Management Department programs are three fold: 1) increased waste reduces landfill capacity; 2) increases in the number of single family units results in increased demand for City-operated waste collection; and 3) increased commercial, industrial and residential uses place increased demands on waste diversion programs. (The City's attempt to locate a new landfill should be moved to the existing conditions section, and this impacts section should focus on these three types of impacts.)

VIII.9 The "Significance of Impacts" section focuses only on the first of these three impacts, the impact of the project on landfill capacity. It is unclear whether or not this impact is considered significant. It is called a "potential significant impact" but is then dismissed as a "regional issue." This wording should be clarified to indicate that this impact is (apparently) considered significant. The other two potential impacts of the project should be addressed as follows:

VIII.10 Impacts on City waste collection crews for this project will not be significant because most, if not all, waste collection service will be provided by private haulers; and

The impact of the project on City waste diversion programs is considered a cumulatively significant impact.

The "Mitigation Measures" section seems to indicate that increased waste diversion programs would mitigate (to below a level of significance) the impacts of increased waste generation. However, the responsibility for this mitigation measure is placed on the

VIII-5 The text has been revised.

VIII-6 The text has been revised.

VIII-7 The fourth sentence has been deleted. The text has been revised to address the interim and final expected annual generation rates.

VIII-8 The analysis has been expanded to discuss the three types of impacts referred to. The mention of the city's landfill siting attempts has been moved to the existing conditions section.

VIII-9 The impact of the project on landfill capacity has been determined to be potentially significant. The discussion of significance with respect to the region has been deleted.

VIII-10 The two potential impacts have been included in the revised text.



City Waste Management Department. The project proponent should be responsible for this mitigation. By addressing the cumulatively significant impact of the development on the City's waste diversion programs, more suitable mitigation may be developed. Appropriate mitigation may include:

- VIII.11 [ ] The provision of areas in which to store recyclable materials;
- VIII.12 [ ] The provision of containers for this purpose;
- [ ] The requirement that businesses have waste audits performed to identify possible ways to reduce the waste stream;
- [ ] The requirement that businesses and multifamily unit complexes provide information on wastes generated and diverted to the City Waste Management Department.

VIII-11 Per discussion with City staff, this mitigation measure has been added as a requirement of the project.

VIII-12 Per discussion with City staff, these measures have been included as recommended mitigation.

In summary, it is a pleasure to see that the environmental impacts of solid waste generation are considered in this EIR. The City of San Diego Waste Management Department hopes that the foregoing comments are helpful. If you have any questions or comments, please feel free to contact Ilene Gallo at 573-1284 or Lisa Wood at 573-1236.

Sincerely,



Lisa F. Wood  
Senior Planner

cc Robert Rundle, City of San Diego Planning Department  
Judy Surber, City of San Diego Planning Department  
Morty Prisament, City of San Diego Planning Department  
Larry Monserrate, City of San Diego Planning Department  
Robert Epler, City of San Diego Waste Management Department  
Richard Hays, City of San Diego Waste Management Department

CITY OF SAN DIEGO

MEMORANDUM

FILE NO. : WPME-242.MEM  
 DATE : February 20, 1992  
 TO : Centre City Development Corp., Attn: Beverly Schroeder, Senior Planner  
 FROM : Park & Recreation Director  
 SUBJECT : NOTICE OF DRAFT MASTER EIR FOR THE CENTRE CITY REDEVELOPMENT PROJECT AND CENTRE CITY COMMUNITY PLAN AND OTHER RELATED DOCUMENTS

FEB 21 1992  
 City of San Diego  
 Office of Planning & Economic Development

This is in response to the Centre City Development Corporation notice of January 3, 1992 regarding the Centre City Redevelopment Project draft EIR master EIR.

IX Basically, we have no comments relative to the adequacy of the draft EIR at this time; however, the following comments are relative to open space and park issues which should be considered.

I. OPEN SPACE COMMENTS

	<u>Page/Item</u>	<u>Comment</u>
IX-1	1. Page 3-12, Surface	Notations such as "street rehabilitation, medians, landscaping," etc. suggest perhaps the usage of a Landscape Maintenance District. If this approach is to be pursued, please include us in the planning process at the earliest possible date.
IX-2	2. Page 3-12, Extension of King Promenade	Regarding "landscaping and pedestrian amenities," see comment #1.
IX-3	3. Page 3-13, Enhancement Pacific Highway	Regarding "surface improvements, of sidewalks, landscape center medians and similar features," see comment #1.
IX-4	4. Page 3-13, Bay-Park Links/Streetscape Improvements	Regarding "enhance streets," see comment #1.
IX-5	5. Page 4.F-3, <u>Open Space</u>	Horton Plaza Park and Pantoja Park are parks maintained by the Open Space Division with funding from the General Fund. The linear park (King Promenade) is to be maintained by a Landscape Maintenance District. If further Landscape Maintenance Districts are envisioned, please include us in the planning process at the earliest possible date.

IX City of San Diego Parks and Recreation Department

- IX-1 A Landscape Maintenance District is planned to maintain the public open space areas to be developed as part of the proposed Redevelopment and Community Plans. The City's Park and Recreation Department will be notified, and their input solicited, if any other Landscape Maintenance Districts are proposed in the future.
- IX-2 Comment noted.
- IX-3 Comment noted.
- IX-4 Comment noted.
- IX-5 A Landscape Maintenance District is planned to not only maintain the Martin Luther King Promenade, but the other public open space areas to be developed as part of the proposed Redevelopment and Community Plan as well. The City's Park and Recreation Department will be notified, and their input solicited, if any other Landscape Maintenance Districts are proposed in the future.


II. PARK COMMENTS

	<u>Page/Item</u>	<u>Comment</u>
IX-6	1. Page 4.G-13, Parks Para. 4 under "Existing Conditions"	We are unable to calculate the existing 26.6 acres of park space as presented. The Port District parks are, in our opinion, regional parks. Alternate provisions must be identified.
IX-7	2. Page 4.G-14, 4.G-15 4.G-16	Descriptions of sub-areas and how they are served by parks tend to be confusing. The <u>impact</u> of a population of 51,338 is a significant change which may require a more innovative approach to providing recreational opportunities in a high density area than dealing with population based acreage only. (Some suggestions follow).
IX-8	3. <u>Suggestions to Consider</u>	<p>The typical suburban park or population based park as defined in the General Plan is probably not accomplishable in the Centre City Planning area.</p> <p>Consider recreational amenities in streets or on right-of-ways which can be closed or gated during non-peak traffic use.</p> <p>Consider "roof top" parks or recreational amenities on buildings or within buildings. Who builds? Who maintains? Could include tennis, court games and passive viewing.</p> <p>Consider a "multi-generational" facility in the 100,000 square foot range to accommodate active and passive users as well as some social services. Phoenix, Arizona has several. Possible substitute for acreage.</p> <p>Consider a major "greenway" to Balboa Park from Civic Center and from 12th and Market area for active jogging, walking and cycling. Improvements should be to encourage walking, and using public transportation and should be well-lighted.</p> <p>Please schedule further meetings as necessary with the Park and Recreation Department staff prior to finalizing the documents for Centre City.</p>

IX-6 The Embarcadero-Marina Park (approximately 22 acres in size), Pantoja Park (approximately 2 acres in size), and the King Promenade (a 2.6 acre linear park currently under construction) serve the Planning Area, for a total of 26.6 acres of park space. As acknowledged by the General Plan, resource based parks such as the Port District parks are indeed intended to serve the entire City and its visitors, however, parts of them can and do function to fulfill local neighborhood and community park needs of surrounding residences (City of San Diego General Plan, 1989, pg. 312).

IX-7 Comment noted.

IX-8 Comment noted. Suggestions will be considered.

  
 GEORGE L. LOVELAND

VM:cht  
 cc: N. Acevedo T. Story  
 V. Marchetti

**CALIFORNIA  
SCHOOL FINANCIAL SERVICES, INC.**

Brooks P. Coleman and Associates  
A Professional Corporation

February 6, 1992

X  
Maureen A. Stapleton, Deputy Executive Director  
Redevelopment Agency of the City of San Diego  
Security Pacific Plaza  
1200 Third Avenue, Suite 1620  
San Diego, CA 92101

SUBJECT: Draft Environmental Impact Report  
Centre City Redevelopment Project

Dear Ms. Stapleton:

The subject document has been reviewed on behalf of the San Diego Community College District and comments and requests for additional information are submitted in this letter. Our conclusion is that the document does not adequately explore the potential for impacts upon the District. The District's educational programs and objectives are an integral part of the community responsibility for education. In order to fulfill this mandate, full and complete knowledge of the growth-inducing nature of this project is required.

The Community College District serves as one of the principle avenues for achievement of undergraduate degrees and as a major source for continuing education and vocational training, both of which are significant to the community, especially considering the cultural and demographic diversity evidenced in the project area and because of the concentration of employment. The importance of the community colleges to those residing, employed or doing business in the project area and environs should not be underestimated. Amplification of the Draft EIR is necessary to fully explore the extent of impacts on the District.

The following are specific areas of concern which require expanded analysis:

- X-1
1. Mitigation of impacts only by implementation of community and redevelopment plans seems an oversimplification of the complex nature of potential impacts on schools and other services. Specific identification of impacts likely to occur during the project term based upon the development goals achieved is appropriate. Also, broader discussion of available mitigation measures is needed. The simple reference to payment by the Agency for services required is not deemed adequate.
  - X-2 2. Expanded discussion of the degree of ethnic diversity in the project area, trends regarding changing patterns and related impact on the District should be included.

X California School Financial Services, Inc./San Diego Community College District

X-1 The draft MEIR identifies mitigation measures that would be implemented by the proposed Community and Redevelopment Plans. These measures include the ability of the Agency to enter into agreements with the San Diego Community College District (CCD) to provide funds for Community College and continuing education facilities.

In addition to the analysis contained in this draft Master Environmental Impact Report, during Fiscal Review, Centre City Development Corporation (CCDC), on behalf of the San Diego Redevelopment Agency, with Keyser Marston Associates Inc. (KMA) reviewed the fiscal impact analyses submitted to the Fiscal Review Committee by the taxing agencies and their consultants.

By implementing the Redevelopment Project, more housing and employment would take place in downtown than would otherwise occur, as opposed to outlying areas. The CCDC/KMA analysis is a subregional distribution of population and employment and found that no measurable impacts on new regional growth would occur. For the purpose of environmental analysis, the CCDC/KMA analysis identifies the magnitude, cost, and funding of adequate USD facilities serving the residents and employees which the Agency is attempting to attract into the area of the proposed Community and Redevelopment Plans at ultimate capacity (2025). During Fiscal Review various taxing agencies modeled a factor for "immigration" into the County claimed to be caused by redevelopment which CCDC/KMA analysis doesn't accept for the reasons discussed above. Nevertheless, CCDC/KMA have incorporated into the CCDC/KMA analysis a factor for "immigration" (less than assumed by the taxing agencies) to identify "worst case" impacts of the Redevelopment Project.

Impacts of new housing constructed in the Project Area, and new housing constructed outside of the Project Area generated by new employment within the Project Area, are identified relative to educational and administrative facilities. Educational facilities are assumed to be required at a rate of 4.21 square feet per full time equivalent (FTE) students and 0.17 square feet per FTE for administrative facilities. Total facility cost per FTE student is estimated at \$6,287.

The total demographic impact of the Redevelopment Project is the addition of 27,927 households (48,503 persons) within the Community College District boundaries. This includes 21,594 direct new households (31,822 persons) within the Project Area. The increase of students attributable to the implementation of the proposed Community and Redevelopment Plans is 1,936 FTE students. This is 2.7% of the 71,539 total projected CCD FTE students at ultimate capacity (2025) based on fall 1999 student enrollment projections prepared by CCD indicating an annual increase in students of 1.939%.

X-3 3. The ultimate-capacity scenario assumes specific growth rates in the various land use categories. Since even growth rates are unlikely to occur and significant unknown events are possible, growth scenarios based upon low, moderate and high-growth rates should be analyzed and included in the final EIR.

X-4 4. Achievement of the job/housing balance goals of the Agency has potential for significant impact on the District. Should additional time be made available as a result of shorter commutes, such time may be utilized by residents and employees for continuing and/or vocational education. This concept should be analyzed in depth to determine potential impact on the District.

X-5 5. To meet impact on the District, the Redevelopment Plan authorizes the Agency to provide up to \$1.5 million toward capital improvements at City College. We conclude that there is potential for other significant impacts on the District and that mitigation should not be limited to one payment for one facility. The range of mitigation measures should be disclosed and a commitment made by the Agency that they will be available as future impacts are identified.

X-6 6. Finally, we call to your attention the highly significant discussion of growth inducement, cumulative impacts on project area and regional cumulative impacts. The report acknowledges that significant growth, as measured by population and employment, will result from implementation of the Community and Redevelopment Plans. It is concluded in the EIR that the effect upon regional growth will not be significant but that these plans are considered growth-inducing within the project area. It is further concluded that the cumulative impacts in the planning area will be positive, although implementation would result in a cumulative increase in demand for public facilities/services. There is no mention of the potential for impact on the Community College District or schools in general, nor is there discussion of the potential for regional cumulative impacts.

We believe that this portion of the Draft EIR should be supplemented by a detailed analysis of the potential impacts on the Community College District within the project area and regionally. The comment in the report that there is an "unquantifiable" effect that redevelopment may have on inducing growth to the region leads the reader to conclude that the Draft EIR as submitted does not have all of the answers. The report further acknowledges that growth may shift from one area to another. This acknowledgment and the fact that specific discussion of impact on the District is not included warrant our request that the report be revised in the areas indicated.

The San Diego Community College District recognizes that population and employment projections, foretelling of events or trends and other predictive actions have severe limitations. However, in order for the District to adequately plan, identification of projected population levels and other trends is essential. With this information available, enrollment trends may be

The demand for CCD capital facilities generated from the increase in FTE students would be approximately 127,195 square feet of educational and administrative space at a present cost of \$12,171,813 (capital cost impacts for CCD are based on \$6,057 per FTE student for educational facilities and \$230 per FTE student for administrative facilities costs). Escalated at a 4% annual rate for 33-years the total future cost of facilities would be \$25,134,300. No existing facility deficiencies have been identified by CCD.

Implementation of the proposed Redevelopment Plan authorizes the Agency, through a proposed agreement with CCD, to cooperate with, and provide funds to CCD for school facilities.

X-2 According to the 1960 Census, Centre City's ethnic composition was 77% white, 14% hispanic, 6% black, and 3% other. In 1990, the Census described Centre City's ethnic composition as 53% white, 29% hispanic, 14% black, 3% asian/pacific islander, and 1% native american. These figures show increasing ethnic diversity and a more balanced ethnic population.

Although the population within Centre City is expected to increase and ethnic diversity is expected to become more balanced, this change is not anticipated to affect the level of demand on CCD, or other school district facilities.

X-3 The basis of this analysis of the draft MEIR is buildout of the Planning Area at ultimate capacity 2025. The timing of growth is expressed by average annual development rates. The actual timing of development may vary somewhat from these average rates, but is not anticipated to exceed ultimate capacity. This method provides an adequate analysis of potential impacts of the Redevelopment Project.

X-4 Achievement of greater jobs/housing balance in downtown is related to the increase of residential population within the Project Area. The direct impacts associated with increased housing in the Project Area was arrived at in the CCDC/KMA model using customary demographic factors and techniques. Any increase in demand for CCD facilities involving potential student time availability would be speculative.

X-5 See response to comment X-1

The draft MEIR identifies various publicly owned facilities at or in the vicinity of City College in which the Agency is authorized to participate. In addition to these improvements, and as part of the Fiscal Review process, the Agency has made specific proposals to CCD to mitigate identified impacts. The provision of Agency funds to CCD mitigates identified impacts resulting from implementation of the proposed Community and Redevelopment Plans.

X-6

ascertained and the District enabled to prepare for appropriate capital improvements and curriculum adjustments in advance of actual need. The District therefore recommends that the Agency adopt a detailed mitigation measure to assist the District in meeting its responsibility to the community as follows:

That a continuing monitoring and reporting program be established to assess the impact of project implementation on the programs, facility needs and fiscal base of the Community College District. Project-by-project analysis should be included. At regular intervals redevelopment plan accomplishments, project overview, changes in growth assumptions and potential for impact on the District shall be reviewed. Demographic and ethnic diversity should also be monitored and impacts on the District identified.

We find that establishment of a monitoring program as outlined through the life of the plan is consistent with the intent of an EIR to identify and mitigate significant impacts of plan implementation. We further believe that adoption of this measure will aid the District in adjusting to changing needs of the community through the plan implementation period.

It is respectfully requested that the Final EIR for the Centre City Project not be approved or adopted until the impacts of the project have been fully explored and appropriate actions taken to alleviate the impacts identified.

Sincerely,



Brooks P. Coleman Ed.D.  
President

BPC:cc

cc: Mr. Damon Schamu, P.E., Director, Facilities Services  
San Diego Community College District

Specific impacts to CCD are discussed in response to comment X-1

The Redevelopment Plan authorizes the Agency to participate with CCD through an agreement to provide facilities over the life of the program. Any agreement would provide cooperation in implementation, timing, financing and reporting of various facilities over the life of the program.

X-6

Population, housing, employment and land use forecasts for the San Diego region are prepared by the San Diego Association of Governments (SANDAG) and are contained in The Series 7 Regional Growth Forecast. According to SANDAG (telephone conversation with Bob Parrott, Director of Research and Information Systems, 3/5/92), a "top-down" approach is used. SANDAG first produces a forecast for the San Diego region using approximately 600 variables concerning the national, state and regional economies. Factors considered include national demographic trends, state finance policies, U.S. economic and foreign policy and trends in fertility and mortality. SANDAG then allocates or distributes the regional forecast to subareas within the County. Basic employment is distributed primarily on the basis of local jurisdiction policies on industrial development; other activities, such as population, housing units and local serving employment is distributed based on the location of the basic local serving employment, availability of usable land, general and community plan land use policies, and transportation accessibility. Therefore, the fact that more growth may occur in Centre City does not effect the regional growth nor impact services on a regional basis.

By implementing the Redevelopment Project, more housing and employment would take place in downtown than would otherwise occur, as opposed to outlying areas. The CCDC/KMA analysis is a subregional distribution of population and employment and no measurable impacts on new regional growth would occur. For the purpose of environmental analysis, the CCDC/KMA analysis identifies the magnitude, cost, and funding of adequate CCD facilities serving the residents and employees which the Agency is attempting to attract into the area of the proposed Community and Redevelopment Plans at ultimate capacity (2025). During Fiscal Review various taxing agencies modeled a factor for "inmigration" into the County claimed to be caused by redevelopment which CCDC/KMA analysis doesn't accept for the reasons discussed above. Nevertheless, CCDC/KMA have incorporated into the CCDC/KMA analysis a factor for "inmigration" (less than assumed by the taxing agencies) to identify "worst case" impacts of the Redevelopment Project.



# SAN DIEGO CITY SCHOOLS

EDUCATION CENTER • 4100 Normal Street, San Diego, CA 92103-2682 •

BUSINESS SERVICES DIVISION  
CENTRE CITY  
DEVELOPMENT  
CORPORATION

February 13, 1992

FEB 18 1992

Ms. Pam Hamilton  
Centre City Redevelopment Corporation  
225 Broadway, Suite 1100  
San Diego, California 92101

Orig. To: PH  
Copy To: \_\_\_\_\_

Re: Draft Environmental Impact Report (DEIR) for the Centre City Redevelopment Plan

Dear Ms. Hamilton:

We appreciate your providing us with the subject document as required by CEQA. The San Diego Unified School District has reviewed it with respect to potential significant impacts on the District.

The following comments are offered for your consideration:

1. The DEIR does not include discussion of new households and the associated new students as a result of new non-residential development proposed in the Plan. While some of these households may be accommodated in the Project Area and their impact thus reflected in the students from new residences, many of them will be accommodated by increases in the housing supply outside of the Area and represent additional demand for District services. Because the Redevelopment Plan proposes a significant amount of non-residential development, this omission from the DEIR clearly underestimates the impact of the Plan on the District.
2. The DEIR calculation of new students as a result of the Redevelopment Plan does not consider the impact of demographic trends, principally increasing birth rates, on student enrollment. Thus, the DEIR's estimate of student enrollment underestimates the future need for facilities.
3. New students come from both existing and new housing. The DEIR does not consider the impact to the District from students from existing housing; this has two consequences. First, it overestimates the capacity that will be available to serve students from new development, and second, it underestimates the impact that loss of property tax revenues will have on the District.
4. The DEIR concludes that there will not be significant impacts to the District as a result of the Plan. There is no basis for this conclusion. The DEIR uses an estimate of student demand that does not consider students associated with non-residential development proposed for the Area, does not consider increasing birth rate trends, and does not consider the demands on capacity that new students from existing homes will place on school facilities. Moreover, the DEIR does not calculate the cost to provide facilities for the students it estimates will result from the Plan. Consequently, there is no way to conclude that there will not be significant impacts to the District as a result of the Plan.

XI San Diego City Schools

XI-1 The draft MEIR identifies mitigation measures that would be implemented by the proposed Community and Redevelopment Plans. These measures include the ability of the Agency to enter into agreements with the San Diego Unified School District (USD) to provide funds for school facilities.

In addition to the analysis contained in this draft Master Environmental Impact Report, during Fiscal Review, Centre City Development Corporation (CCDC), on behalf of the San Diego Redevelopment Agency, with Keyser Marston Associates Inc. (KMA) reviewed the fiscal impact analyses submitted to the Fiscal Review Committee by the taxing agencies and their consultants.

By implementing the Redevelopment Project, more housing and employment would take place in downtown than would otherwise occur, as opposed to outlying areas. The CCDC/KMA analysis is a subregional distribution of population and employment and found that no measurable impacts on new regional growth would occur. For the purpose of environmental analysis, the CCDC/KMA analysis identifies the magnitude, cost, and funding of adequate USD facilities serving the residents and employees which the Agency is attempting to attract into the area of the proposed Community and Redevelopment Plans at ultimate capacity (2025). During Fiscal Review various taxing agencies modeled a factor for "immigration" into the County claimed to be caused by redevelopment which CCDC/KMA analysis doesn't accept for the reasons discussed in response to comment III-8. Nevertheless, CCDC/KMA have incorporated into the CCDC/KMA analysis a factor for "immigration" (less than assumed by the taxing agencies) to identify "worst case" impacts of the Redevelopment Project.

Impacts of new housing constructed within the Project Area, and new housing constructed outside of the Project Area generated by new employment within the Project Area, are identified relative to educational facilities (administrative facility requirements are assumed to be insignificant). Educational facilities are assumed to be required at a rate of 89 square feet per student. Total facilities costs are assumed to be \$20,626 per student.

The total demographic impact of the Redevelopment Project is the addition of 27,927 households (48,503 persons) within the Unified School District boundaries. This includes 21,594 direct new households (31,822 persons) within the Project Area. The increase of students attributable to the implementation of the proposed Community and Redevelopment Plans is 2,965 students. This is 1.7% of the 172,982 total projected USD students at ultimate capacity (2025) based on fall 2010 student enrollment projections prepared by USD indicating an annual increase in students of 1.0%

The demand for USD capital facilities generated from the increase in students would be approximately 263,885 square feet and a gross increase in facilities costs of \$61,156,090 in present dollars. The gross increase in facilities costs is off-set by impact fee revenue generated by the new development discussed above. Total impact fee revenue is \$71,569,644. The difference between facilities costs and impact fee revenue (\$61,156,090 - \$71,569,644 = \$10,413,554) results in a net surplus of \$10,413,554 to USD in present value. Escalated at a 4% annual rate for 33-years the total revenue surplus would be \$21,503,900 in future dollars. No existing facility deficiencies have been identified by USD.

Implementation of the proposed Redevelopment Plan authorizes the Agency, through a proposed agreement with USD, to cooperate with, and provide funds to USD for school facilities.

- XI-2 According to the 1960 Census, Centre City's ethnic composition was 77% white, 14% Hispanic, 6% black, and 3% other. In 1990, the Census described Centre City's ethnic composition as 53% white, 29% Hispanic, 14% black, 3% Asian/Pacific Islander, and 1% Native American. These figures show increasing ethnic diversity and a more balanced ethnic population.
- Although the population within Centre City is expected to increase and ethnic diversity is expected to become more balanced, this change is not anticipated to affect the level of demand on USD, or other school district facilities.

See response to XI-1 for discussion of impacts to USD.



Ms. Pam Hamilton  
February 13, 1992  
Page 2 of 2

- XI-5 5. Page 4.G-59 states that SROs and senior housing are exempt from school development impact fees. Page 4.G-63 calculates the impact fee revenue that the District could expect to collect as a result of the Redevelopment projects. This calculation includes revenues from SROs and senior housing. This inconsistency should be corrected.
- XI-6 6. The calculation of impact fee revenues that the District could expect to collect from the Redevelopment projects should not include the 1.4 million square feet of government office space proposed in the Plan. Government space is exempt from impact fees.
- XI-7 7. The DEIR states that mitigations are not necessary for the District as a result of the Redevelopment Plan. This conclusion is based on an incomplete analysis of the Plan's impacts. (See item 4 above.) The District believes that mitigation is necessary to address the impact that the students associated with residential and non-residential projects proposed in the Plan will have on District school facilities.

Thank you for the opportunity to review and comment on this report.

Sincerely,



John E. Perko  
Assistant Superintendent

JEP:feb

M: Centre City Draft EIR

XI-3 The draft MEIR states that in 1990, 530 USD students resided in the Project Area. The draft MEIR also identified 1990 student enrollment and capacity of Perkins Elementary, Sherman Elementary, Washington Elementary, Memorial Junior High, Roosevelt Junior High and San Diego High schools. All of these schools were found to be under capacity except for Roosevelt Junior High School which was found to be over capacity by two students. No other existing facility deficiencies have been identified by USD.

XI-4 Specific impacts to USD are discussed in response to comment XI-1

The Redevelopment Plan authorizes the Agency to participate with USD through an agreement to provide facilities over the life of the program. Any agreement would provide cooperation in implementation, timing, financing and reporting of various facilities over the life of the program.

XI-5 Comment noted, the calculation of impact fee revenues include only non-single room occupancy and non-senior housing units.

See response to comment XI-3

XI-6 Comment noted, the text has been revised to exclude the 1.4 million square feet of government office space proposed in the Plan.

See response to comment XI-3

XI-7 Specific impacts to USD are discussed in response to comment XI-1

The Redevelopment Plan authorizes the Agency to participate with USD through an agreement to provide facilities over the life of the program. Any agreement would provide cooperation in implementation, timing, financing and reporting of various facilities over the life of the program.

**BOWIE, ARNESON, KADI, WILES & GIANNONE**  
A PARTNERSHIP INCLUDING A PROFESSIONAL CORPORATION

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MP CLR FILE

17054.05

February 13, 1992

XII Ms. Beverly Schroeder  
Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, California 92101

CENTRE CITY  
DEVELOPMENT  
CORPORATION

XII County Office of Education (COE)

FEB 14 1992

Re: Draft Master Environmental Impact Report  
for Centre City Redevelopment Project

Orig. To: BALS  
Copy To: \_\_\_\_\_

Dear Ms. Schroeder:

This firm represents the San Diego County Office of Education ("SDCOE") and on behalf of SDCOE is providing the following comments on the Draft Master Environmental Impact Report ("DEIR") which has been prepared for the Centre City Redevelopment Project (the "Project").

ANALYSIS

A. THE DEIR FAILS TO FULLY IDENTIFY IMPACTS WHICH THE PROJECT WILL HAVE ON SDCOE AND OTHER SCHOOL SERVICES PROVIDERS.

Among the goals of the proposed Centre City Community Plan identified in the Project Description in the DEIR is to "substantially increase the number of people living downtown [and] provide a range of housing to meet the needs of an economically and socially balanced population." The Project itself is identified as being part of the update of the Centre City Community Plan, and includes the expansion of three existing redevelopment projects in Centre City (DEIR p. 1-6). The project proposes the construction of a total 26,550 residential dwelling units over a 35-year period with an average of 650 units to be developed annually for the first fifteen years of the project and an average of 840 dwelling units per year to be developed annually for the latter 20 years of the program. These projections are described in the "ultimate capacity buildout

Ms. Beverly Schroeder  
Center City Development Corporation  
February 13, 1992  
Page 2

scenario" which is considered in the DEIR to "model potential impacts of the proposed community plan and redevelopment plan." (DEIR, pages 3-15 to 3-17). In addition to the anticipated residential development, the Project further contemplates (in its commercial/office district component) to emphasize development of professional offices, retail sales and services, restaurants, and hotels and motels as part of the growth of the commercial and professional services to be provided to the Project area.

Despite these projections for increases in residential and employment-related population densities, the DEIR concludes that as to certain public services, specifically those of school services, the "implementation of the proposed redevelopment plans would not result in a significant impact." (DEIR 4.G.-64). As such, the DEIR fails to properly acknowledge increased student generation from increases in population densities. Although an attempt is made to suggest that an average annual increase of 53 students could be projected based on census ratios relative to student projection from single room only ("SRO") and non-single room only ("Non-SRO") housing, these projections do not take into consideration impacts to be felt by school services providers based on the effect of increased employment and the consequent increases in student generation from increased residential densities in areas surrounding the Project area (i.e. "multipliers"). As a regional service provider, SDCOE would from the outset require that the DEIR's impact analysis more fully consider the effect of population-related impacts to school service providers from anticipated residential and commercial growth.

**B. WHILE IDENTIFYING A RANGE OF EDUCATIONAL SERVICES PROVIDED BY SDCOE, THE DEIR'S ANALYSIS IS LIMITED TO ONLY TO ONE PROGRAM.**

Although the DEIR specifically identifies SDCOE as a regional services provider to the Project Area and identifies a number of programs and services provided by SDCOE, the DEIR chooses to illustrate only three of the programs, specifically the Juvenile Court and Community Schools (JCCS), the Advancement Via Individual Determinations (AVID), and the Regional Occupational Program (ROP). Of these, only the ROP Program is specifically analyzed as ostensibly being "illustrative of the services of the Office of Education" (see DEIR pgs. 4G-60 to 4G-

XII-1 The draft MEIR identifies mitigation measures that would be implemented by the proposed Community and Redevelopment Plans. These measures include the ability of the Agency to enter into agreements with the County Office of Education (COE) to provide funds for educational facilities.

In addition to the analysis contained in this draft Master Environmental Impact Report, during Fiscal Review, Centre City Development Corporation (CCDC), on behalf of the San Diego Redevelopment Agency, with Keyser Marston Associates Inc. (KMA) reviewed the fiscal impact analyses submitted to the Fiscal Review Committee by the taxing agencies and their consultants.

By implementing the Redevelopment Project, more housing and employment would take place in downtown than would otherwise occur, as opposed to outlying areas. The CCDC/KMA analysis is a subregional distribution of population and employment and found that no measurable impacts on new regional growth would occur. For the purpose of environmental analysis, the CCDC/KMA analysis identifies the magnitude, cost, and funding of adequate COE facilities serving the residents and employees which the Agency is attempting to attract into the area of the proposed Community and Redevelopment Plans at ultimate capacity (2025). During Fiscal Review various taxing agencies modeled a factor for "immigration" into the County claimed to be caused by redevelopment which CCDC/KMA analysis doesn't accept for the reasons discussed in response to comment III-8. Nevertheless, CCDC/KMA have incorporated into the CCDC/KMA analysis a factor for "immigration" (less than assumed by the taxing agencies) to identify "worst case" impacts of the Redevelopment Project.

Impacts of new housing constructed within the Project Area, and new housing constructed outside of the Project Area generated by new employment within the Project Area, are identified relative to educational facilities. The CCDC/KMA analysis considers the following COE programs: Regional Occupation Program (ROP), Friendship, Handicapped Infant Care Program (HOPE), Migrant Education, Court Schools, Community Schools, Outdoor Education Program, Advancement Via Individual Determination (AVID), Business Services, Library Services, Graphic Services, District & Special Programs, and Staff Development Programs.

XII-1

XII-2

The CCDC/KMA analysis assumes the student yield rates, and required building square footage, land area, land cost, building cost and special equipment cost provided by COE. A 36.8%/63.2% split between leased and owned space has been generally assumed. Specifically, ROP is assumed to be 100% leased space; Friendship, HOPE, Migrant Education, Court Schools, Community Schools, Outdoor Education, AVID, and Staff Development are assumed to be 36.8% leased and 63.2% owned; and Business Services, Library Services, Graphics Services, and District and Special Programs, as overhead programs, are assumed to be 100% owned. These percentages are reflected in demand rates discussed below. Although the CCDC/KMA analysis includes these programs, it is not readily apparent that all of these COE programs and services would be affected by employment or housing growth in the Project Area.

The following square footage and student yield rates by COE program are assumed: ROP, 2.22 students per 1,000 population and 8.51 students per 1,000 students; Friendship, 126 square feet per student, 0.13 students per 1,000 students; HOPE, 377 square feet per student, 0.23 students per 1,000 population; Migrant Education, 783 square feet per student, 20.45 students per 1,000 students; Court Schools, 1,011 square feet per student, 2.56 students per 1,000 students; Community Schools, 1,479 square feet per student, 2.54 students per 1,000 students; Outdoor Education Program, 671 square feet per student, 76.92 students per 1,000 students; AVID, 591 square feet per student, 8.44 students per 1,000 students; Business Services, 318 square feet per student, 0.25 students per 1,000 students; Library Services, 633 square feet per student, 0.08 students per 1,000 students; Graphic Services, 0.05 per 1,000 students; District & Special Programs, 753 square feet per student, 0.42 students per 1,000 students; and Staff Development Programs, 124 square feet per student, 0.79 students per 1,000 students.

The total demographic impact of the Redevelopment Project is the addition of 37,223 households (74,192 persons) within the County. This includes 21,594 direct new households (31,822 persons) within the Project Area. The increase of students attributable to the implementation of the proposed Community and Redevelopment Plans is 7,757 students within the County. This is 1.2% of the 643,502 total projected COE students at ultimate capacity (2025) based on fall USD 2010 student enrollment projections as a proxy for COE student enrollment trends indicating an annual increase in students of 1.023%

Total facilities costs to COE by program are: ROP, \$2,524,830; Friendship, \$30,045; HOPE, \$89,385; Migrant Education, \$186,050; Court Schools, \$214,696; Community Schools, \$352,412; Outdoor Education Program, \$109,241; AVID, \$139,917; Business Services, \$ 40,015; Library Services, \$78,661; Graphic Services, \$0; District & Special Programs, \$93,134; and Staff Development Programs, \$25,363. The total net impact on facilities costs to COE is \$3,883,750 in present value. Escalated at a 4% annual rate for 33-years the total facilities costs would be \$9,164,800 in future value. No existing facility deficiencies have been identified by COE.

Implementation of the proposed Redevelopment Plan authorizes the Agency, through a proposed agreement with COE, to cooperate with, and provide funds to COE for school facilities.

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XII-2 64), even though SDCOE has participated and shown a willingness to share information regarding other programs offered by SDCOE and regarding the potential for significant impacts to be incurred. Nevertheless, the DEIR selectively analyzes the ROP program, even though the ROP Program is distinctive among SDCOE's programs in that it is limited to persons meeting a certain age threshold. Therefore, the discussion regarding impacts from the Project to SDCOE is fundamentally flawed in that its analysis is limited to a program which (despite the assertion of the DEIR to the contrary) is not necessarily "representative and illustrative" of all of the programs offered by SDCOE or their availability to a wider section of the student population or to the community as a whole throughout the region or the Project area. The DEIR should assess impacts to SDCOE in a manner which directs the analysis to all SDCOE programs, in order to more fully recognize the potential for significant impacts to be incurred by SDCOE and its programs from buildout of the Project.

C. THE DEIR FAILS TO ADEQUATELY ADDRESS MITIGATION OF SIGNIFICANT IMPACTS WHICH THE PROJECT WILL HAVE ON SDCOE.

As noted above, the DEIR specifically acknowledges that increases in population-related densities would occur as a consequence of the implementation of the Project. However, the DEIR goes on to suggest the following:

XII-3 "Implementation of the community and redevelopment plans will generate school impact fees of more than \$37.5 million in current dollars without any escalation in fee rates (CCDC 1991) over the 35 year period [of the Project], an average of more than one million dollars per year in current dollars without any escalation in fee rates."

The DEIR further states that "[t]he Redevelopment Agency is authorized under Sections 33445 and 33401 of the Community Redevelopment Law to assist school districts to provide facilities to accommodate growth from the Project Area during the redevelopment period, provided such growth is not mitigated by other sources of revenues (such as school fees on new development)" (DEIR 4G-64, emphasis added). This is evidently intended to suggest that school fees are an adequate mitigation

XII-2 The CCDC/KMA analysis referenced in response to comment XII-1 considers the following programs: Regional Occupation Program, Friendship, Handicapped Infant Care Program, Migrant Education, Court Schools, Community Schools, Outdoor Education Program, Advancement Via Individual Determination, Business Services, Library Services, Graphic Services, District & Special Programs, and Staff Development Programs.

XII-3 See response to comment XII-1 for analysis of impacts to COE.

The Redevelopment Plan authorizes the Agency to participate with COE through an agreement to provide facilities over the life of the program. Any agreement would provide cooperation in implementation, timing, financing and reporting of various facilities over the life of the program.

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measure and can operate as a condition or limitation on measures statutorily authorized in the redevelopment law to alleviate impacts to school service providers.

The use of developer fees as a mitigation measure cannot be justified relative to SDCOE since SDCOE itself does not collect such fees. Moreover, the proposition that assessing school impact fees is an adequate means by which to mitigate impacts from a redevelopment proposal in general is erroneous because such a proposition is not in harmony with recent legal developments. For example, in Murrieta Valley Unified School District v. County of Riverside (1991) 279 Cal.Rptr. 421, the Fourth District Court of Appeal (in a case involving the adequacy of CEQA with respect to school facilities impacts from a comprehensive general plan amendment) determined that the School Facilities Legislation (Government Code Sections 53080 and 65995) neither preempted nor prohibited a county's authority to consider providing feasible school mitigation measures in excess of developer fees in an EIR and in the general plan amendment to which the EIR related. As in Murrieta, within the Project is also related to a specific general plan amendment, namely the update to the 1976 Centre City Community Plan to be considered by the City Council, and is intended to be a "tool for implementation of the proposed community plan". (DEIR p. 3-10). By this analysis, the Murrieta decision directly applies to the Project, and requires the identification of school facilities impacts and their mitigation prior to any Project approval. The statement in the DEIR that "no mitigation measures are necessary" is, therefore, contrary to existing law, including the precedent established by the Murrieta decision.

Other recent appeals court decisions place into question other assertions made in the DEIR. These include the notion that mitigation of significant impacts to schools resulting from the Project's implementation can be preempted by school fee legislation. For example, in William S. Hart Union High School District v. Regional Planning Commission of the County of Los Angeles, (1991) 277 Cal.Rptr. 645, the Second District Court of Appeal, ruling on an argument that Government Code Section 65996 preempted any consideration of the adequacy of school facilities other than those exactions provided for in the School Facilities Legislation of 1986, held in favor of school districts by specifically noting that in the case of legislative approvals

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XII-3

(such as general plan amendments), Government Code Section 65996 did not preempt consideration of the adequacy of school facilities. The Supreme Court denied review of the Hart decision on May 2, 1991, thus rendering the Court of Appeals decision final. Therefore, the authority of the Redevelopment Agency to assist school districts to provide facilities, as "authorized under Sections 33445 and 33401 of the Community Redevelopment Law" (DEIR p. 4 G-64) is not limited by other sources of revenue such as school fees on new development, and the inclusion of such a statement in the DEIR in light of Hart and Murrieta (which was also denied review by the Supreme Court) is not in harmony with present California law.

D. THE DEIR FAILS TO CONSIDER PROJECT ALTERNATIVES IN A MANNER IN COMPLIANCE WITH CEQA.

XII-4

The CEQA Guidelines require that an environmental impact report review the impacts of a project on various subject matters to determine whether or not they constitute or will cause a significant effect as defined. If a significant effect is found to be caused by a project, the environmental impact report is required to describe measures which could minimize significant adverse impacts, and must include a discussion of mitigation measures and their alternatives. The discussion of alternatives must specifically focus on alternatives capable of eliminating any significant adverse environmental effects or reduce them to a level of insignificance, "even if these alternatives would impede to some degree, the attainment of the project objective or would be more costly." See 14 Cal.Code of Regs. Section 15526(c) and (d) (3). See also Kings County Farm Bureau v. City of Hanford (1990) 270 Cal.Rptr. 650, [which stands for the proposition that an inadequate discussion of such alternatives would make the approval of such an environmental impact report a prohibited abuse of discretion]. Despite the mandate of the California statutes, the California administrative regulations governing CEQA, and recent decisions of the state judiciary, the within DEIR merely describes two project alternatives. One alternative would simply decrease land use density and intensities while the other "alternative" is simply the "no project" alternative which although required by 14 Cal.Code of Regs. Section 15143 to be included in a comparative evaluation of the Project, is not analyzed in any meaningful way to quantify the extent to which development would occur absent the implementation of the Project.

XII-4

The draft MEIR evaluated potential impacts of the "reduced density" and "no project" alternatives. Under the reduced density alternative the total blended amount of development is approximately 79% of total build-out at ultimate capacity and impacts to COE may be reduced by a commensurate amount. However, the Agency has proposed to make payments to COE based on the impacts identified in the CCDC/KMA analysis of the Redevelopment Project at ultimate capacity that would fully mitigate these impacts to COE and, therefore, it is unnecessary to reduce the program.

Under the no project alternative the amount of forecasted development is significantly less than ultimate capacity. The no project alternative would include a total of 5,181,680 net square feet of office, 3,275 hotel rooms, 451,813 net square feet of retail, and 3,132 multi-family residential and 3,092 single room occupancy (SRO) and senior residential dwelling units. The total blended amount of development (including the loss of existing development through demolition) is approximately 33% of total build-out at ultimate capacity and impacts to COE may be reduced by a commensurate amount. As the Agency has proposed to make payments to COE based on the impacts identified in the CCDC/KMA analysis of the Redevelopment Project at ultimate capacity that would fully mitigate these impacts to COE and, therefore, it is unnecessary to abandon the program.



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The DEIR fails to identify and discuss any alternatives which would eliminate or reduce significant impacts even if such alternatives would impede the attainment of the Project objective or would be more costly. The DEIR contains no discussion, consideration or review of alternative mitigations or mitigation measures to reduce the impact on school facilities. Such alternative measures could include [but would not necessarily be limited to] entering into agreements with school services providers (such as SDCOE) for the mitigation of impacts to school facilities, reductions in the overall scope of the project area and/or the tax increment cap, and the exclusion of regions presently within the project area which might not fully meet the criteria for a finding of blight. The absence of any discussion of such alternatives fails to permit a reasoned choice among alternatives as required by the CEQA Guidelines.

#### CONCLUSION

On behalf of SDCOE, we would request that the Centre City Development Corporation and the Redevelopment Agency evaluate the above comments in order to facilitate analysis of the impacts of the Project on SDCOE. This is required before the redevelopment plan can be expected to adequately address significant impacts and arrive at measures which may result in mitigation. If the Redevelopment Agency or the Centre City Development Corporation

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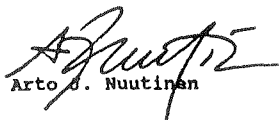
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have any further questions or comments on this matter, they should be directed to Tom Robinson, Director of Facilities Planning for SDCOE, or to myself or Wendy Wiles of this firm.

Very truly yours,

BOWIE, ARNESON, KADI,  
WILES & GIANNONE

By



Arto D. Nuutinen

AJN/jj

cc: Mr. Tom Robinson (SDCOE)  
Mr. Dante Gumucio (David Taussig & Associates)  
Mr. Barnett Silver (David Taussig & Associates)  
Ms. Wendy Wiles (BAKWG)

CITY OF SAN DIEGO CENTRE CITY REDEVELOPMENT PROJECT  
DRAFT MASTER ENVIRONMENTAL IMPACT REPORT

EVALUATION BY DAVID TAUSSIG AND ASSOCIATES, INC.

Growth Orientation of the Redevelopment Plan

According to the draft EIR for the Centre City Redevelopment Project, "the proposed Redevelopment Plan would serve as a tool for implementation of the proposed Community Plan" (EIR p. 3-11). The EIR also states that one of "the goals of the proposed Community Plan" is to "substantially increase the number of people living downtown" (EIR p. 3-1), and "to enhance job opportunities for workers of all skill and education levels (EIR p. 4.A-28). In particular, the EIR acknowledges that the project would "encourage development of new buildings and businesses which conform to the land use goals stated in the proposed Community Plan. (EIR p. 3-10). Specifically the EIR states:

"As shown, it is expected that the net number of residential units in the downtown area would almost triple, with an additional 24,030 net new units (including SRO rooms) constructed by full buildout of the proposed Community and Redevelopment Plans. An estimated additional 1,088,730 sf (net) of retail space, 13,766,290 sf (net) of office space, and 5,090 hotel rooms (net) would also be constructed by full buildout of the proposed Community and Redevelopment Plans" (EIR p. 4.A-29).

Indeed, the EIR assumes that, "Redevelopment Agency activity would attract substantially more development to the Planning Area than would occur otherwise" (EIR p. 5-1).

The draft EIR expressly recognizes as environmentally inferior the alternative to the RDA Plan involving "No Project," because under this alternative:

"It is expected that the rate of development outside of existing redevelopment project areas would be significantly less than that developed through the proposed Community and Redevelopment Plans. Portions of the Planning Area would probably not redevelop at all over the 35-year period of time" (EIR p. 6-2).

Projected Regional Impacts

According to the draft EIR, "significant growth is forecasted within the Planning Area with respect to employment" (EIR p. 5-2). Specifically the EIR projects the creation of 81,283 new jobs within the Planning Area. This projection, however, fails to recognize the impact of multiplier effects caused by the creation of new jobs. In fact, the EIR implies that the multiplier effects of the Project are negative. (See Appendix B of the draft COE impact analysis for a

discussion of employment multipliers.) The EIR states that "the proposed Community and Redevelopment Plans are considered growth inducing in the Planning Area, as downtown captures growth from other competing centers of growth in the County. Regionally, there is no growth, or significant growth, inducement" (EIR p. 5-3). This means that any direct impacts of the Project constitute a mere redistribution of growth away from other parts of the County.

The Agency's position is in conflict with the San Diego Association of Governments ("SANDAG"). In its report "Causes of Growth and Possible Control Measures in the San Diego Region" (Agenda Report No. R-83, September 11, 1987, p. 13), SANDAG finds that new employment generates a secondary impact on the demand for consumer goods and services, thus creating additional indirect employment opportunities. "One new job in manufacturing eventually creates 1.6 jobs in the local serving sector." Hence:

If "a manufacturing firm with 100 jobs moves to San Diego, the increase in total employment will be 260 (the 100 original jobs plus 160 local serving jobs)."

This finding is based on a specific forecast generated by SANDAG's Series 7 Regional Growth Forecasting Models, and is the source of the employment multiplier of 2.6 (1.6 offsite) used in the COE analysis for new industrial land uses within the Project. SANDAG staff have confirmed that this finding is also consistent with employment multipliers for many "basic" industries used in regional economic models throughout the United States. (Multiplier values typically vary by industry, ranging from 2.0 to 10.0 or more.)

A similar finding can also be made for non-basic or "local-serving" sectors: a 100 job increase in local serving employment will also produce more than 100 total jobs. As noted in Appendix B, this increase will typically be smaller for local serving employment than for basic employment. For this reason, SANDAG's offsite multiplier of 1.3 for business services is used for office uses (even though office space may be occupied by a manufacturing firm), and SANDAG's offsite multiplier of 1.1 for tourism is used for hotel uses. SANDAG does not cite an employment multiplier for commercial retail uses. As a result, an estimated offsite retail multiplier of 0.37 for San Diego County has been used based on multiplier relationships in other Input-Output models relative to SANDAG's estimate of 1.3 for business services.

The impact analysis being prepared for the San Diego County Office of Education ("COE" or "the County Office") accounts for the off-site multiplier effects of the RDA Plan, all of which will affect COE since its boundaries are contiguous with those of the County of San Diego. The employment multipliers and household migration factors used in the COE analysis are consistent with various analyses performed by SANDAG (e.g., Agenda Report No. R-83).

XII-5 See response to comment XII-1

The CCDC/KMA impact analysis referenced in response to comment XII-1 does not agree with, and therefore does not include, the concept of regional indirect employment or "multipliers" for the reasons discussed below.

First, regional models employed by SANDAG and other regional planning entities do not apply to specific subregional geographic areas. The Series 7 Regional Growth Forecast is a regional modeling tool (as are other SANDAG documents including SANDAG Board report R-83, "Causes of Growth and Possible Control Measures in the San Diego Region"). SANDAG has addressed the applicability of these models relative to subregional geographic areas: "Both the econometric equations that underlie Series 7 and the employment multipliers shown in R-83 are regional parameters." Regional employment multipliers are not applicable to specific subregional areas, especially for an area like downtown San Diego.

Secondly, land use allocations for the Project Area have been formulated in order to maximize the synergistic effects among uses. The Planning Area is relatively small and includes a balance of residential, office, hotel, retail and commercial services. To the extent primary office development generates "multipliers" such secondary employment is captured within the Project Area.

Finally, indirect multipliers are not used in fiscal impact analyses submitted to the Fiscal Review Committee by the San Diego Unified School District and their consultant during Fiscal Review.

The CCDC/KMA impact analysis does include analysis of impacts caused by housing that may be located outside of the Project Area as a result of direct employment within the Project Area.

By implementing the Redevelopment Project, more housing and employment would take place in downtown than would otherwise occur, as opposed to outlying areas. The CCDC/KMA analysis is a subregional distribution of population and employment and found that no measurable impacts on new regional growth would occur. For the purpose of environmental analysis, the CCDC/KMA analysis identifies the magnitude, cost, and funding of adequate regional County facilities serving the residents and employees which the Agency is attempting to attract into the area of the proposed Community and

Adequacy of Draft EIR

As noted below, proposed new development within the project area will have significant impacts on the County Office which are not adequately addressed in the draft EIR.

In addition to new residential development within the project area, new commercial/industrial development creates new jobs. This in turn leads to further residential development, both inside and outside the project area, as well as higher population, and increased student generation. Increases in adult and student-age populations create a need for both more educational facilities and larger operating budgets for COE. While the draft EIR recognizes potential impacts to COE, it goes on to state, "implementation of the proposed Community and Redevelopment Plans would not result in a significant impact to school services . . . no mitigation measures are necessary" (EIR p. G-64).

There is no evidence that overall County residential development, hence student population, will not be greater with the Project than without, as the EIR contends. Indeed, the only way that the Project will have no impact is (i) if the Project does not succeed, or (ii) if Centre City is not a true redevelopment project.

XB-8

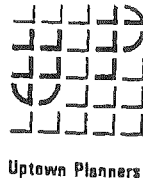
If the Project is unsuccessful, then both the direct and indirect/induced impacts of the Project on COE will be negligible. Alternatively, if the demographic and economic impacts of the Project will be the same with or without redevelopment, then creation of the redevelopment project is unjustified. However, since the Agency contends that redevelopment is justified and that the Project will be successful, then the Agency's claim of "no net impact" on the County is incorrect as well as disingenuous.

Projected County Office Impacts

The RDA Plan is projected to have major facilities impacts on the County Office. The County Office does not currently have "basic aid" status, but for projection purposes 1996-1997 to 2005-2006 is the period between which COE is assumed to achieve basic aid status. Potential impacts of the Project on COE's operating budget will be shown in the forthcoming COE analysis, based on the assumption that operating impacts, once basic aid status has been achieved, are equal to 100 percent of forgone tax increment.

As noted above, COE is preparing an analysis of the impacts of the Project on the County Office. Appropriate mitigation is justified and required based on the findings of this analysis. The form and timing of such mitigation should be addressed in mitigation agreements between the City of San Diego Redevelopment Agency and the County Office of Education.

Redevelopment Plans at ultimate capacity (2025). During Fiscal Review various taxing agencies modeled a factor for "immigration" into the County claimed to be caused by redevelopment which CCDC/KMA analysis doesn't accept for the reasons discussed above. Nevertheless, CCDC/KMA have incorporated into the CCDC/KMA analysis a factor for "immigration" (less than assumed by the taxing agencies) to identify "worst case" impacts of the Redevelopment Project.



Uptown Planners

CENTRE CITY  
DEVELOPMENT  
CORPORATION

FEB 18 1992

Orig. To: \_\_\_\_\_  
Copy To: \_\_\_\_\_

February 17, 1992

Centre City Development Corporation  
XIII 225 Broadway, Suite 1100  
San Diego, CA 92101-2200

Attention: Beverly Schroeder

Subject: Uptown Planners Review Comments On DRAFT MASTER ENVIRONMENTAL  
IMPACT REPORT FOR THE CENTRE CITY REDEVELOPMENT PROJECT AND CENTRE  
CITY COMMUNITY PLAN (MEIR).

At its February 4, 1992 meeting, Uptown Planners, the Uptown Community Planning Group  
passed the following motion on a sixteen-in-favor to one-opposed vote, with the Chair  
abstaining:

XIII-1

That Uptown Planners respond to the Draft MEIR for the Centre City Redevelopment  
Plan and Centre City Community Plan; and request that the MEIR include additional  
analyses to evaluate the impacts on major streets in the Uptown area, including  
Fourth, Fifth and Sixth Avenues; Washington and Robinson Streets, University  
Avenue and Reynard Way, potentially resulting from implementation of the  
proposed Centre City Community Plan and Redevelopment Plan.

XIII-2

In the discussion on this matter, a member of Uptown Planners reported the Draft MEIR  
concluded "(n)o significant traffic impacts to surrounding communities are anticipated  
resulting from implementation of the proposed Community and Redevelopment Plans." (Page  
5-8; MEIR). The Uptown member, who reviewed both the Draft MEIR and the Traffic  
Technical Report prepared by Korve Engineering, reported his conclusion that the Draft MEIR  
analysis did not present information to support this conclusion. In fact, he indicated the date  
presented suggested there would be substantial increases in traffic on several of the streets  
which connect to the Uptown area (including First, Fourth and Sixth and State Streets) and  
that major freeway segments and ramps serving the downtown would experience very low  
levels of service, even under the mitigation scenario.

XIII-3

Concerns were expressed about the feasibility of the mitigation measures, particularly the 60  
percent transit mode split. Also people relayed their observations that some traffic between  
Centre City and northern San Diego already transfers from the freeways to surface streets in  
the Uptown area, especially during peak periods. A concern was expressed that this shift  
could significantly increase.

### XIII Uptown Planners

XIII-1 The geographic area of technical analysis for the draft MEIR addressed the  
Planning Area, defined as south of Laurel Street, south and west of the I-5  
Freeway, and north of Commercial Street. The Uptown area is a separate  
community which requires separate and focused study of the specific  
transportation issues related to that community, of which Centre City is but one  
of many contributing factors. See also response XIII-2.

XIII-2 The increases in traffic on First, Fourth, Sixth, and State Streets shown in the  
draft MEIR are for the street sections south of the I-5 Freeway. These street  
segments provide connections from the freeway to the downtown core via a  
series of freeway ramps. These include off-ramps southbound (SB) on I-5 to  
Second, northbound (NB) from I-5 to Sixth (and via Elm Street leading to  
Fourth and Second), SB from SR-163 to Fourth, and on-ramps NB and SB to  
I-5 at First, and SB to I-5 at Fifth. These street segments will thus carry  
significant traffic volumes south of the freeway in their function as principal  
access corridors to downtown. North of the freeway, these streets will not  
carry traffic between the freeway and downtown, and traffic volumes are  
expected to be considerably lower.

There is the potential, however, that some traffic destined only to I-5 NB may  
travel north of the freeway a short distance to take alternate routes to the  
freeway. This may be most prevalent on Elm Street as an alternate route to the  
NB on-ramp to I-5 at First Street.

Page 2 - Uptown Planners Comment on Centre City MEIR

Uptown Planners actively and enthusiastically supports the continuing redevelopment of Centre City, especially of what would for Uptown become neighboring residential communities. The Uptown and Centre City communities share a roadway system with cumulative and joint impacts—and potentially significant problems of congestion. Uptown Planners is interested in working with Centre City interests, especially the Centre City Development Corporation, to resolve, or to the maximum extent possible—mitigate, our shared problems. Uptown Planners feels that the additional traffic analyses we have requested will assist both Uptown and Centre City toward this mutual objective.

Respectfully,

  
Michael LaBarre  
Chairman, Uptown Planners

Note: The CCDC, January 30, 1992 DRAFT XVI. NEIGHBORHOOD IMPACT REPORT (Page XII.)acknowledges there will be potential traffic impacts on the Uptown area. Uptown feels additional analysis is appropriate to determine the significance of these potential impacts and to evaluate potential mitigating measures.

cc. Mary Lee Balko, City Planning  
Mary Wright, City Planning  
Councilmember John Hartley  
Councilmember Ron Roberts

Although less likely, it is possible that some traffic may travel three blocks further north to Hawthorn to access the I-5 NB on-ramp at Hawthorn. North of Elm Street, substantial traffic increases would not be anticipated, however, The Centre City Community Plan and Redevelopment Plan establish goals and measures to focus travel (both auto and transit) into principal movement corridors and prevent dispersal of traffic into neighborhoods and adjacent communities. The Plans include the identification of a street hierarchy to establish major streets for entry into the downtown from the freeway system. The Plans also include extensive goals and improvements to the transit system to ensure that much of the future increase in travel demand will occur on transit rather than by automobile.

In addition to very significant measures to increase transit use, the draft MEIR also identifies potential mitigation measures for freeway ramps around Centre City that would help ensure that traffic takes the most direct routes to/from the freeway, and would not divert into areas such as north of the freeway and through the Uptown area. It should also be noted that First, Fourth and Fifth Avenues carry a number of bus lines into Centre City. As transit use increases, these bus lines may need to be enhanced in the future, with possibly the need for some form of transit priority such as peak-period bus-only lanes. Such transit enhancement measures, along with addition traffic management and control measures that could be implemented if necessary, including route signing, traffic signal timing, street and urban design measures, and all the other elements previously discussed, would prevent significant traffic into the Uptown area.

XIII-3 Please see Response to Comment IV-1.



Citizens Coordinate  
for  
Century 3  
1549 El Prado, Rm. 4  
San Diego, CA 92101  
Tel: (619) 232-7196

CENTRE CITY  
DEVELOPMENT  
CORPORATION

FEB 18 1992

Orig. To: BS  
Copy To: \_\_\_\_\_

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Feb. 12, 1992

The Centre City Development Corporation  
225 Broadway Suite 1100  
San Diego, CA 92101  
Attn: Beverly Schroeder

Dear Ms. Schroeder:

Citizens Coordinate for Century 3 hereby makes the following comments on the DRAFT MASTER ENVIRONMENTAL IMPACT REPORT FOR THE CENTRE CITY REDEVELOPMENT PROJECT AND CENTRE CITY COMMUNITY PLAN. We hope you will have your consultants take these points into consideration for the final documents of the MEIR.

I. Conclusions and Recommendations

a. Citizens Coordinate for Century 3 (C-3) supports the expansion of the Centre City Redevelopment Area. While C-3 has proposed changes to the preliminarily adopted Centre City Community Plan, we acknowledge that the lack of serious consideration of these, or other proposed changes would make it unlikely that any modifications will be made to the Centre City Community Plan prior to its formal adoption.

b. C-3 has concluded the Draft Environmental Impact Report (EIR) as presented indicates the proposed Community and Redevelopment Plans can be anticipated to have significant "negative environmental impacts", which cannot be expected to be mitigated "below the level of significance". We believe there are basic inadequacies in the Draft EIR—particularly the failure to analyze potential cumulative negative impacts on the establishment of attractive residential environments which the Community Plan identifies as a primary objective for Centre City. So we have recommendations which can flow into the process, and without their addition we foresee future setbacks in this plan's ability to realize its primary goals and visions as stated at the outset of the Plan.

XIV.2

XIV Citizens Coordinate for Century 3

Mr. Wayne Buss addressed the Planning Commission on February 13, 1992, on behalf of the Citizens Coordinate for Century 3. These concerns were also submitted in writing (see comment letter XIV) and are addressed below.

XIV-1 The Centre City Community Plan was prepared by the Centre City Planning Committee (CCPC), a 26-member group appointed by the Mayor and City Council, representing various downtown interest groups. Citizens Coordinate for Century 3 (C-3) was a participant in this process and was represented on the Centre City Planning Committee. The Centre City Community Plan represents the consensus developed by these varied and often conflicting interest groups. Many of the issues cited by C-3 were debated and considered by the CCPC.

XIV-2 It is not the purpose of a draft MEIR to evaluate the likelihood of a project proposal to meet its own goals, but rather to address the project's impacts on the environment. Potential land use incompatibility impacts between existing and/or future residential and non-residential land uses are addressed in Section IV-A(2).



c. C-3 believes that despite the conclusion of "significant, unmitigatable environmental impacts" which can be drawn from the Draft EIR, the City Council is likely to allow permitted findings of "overriding consideration" and will proceed to adopt the Community Plan and the Redevelopment Plan. However, C-3 believes the conclusion of "significant unmitigatable impacts" and the need for additional residential and transportation impact analysis strongly support the need for early and ongoing refinements to the Centre City Community Plan. Therefore, C-3 recommends the Centre City Development Corporation and the City Council consider amendments to the Preliminary Centre City Community Plan and the Redevelopment Plan to guarantee a process of Community Plan evaluation and updating, earlier development of Specific Plans for each district than is called for in the Community Plan, and clear delineation of a process that will involve the active participation of the citizens from each district in the form of planning groups in accordance with the norm for other areas with PDOs in the City (separate and in addition to the services of the existing Project Area Committee).

XIV.3

d. As we testified when the Preliminary Centre City Plan was under Council consideration, C-3 continues to argue that the high development densities proposed in the "waterfront" area are inconsistent with the "stepped-up from the waterfront" and "strong central core" goals and visions of the plan. It appears to be somewhat of a Bait and Switch system as we go from what the Visions and Goals say to what the text of the Plan will result in. We note that changes to waterfront densities would be consistent with the "Reduced Density Alternative" identified in the Draft MEIR and we encourage more complete evaluation of that alternative than is presently provided in the EIR.

XIV.4

We identify the following partial list of inadequacies and some possible solutions that can be incorporated into the process without affecting the timeline of the approval process.

## II. Summary Draft EIR Review Comments

C-3's review of the Draft EIR has concluded:

a. TRANSPORTATION Mitigation Infeasibility The 60% transit share proposed as the primary mitigation for transportation, circulation and air quality impacts is not feasible—meaning the conclusions about mitigated impacts must be redrawn or new mitigation measures identified and analyzed. It should be noted that the recommended 60% transit split is in addition to the 30% non-drive-alone rate used in the traffic impact analysis.

XIV.5

b. Lack of Residential Environment Impact Evaluation The Draft EIR identifies several of the "residential-emphasis" areas of the Plan as being

XIV.6

XIV-3 The City Council and Redevelopment Agency can consider these amendments during the public hearing process.

XIV-4 Development intensities as regulated by floor area ratios that step down from the central core to the waterfront. These floor area ratios are consistent with the goals of stepping down to the waterfront.

Lands within the jurisdiction of the San Diego Unified Port District, the U.S. Navy, and the County of San Diego (if used for County purpose) are subject to the development regulations currently established, or as amended in the future, within those areas.

XIV-5 Please see response to comment IV-1 and IV-3.

XIV.7 potentially impacted by major cross-Centre City traffic corridors and peripheral parking areas—with their attendant problems of congestion, noise and air pollution. Some of these areas are also likely to be impacted by proposals in the Community Plan and redevelopment analysis for major expansion of social service facilities and the addition of high impact elements, such as a sports arena. Nowhere is the potential cumulative impacts of these factors on the Plan's residential priority evaluated. By itself, the concept of site-specific mitigation such as setbacks, sound barriers, and mechanical ventilation in lieu of operable windows is inadequate. Setbacks and barriers are counter-conceptual to centre city type development and to expect all residential units to rely on mechanical ventilation rather than operable windows is not going to make Centre City a preferable residential area. We feel that measures to directly reduce traffic impacts in the residential emphasis areas should be incorporated into the plan now. This would include reducing through town destinations and could include such things as reducing FARS at the waterfront, specifically locating the site for a sports arena now since it has been discussed in the plan as a likely neighbor, and other mitigations such as in-town clean transit systems. Residential environmental impacts should be a major focus of the analysis but have not been addressed in the Draft EIR.

XIV.9 c. Special Facility Impacts Ignored Major elements identified in the Plan and the redevelopment analysis—specifically a potential Sports Arena and the planned expansion of social service facilities and services in the Centre City area—which have the potential for significant impacts, particularly on the residential environment are not evaluated. Project-specific evaluations are not felt to be adequate, since these items are likely to be cumulative with each other and with other factors, they potentially impact broad areas and they relate to basic Plan concepts.

XIV.9 d. Mitigation Not Consistent with the Plan Several of the proposed transportation-mitigation measures are inconsistent with the Preliminary Centre City Plan and may require amendments to the Plan. Examples include: 1) retention of North Harbor Drive, south of Grape Street—when the Plan and Bayfront Design Principles call for its narrowing with a pedestrian emphasis; 2) expansion of State Street, north of Ash to a 4-lane major—which would bisect a residential-emphasis neighborhood, past the front door of a newly-reconstructed elementary school; and 3) the use of peripheral parking mitigation in Centre City East to offset congestion on South Harbor Drive—which calls for 5,000 spaces when the plan identifies 3,400 (not to mention the same area is mentioned for parking mitigation relative to congestion problems on Broadway).

XIV.10 e. School Issues Inadequately Addressed The impact analysis uses the 1990 Centre City Census ratio of students to housing units results to estimate the future potential for additional students. This seems questionable in light of the Plan's objectives, which are to place a major emphasis on Centre City

XIV-6 The proposed Centre City Community Plan establishes primarily residential districts within specific areas of downtown. However, urban residential development will be subject to conditions substantially different than those found in suburban, low intensity residential areas which may include higher levels of traffic. See also response to V-5. No significant impacts, other than those identified in the draft MEIR, were found regarding residential land uses within the Planning Area.

XIV-7 Setbacks, noise barriers and mechanical ventilation are effective methods to mitigate transportation-related noise. The creation of a court yard that shields the outdoor living areas is a reasonable mitigation method in the urban environment. In situations where the exterior noise level cannot be reduced, a closed window condition with mechanical ventilation may be the only means of mitigating the interior noise environment of residential land uses as required by state law.

The control of noise at the source by reducing the number of vehicles is a method of noise mitigation. A 50 percent reduction in ADT would be expected to decrease noise by approximately 3 dBA. Such a reduction is not considered feasible in a highly urbanized area such as Centre City.

XIV-8 The draft MEIR is an informational document which is designed to inform decision makers, other responsible or interested agencies, and the general public of the potential environmental effects of a proposed project. In this case, the project subject to environmental review was the proposed update of the Centre City Community Plan and the proposed merger and expansion of the three existing redevelopment Project Areas in Centre City to nearly the entire Planning Area. The Centre City Community Plan does include a partial list of new land uses or special attractions that may be desirable within downtown including a sports arena, library, aquarium, etc., however, the development of these facilities within Centre City are policy objectives, not specific projects. In the event that a Sports Arena is proposed to be located at a specific site in downtown, or the expansion of social service facilities and services is proposed, additional project-specific environmental impact evaluation would be required.

XIV.10 residential development and the projected tripling in (non-SRO) housing units under the Centre City and Redevelopment Plans. Also (as we expect the San Diego Unified School District to point out) it seems logically questionable to measure the fiscal impact of Centre City development on school needs by totalling the impact fees from what the Plan itself recognizes as the "dominant center in the region", the "focal point of large scale office development, the center of banking, finance, law and government, and professional and clerical employment". Also, no recognition is made of the potential limitations of appropriate school sites even under a low-student scenario or the issues of safe, convenient access for students to school facilities.

XIV.11 III. The major problem identified by the Draft EIR analysis is the absence—at least at this stage—of a Transportation Plan which can work in conjunction with the adopted Centre City Land Use Plan (the analysis shows that the transportation components of the Preliminary Centre City Plan will not function at acceptable levels of service). During the development of the Centre City Plan, C-3 urged the Planning staff to include a traffic analysis in the formulation of the Centre City Community Plan. We argued there is a "transportation carrying capacity" which needs to be taken into account. No formal traffic analysis was performed in the development of the Preliminary Centre City Plan.

XIV.12 C-3's concern regarding the transportation impacts conclusions of the Draft EIR is NOT with the likely development of totally unmanageable levels of future congestion. The major result we feel is that the plan could fall far short of ever realizing its goals and visions as a residential area. The market isn't stupid—it will shut down on its own accord before congestion gets to these levels. The real risk is that development will proceed "according to Plan" with concentrations of high density in select areas (especially along the waterfront)—and then ratchet way down because of inadequate transportation capacities. The risk is of a pattern of Centre City development characterized by "have" and "have-not" areas (much like the present situation, but at a larger scale.)

XIV.13 The long-term soundness of San Diego's Centre City as "THE DOMINANT CENTER IN THE REGION and a major contributor to the Pacific Rim Community" (Preliminary Centre City Plan' Page 3) depends on its varied but across-the-board vitality. The Draft EIR sends some strong signals suggesting that some adjustments in existing plans and special development guidance measures may be needed to realize these goals. The best way to provide for the dynamic type of planning which will be needed is to structure it early on and ensure there is active and ongoing community participation.

The Impact Report should not be viewed as a bureaucratic checkpoint or an overly-long response to a standard checklist. It's purpose should be to assist the community and decision makers in addressing real and underlying issues. The suggestions for analysis by C-3 are intended in this latter respect. What

The Redevelopment Agency has prepared a Neighborhood Impact Report which describes the effects of the project upon the residents of the Project Area and surrounding areas in terms of relocation, traffic, environmental quality, community facilities, school population, taxes, and physical and social conditions. The number of units expected to be destroyed, the number of units expected to be displaced, and aspects of low and moderate income housing displacement and replacement are discussed in this report.

XIV-9 The transportation mitigation measures are a refinement of the Preliminary Centre City Plan to accommodate the proposed land uses, both in terms of transit roadway and parking solutions. An alternative mitigation measure would be to reduce the land use intensities of the Plan.

XIV-10 Please see responses to letter XI. Reports to various school districts have been addressed in the draft MEIR and have been augmented in the Response to Comments section (see responses to comments X, XI, and XII).

XIV-11 The draft MEIR does include a traffic analysis of the proposed Centre City Land Use, and Circulation Elements and related sections which also incorporate additional mitigation measures.

XIV-12 Please see response to comment XIV-2.

XIV-13 Comment noted.

can be done within the time-frame for Council consideration of the formal action on the Centre City Community Plan and the Redevelopment Plan should be. But we expect that ongoing planning analyses should be directed to the issues raised in the Draft EIR and that the Centre City community become actively involved in this ongoing planning process. Please take these into consideration for your final analysis.

Thank You,

A handwritten signature in black ink, appearing to read 'Wayne W. Buss', written over a horizontal line.

Wayne W. Buss, A.I.A.  
Centre City Committee Chairman



San Diego County Archaeological Society, Inc.

Environmental Review Committee  
P.O. Box A-81106 San Diego, CA 92138

February 2, 1992

RECEIVED  
FEB 02 1992  
Orig. To: [Signature]  
Copy To: [Signature]

To: Ms. Beverly Schroeder  
Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, California 92101-5074

Subject: Draft Master Environmental Impact Report  
Centre City Redevelopment Project, Centre City Community Plan  
and Related Documents

Dear Ms. Schroeder:

I have reviewed the cultural resources aspects of the subject Draft Master EIR on behalf of this committee of the San Diego County Archaeological Society.

As SDCAS was not sent a copy of the Cultural Resources Technical Report for the project, our review was based solely upon the information contained in the EIR itself. On that basis, we have the following comments:


- XV-1 (1) Several of archaeological monitoring programs have been required in the project area, especially for water and sewer line work. The results of those programs should be referred to in the current studies and report.
- XV-2 (2) In the mitigation section for subsurface resources, on page 4.E-12, the first paragraph should also require project mitigation to include review of aerial photographs and obtaining cultural resources records searches. On the same page, the last two sentences of the second paragraph should be a separate paragraph, as they apply to both mitigation approaches.
- XV-3 (3) On page 4.E-14, paragraphs 3.a and 3.b, we would question the omission of the Historical Site Board itself (as contrasted with HSB staff) from the mitigation recommendations.
- XV-4 (4) On summary page ES-10, the second sentence in the Impact column under Cultural Resources is garbled.

Other than the above, we concur in the impact analysis and mitigation measures presented for cultural resources.

- XV San Diego County Archaeological Society
- XV-1 The mitigation measures outlined in the draft MEIR will reduce impacts to subsurface resources to below a level of significance. Individual projects will require monitoring on a site-specific level.
- XV-2 The text has been amended to reflect the changes.
- XV-3 Sections 3a and 3b have been amended to reflect review by the Historical Site Board when it has been determined by the staff to be appropriate.
- XV-4 The text has been amended.

The San Diego County Archaeological Society appreciates being included in the CCDC's environmental review process for this document.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: ERCE  
SDCAS President  
file

Michael Sweesy  
701 Kettner Boulevard #214  
San Diego, CA 92101

February 18, 1992

xvi Ms. Beverly Schroeder  
Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, CA 92101

RE: Public Comment on the Draft Master Environmental Impact Report for the Centre City  
Community Project and Addressing the Centre City Community Plan and Related  
Documents

Dear Ms. Schroeder,

As a member of the Project Area Committee for the Centre City Redevelopment Project and Chairman of the PAC Environmental Impact Report Sub-committee, I have had the opportunity to review the above referenced document. The review process has raised in my mind serious deficiencies of the Report which I believe require further investigation and study. Furthermore, I believe the Centre City Community Plan, Centre City Redevelopment Plan, Rules for Owner Participation, and Owner Participation Agreement documents should be revised to address these issues in a proactive manner.

I want to state clearly I am writing as a concerned citizen and resident owner-occupant in downtown San Diego and the proposed redevelopment area. While my involvement in the PAC has given me greater insight into the redevelopment process, my comments here should in no manner be interpreted as official PAC policy or opinion. The PAC has left public comment on the Draft EIR to each individual member of the Project Area Committee, rather than to adopt an official policy of its own. I hope that my personal comments will not be diminished in any way by this situation.

General Comment on the EIR

xvi-1 An EIR is meant for public consumption and should be written in a manner as to facilitate the understanding of an average citizen. For example, the EIR should employ a glossary of terms, avoid the use of technical words, and include explanatory information at the head of each section which will aid in the understanding of the material that follows. The EIR, to my knowledge, fails to identify the "related documents" it purports to have evaluated. Therefore, it is left to the reader to determine which comments pertain to which documents. The EIR document, in its current condition, is not appropriate for public review.

XVI Michael Sweesy

XVI-1 The document has been reviewed and definitions have been added in an attempt to clarify any technical terminology which may be considered by the public to be difficult to understand.

Section IV.A. Landuse

Page 4.A-43,

Significant Impact: Potential landuse incompatibilities may occur in the Columbia, Marina, Harborview, Cortez, and Centre City East Sub Districts.

Proposed Mitigation: Proposed on a project specific basis.

Recommendation: The Centre City Redevelopment Plan is an implementation document for the Centre City Community Plan. As such, the Redevelopment Plan defines a process intended to achieve the goals of the Community Plan. I believe the EIR fails to fully consider this process. For example, The San Diego City Council, last June, removed all project review responsibility from the City Architect's Office and transferred the responsibility to the CCDC. I believe the resultant conflict of interest is unacceptable. Under the proposed process the stated goals of redevelopment could be given greater weight and, in many cases, may override important landuse and urban design considerations. With CCDC adjudicating both issues, a conflict of interest may occur, resulting in unacceptable landuse and urban design decisions. The City of San Diego should provide for proper checks and balances within the redevelopment process by separating the administration of redevelopment from these project specific landuse and urban design reviews. Additionally, the Redevelopment Plan should be amended to mandate the creation of District precise plans and design guidelines, as a further development of concepts contained in the Community Plan, to insure these potential conflicts are minimized.

XVI-2

XVI-3

Section IV.B. Transportation and Circulation

Page 4.B-1

Comment: The EIR analysis notes adverse impacts of traffic at ultimate buildout with 40% public transportation.

Proposed Mitigation: Possible mitigation is to rely on 60% public transportation ridership.

Recommendation: 60% public transportation ridership is unrealistic. The City of San Diego and downtown residents should consider higher acceptable levels of traffic congestion (Levels D & E) in lieu of proposed street widening mitigations such as those proposed for State Street, Keitner Boulevard, and Harbor Drive. These proposed changes will be out of character for the areas these streets serve. Less catering to the automobile in the redevelopment process should provide encouragement for downtown residents and employees to seek public transportation. Public transportation ridership goals should be reinforced with employer/employee incentives to meet these goals, thereby creating the type of pedestrian-oriented downtown anticipated in the Community Plan.

XVI-4

General comment: The cumulative impacts of increased traffic levels in the ultimate buildout of the redevelopment area have not been considered in relation to the residential neighborhoods which are proposed to be developed.

Recommendation: The EIR should address the potential cumulative impacts. The redevelopment process should provide mechanisms which encourage public use of the trolley system and accelerated development of the trolley system, thus reducing work trip levels.

XVI-5

Section IV.D. Noise

Page 4.D-27

Comment: Railroad & Light Rail Transit (LRT) Noise: Potential noise impacts to residential use along rail rights of way "should be mitigated by the incorporation of setbacks".

Recommendation: This is too strong a statement which will predetermine design solutions without consideration of specific conditions. While I agree with the goal of the proposed mitigation, the idea should be more discretionary to allow for a greater range of design solutions.

XVI-8

XVI-2

The proposed Community Plan was developed by the CCPC (see response to comments XIV-1) with extensive input and involvement by the City of San Diego Planning Department and CCDC. The proposed Community Plan establishes the land use and development regulations which will be implemented by the design and other guidelines contained in the Centre City Planned District Ordinance (PDO), Parking Ordinance, Transit Ordinance and Redevelopment Plan. Upon approval and adoption of these plans and ordinances, the design and approval process will be streamlined to avoid redundant design reviews and approvals by the City and CCDC, through the application of the PDO and other ordinances. The approval process will be coordinated with the City on all major redevelopment projects.

XVI-3

The proposed Centre City Community Plan and the Redevelopment Plan for the Centre City Redevelopment Project call for the development of "focus plans". Focus plans are to be established for each neighborhood in regard to design standards (except for tidelands) which assure development of outstanding architectural environmental quality with special regard to the spatial relationship of open areas to public structures (private and public), variety of building size, bulk and siting, activity areas, pedestrian spaces, circulation systems, freeway ramps and other design elements which provide unity, integrity, quality to the entire downtown area.

XVI-4

Please see response to comment IV-3 and V-5.

XVI-5

The draft MEIR analysis addresses the cumulative impacts of ultimate buildout in the Planning Area. The draft MEIR identifies the need for continuing study and program development to meet the transit goals. Mechanisms to encourage public use of the trolley system and the accelerated development of the trolley system are viable components of such a program and should be duly considered.

XVI-6

Setbacks, noise barriers and mechanical ventilation are effective methods of mitigation of transportation related noise. A site specific noise study should be prepared for all projects when noise sensitive receptors may be significantly impacted. Site specific mitigation allows for discretion in determining the appropriate design solutions.



Section IV.G. Social Services

XVI-12 **Comment:** No consideration is given in this EIR to potential impacts of expanded social service facilities on new residential neighborhoods proposed by the Community and Redevelopment Plans.  
**Recommendation:** Study both plans for potential significant impacts to proposed residential neighborhoods with special attention given to the Centre City East District.

XVI-12 Please see response to comment XIV-8.

I offer these comments on the Draft Master EIR as constructive criticism in the hope of improving the redevelopment process in the downtown area. We need to refine the draft EIR document and carefully consider these issues since, as a master EIR, this document will fulfill all environmental assessment requirements for all downtown redevelopment projects. Similarly, the Community Plan, Redevelopment Plan, and related documents need to be refined to a greater degree since these documents govern a redevelopment process which will span 35 years or more. I petition the City Council, acting as Centre City Redevelopment Agency, to instruct CCDC to amend the EIR, Centre City Community Plan, Redevelopment Plan, and related documents to correct these deficiencies.

Thank you for all of your hard work and efforts on behalf of downtown redevelopment.

Sincerely,

  
Michael Sweesy

Section IV.E. Cultural Resources

XVI-7  
Comment: Significant impacts will result from the demolition of buildings identified as historically significant.  
Proposed Mitigation: City of San Diego Historic Sites 1) Retain structure on-site to the extent feasible; 2) Prepare analysis which supports the need for demolition of structure, review by Historic Sites Board; 3) Provide for relocation and preservation, if feasible; 4) Document historic structure prior to demolition permit approval.  
Recommendation: Incorporate EIR mitigation program into the Community or Redevelopment Plan, whatever document is most appropriate, and make mandatory the review by the Historic Sites Board.

Section IV.F. Urban Design

XVI-8  
Comment: It appears the EIR failed to consider the Owner Participation Agreement and Rules for Owner Participation in relation to the lack of incentives or directives in the Community Plan and Redevelopment Plan to encourage small lot development.  
Recommendation: The EIR should investigate the potential for losing small lot development and whatever impacts may be associated to this loss in relation to urban design issues. Mechanisms should be developed, to create incentives or a bias toward existing property owners, in the Redevelopment Plan and associated documents such as the Owner Participation Agreement and Rules for Owner Participation.

XVI-9  
Comment: The EIR fails to recognize, investigate, or address potential significant impacts caused by the lack of specific siting information or mechanisms in the Community Plan for the provision of well distributed public open space in new residential areas.  
Recommendation: Add to the Redevelopment Plan a requirement for specific siting of public open space or mechanisms which lead to adequate distribution and environmental protection of public open space prior to redevelopment. The creation of District Precise Plans and Design Guidelines may incorporate these ideas.

XVI-10  
Page 4.F-29  
Comment: The EIR notes a potentially significant impact arising from the lack of building height restrictions within the Community Plan to support the Community Plan goal of low density development along the waterfront.  
Recommendation: Add building height restrictions to the Community Plan or reduce allowable lot coverage along the waterfront to maximize public access and solar access to public open space.

XVI-11  
Page 4.F-29  
Comment: The EIR states that sun access may be significantly impacted by the proposed intensity of development throughout the development area. The EIR fails to assess cumulative impacts of FAR allocations and bonuses in relation to solar access. The Community Plan appears not to consider cumulative solar access impacts from development over time.  
Recommendation: The Community Plan should include consideration of cumulative solar access impacts which should be incorporated into the design of all new buildings, especially with regard to public open space.

XVI-7 These concerns have been adequately addressed in Section IV.E, Mitigation. See response to comment XV-3.

XVI-8 The proposed Centre City Community Plan already includes several incentives for the development of small lots. These incentives include the waiving of the requirement for below grade parking and a 20 percent reduction of the required setback for lots that are 10,000 square feet or smaller. In addition, the Rules Governing Participation by Property Owners and Preference for Businesses to Re-enter in the Centre City Redevelopment Project, recently recommends for approval by the PAC on February 19, 1992, give preference to persons who are currently engaged in business within the Project Area. From an environmental standpoint, it is not anticipated that the project will represent a significant trend away from small lot development to the extent that significant adverse urban design impacts would occur.

XVI-9 The need for public open space as well as the amount required is identified in the proposed Centre City Community Plan. The Plan also includes an Action Item in the chapter on Open Space, which calls for more detailed planning of the actual sites. The siting, acquisition, and design of open space within the Planning Area will be coordinated with the development of "focus plans" and will be phased to meet the needs of the downtown community.

XVI-10 Please see response to comment XIV-4.

XVI-11 The draft MEIR addresses sun access reduction impacts of the proposed plan and identifies sensitive receptors as low- or mid-rise residential and public open space areas. The developers of the proposed Centre City Community Plan did consider applying sun access criteria to the entire Planning Area. However, this was considered to be infeasible in light of the other Plan objectives and goals. From an environmental standpoint, sun access impacts are only considered to be significant and adverse where there are sensitive receptors.

MEMORANDUM

DATE: FEBRUARY 19, 1992

XVII TO: CHAIR AND MEMBERS OF THE PROJECT AREA COMMITTEE

FROM: MARINA HENNINGHAUSEN, SECRETARY OF THE EIR-SUBCOMMITTEE

SUBJECT: REPORT OF THE EIR COMMITTEE, 2/12/92

The following observations and recommendations are provided to inform of potential unacceptable environmental impacts that would result from redevelopment under the adoption of the Centre City Community Plan (CCCP), the Redevelopment Plan, and related documents.

SECTION IV.A LAND USE

Page 4.A-45

Comment: Potential landuse incompatibilities may occur in the Columbia, Marina, Harborview, Cortez, and Centre City East Districts. Proposed mitigation: on a project by project basis.

XVII-1

Recommendation: The Redevelopment plan should mandate the creation of District precise plans and design guidelines to insure these conflicts do not occur.

Page 4.A-45

Comment: Residential and business relocations, caused by the proposed plan, will disproportionately effect minorities, low income people, and the elderly. Recommendation: Review Relocation Plan to determine adequacy.

XVII-2

SECTION IV.B TRANSPORTATION AND CIRCULATION

Page 4.B-1

Comment: The EIR analysis notes adverse impacts of traffic at ultimate buildout with 40 % public transportation. The proposed mitigation is to rely on 60 % public transportation ridership in addition to 30% non-drive-alone rate.

XVII-3

Recommendation: 60 % public transportation ridership seems unrealistic. A lower density initial and ultimate buildout may be considered in the CCCP along with alternative development scenarios (I.E. reduced density along the waterfront).

General Comment: The cumulative impacts of increased traffic levels in the ultimate buildout of the redevelopment area have not been considered in relation to the residential neighborhoods which are proposed to be developed.

XVII-4

Recommendation: Consider lower levels of acceptable service.

SECTION IV.D. NOISE

Page 4.D-27

Comment: Railroad & Light Rail Transit (LRT) Noise: Potential noise impacts to residential use along rail rights of way "should be mitigated by the incorporation of setbacks".

XVII-5

Recommendation: Setbacks should not be used to mitigate noise.

XVII Project Area Committee, draft MEIR Sub-committee

Ms. Marina Henninghausen addressed the CCDC Board on February 7, 1992, on behalf of the PAC EIR Subcommittee. The PAC EIR Subcommittee addressed three areas of main concern: 1) the Community Plan foresees the structure of a sports arena, possibly in Centre City East, though the MEIR makes no mention of the impacts on a residential neighborhood. She requested that one be done as soon as possible; 2) it does not state any cumulative affect of all the impacts which have to be anticipated and is lacking a discussion of the impact on residential neighborhoods of planned projects in regards to the Community Plan and the Redevelopment Plan; and 3) the lacking of a discussion about the impacts on residential neighborhoods of transitional and emergency housing. These concerns were also submitted in writing (see comment letter XVII) and are addressed below. The cumulative impacts of the proposed Plans are addressed in the draft MEIR, Section V.B.

XVII-1 Comment noted. The proposed Centre City Community Plan does, in fact, call for the creation of focused neighborhood plans by District (Action Item, LU-6).

XVII-2 All relocation plans developed in connection with redevelopment activities of the project will be consistent with the rules and regulations of the California Relocation Assistance Law.

XVII-3 Please see response to comment IV-3.

XVII-4 See response to comment XVI-5.

XVII-5 Setbacks are one method of mitigating railroad and light rail transit noise. Setbacks, used in conjunction with other methods, such as noise barriers, may be the only method of mitigating railroad noise for some residential projects.

Page 4.D-26

XVII-6  
 Comment: The EIR identifies that levels of noise created by automobiles, trucks and buses will unilaterally exceed the allowable levels for residential and hotel areas.  
 The proposed mitigation measure is that all new construction should assure mechanical ventilation in lieu of operable windows, noise barriers and setbacks of buildings for residential uses.  
 Recommendation: Setbacks and noise barriers are not appropriate to mitigate noise in Centre City. It is unacceptable to expect residential units to be developed with mechanical systems in lieu of natural ventilation. Additional incentives should be available for Centre City usage of mass transit systems such as shuttles and the trolley. Circulation restricted and pedestrian emphasis rights-of-way as reflected in the CCCP might help mitigate traffic noise in residential districts. City Council Policy 600.32 (de-emphasize automobile traffic) shall be followed wherever possible.

XVII-6 Setbacks, noise barriers and mechanical ventilation are effective methods of mitigation of transportation related noise. The creation of a court yard that shields the outdoor living areas is a reasonable mitigation method in the urban environment. In situations where the exterior noise level cannot be reduced, a closed window condition with mechanical ventilation may be the only means of mitigating the interior noise environment of residential land uses.

The control of noise at the source by reducing the number of vehicles is a method of noise mitigation. A 50 percent reduction in ADT would be expected to decrease noise by approximately 3 dBA. Such a reduction is not considered feasible in Centre City.

SECTION IV.G SOCIAL SERVICES

XVII-7  
 Comment: No consideration is given in the EIR to potential impacts of expanded social service facilities on new residential neighborhoods proposed by the CCCP and Redevelopment Plan.  
 Recommendation: Require new or expanding social service users to address the cumulative impact of social service agencies on residential neighborhoods when preparing a secondary study of Environmental Impact for their project.

XVII-7 Please refer to response to comment XIV-8.

SECTION IV.E CULTURAL RESOURCES

XVII-8  
 Page 4.E-11  
 Comment: The EIR states that the adaptive reuse of historic buildings is encouraged through some incentive programs but these programs are weak when viewed against incentives to redevelop pursuant to other goals of the CCCP. Some significant cultural resources may also be found in the areas which border the Gaslamp Quarter Sub Area (p.4.E-9) that have not been through the historical evaluation process.  
 Recommendation: Increase incentives for historic preservation and strengthen measures to protect the existing historic buildings and those which may not be designated yet but are potentially significant.

XVII-8 The document has been amended by the addition of two sentences. Also see response to comment XVI-7.

SECTION IV.F URBAN DESIGN

*(this section was not discussed at the PAC meeting of 2/12/92)*

XVII-9  
 Comment: It appears the EIR failed to consider the Owner Participation Agreement and Rules for Owner Participation in relation to the lack of incentives/directives in the CCCP and Redevelopment Plan to encourage small lot development.  
 Recommendation: Add incentives or bias toward existing property owners in the Redevelopment Plan and associated documents such as the Owner Participation Agreement and Rules for Owner Participation.

XVII-9 Refer to response to comment XVI-8. The proposed Centre City Community Plan already includes several incentives for the development of small lots.

XVII-10  
 Comment: The EIR fails to address potential significant impacts caused by the lack of specific siting or mechanisms in the CCCP for the provision of well distributed public open space in new residential areas.

XVII-10 Refer to response XVI-9. It is not feasible to identify the actual public open space areas at this time since the necessary funds are not available. However, the Centre City Community Plan does include an Action Item to conduct more detailed planning of the public open space areas.

Recommendation: Add to the Redevelopment Plan a requirement for specific siting of public open space or mechanisms which lead to adequate distribution and environmental protection of public open space prior to development. District Precise Plans and Design Guidelines may incorporate these ideas.

Page 4.F-29

XVII-11 Comment: The EIR notes a potentially significant impact arising from the lack of building height restrictions within the CCCP to support the Community Plan goal of low density development along the waterfront.  
Recommendation: Add building height restrictions to the Community Plan or reduce allowable lot coverage along the waterfront to maximize public access and solar access to public open space.

XVII-12 Comment: The EIR states that sun access may be significantly impacted by the proposed intensity of development throughout the redevelopment area. The CCCP appears not to consider cumulative solar access impacts from development.  
Recommendation: The CCCP should include consideration of cumulative solar access effects which should be incorporated into the design of all new buildings, especially with regard to public open space.

#### SECTION IV.K PALEONTOLOGICAL RESOURCES

Page 4.K-5

XVII-13 Comments: Para.4c allows the direction of excavation work be determined by a paleontological monitor without regard to the cost impact to the owner.  
Recommendation: This is unacceptable. Compensation should be granted based upon the cost of delays to the owner or the power to interrupt excavation should not be granted.

XVII-14 GENERAL COMMENT: An EIR is meant for public consumption and should be written in a manner as to facilitate the understanding of an average citizen. For example, the EIR should employ a glossary of terms, avoid the use of technical words, and include explanatory information at the head of each section which will aid in the understanding of the material that follows.

*The Sub-Committee recommends that the following be incorporated in their report to City Council:*

Comment: No consideration was taken by the EIR to address the impacts of a sports arena most likely to occur in the CCE District, with its future emphasis as a residential neighborhood.  
Recommendation: After a negotiation Agreement has been executed between the City and the Sports Arena developer, an EIR should address Centre City East locations that have the least negative impact of automobiles on the surrounding neighborhood and evaluate locations that do not require the taking of significant portions of existing neighborhoods.

XVII-11 Refer to response XVI-10.

XVII-12 Refer to XVI-11. The application of sun access criteria throughout the Planning Area was considered, but was infeasible in light of the other Plan objectives and goals. From an environmental standpoint, sun access impacts are only significantly adverse if there are sensitive receptors, (i.e., low- or mid-rise residential or public open space areas).

XVII-13 The physical destruction of fossils (nonrenewable resources) which could occur during excavation is considered a significant impact. Therefore, pursuant to CEQA Section 15126, mitigation is required. The mitigation measures outlined in the draft MEIR are considered standard for the preservation of important fossil resources and cause minimal disruption of construction activities.

XVII-14 Please see response to comment XVI-1.

Individual Comments on the  
DRAFT ENVIRONMENTAL IMPACT REPORT  
Feb. 12, 1992

XVII Beverly Schroeder  
Centre City Development Corporation  
225 Broadway Suite 1100  
San Diego, CA 92101

CENTRE CITY  
DEVELOPMENT  
CORPORATION

XVIII Marina Hennighausen

Dear Beverly:

FEB 16 1992

The following are my personal comments  
Section IV.D. Noise

Orig. To:             
Copy To:           

Page 4.D.-26

Comment: The EIR identifies that levels of noise created by automobiles, trucks and buses will unilaterally exceed the allowable levels for residential and hotel areas.  
Proposed mitigation: That all new construction should assure mechanical ventilation in lieu of operable windows, noise barriers and setbacks of buildings for residential units, hotels and motels.

XVIII-1 Recommendation: Setbacks and barriers are not called for in the CCCP nor are they appropriate in Cente City. It is also unacceptable to expect residential units to be developed with mechanical systems in lieu of natural ventilation.

Therefore, I recommend mitigating measures that reduce through traffic, such as reduced FARs in the waterfront district and additional incentive for Centre City usage of mass transit systems such as shuttles and the trolley; dedication for some 'pedestrian only' streets especially in residential neighborhoods; and enhanced requirements for precise plans that call for direct measures to follow City Council Policy 600.32 to de-emphasize the automobile in favor of multifunctional people spaces, especially in residential emphasis areas.

XVIII-1 Please see response to comment XVII-6.

Section E. Cultural Resources

Page 4.E.-11

Comment: The EIR states that the adaptive reuse of historic buildings is encouraged through some incentive programs but these programs are weak when viewed against incentives to redevelop pursuant to other goals of the CCCP.

Recommendation: strongly increase incentives for historic preservation and Recommendation: strengthen measures to protect the existing historic buildings and those which may not be designated yet but are potentially significant:

XVIII-2 Problem a) Not all of the buildings that are noted on the CC Historic Sites Inventory (esp. west side in CCE, Marina sub area, south edge of Core district, p.4.E.-9) have yet been through the historical designation process. This gap needs to be addressed in order not to lose more valuable buildings in the interim.

Problem b) With neither the Office of City Architect nor the Historical Site Board firmly in the process for now, there is no decision-making body who is knowledgeable of historic resources and their feasibility potential. The concern would be that, as often seen, feasibility reports are biased, and it is also possible the CCDC Board would be naturally biased toward new development instead of adaptive reuse. Therefore a potentially (inventory listed) historic or even a designated historic site might not be directed to those authorities should the CCDC Board not find it appropriate.

Recommendation: that the Redevelopment Plan try to compensate for those changes and deficiencies by adding a minor change in the specific wording in Section 540.1:

Historical and potentially historical buildings shall be considered for restoration and rehabilitation and shall be referred to the Historical Site Board for evaluation of feasibility as appropriate.

XVIII-2 Please see response to comment XIV-8.

XVII-3

**Specific Comment:** No consideration was taken by the EIR to address the impacts of a sports arena most likely to occur in the CCE district, with its future emphasis as a residential neighborhood.

**Recommendation:** Direct the authorities for an EIR asap with regard to a sports arena in CCE and use the findings to help locate an area where the least negative impact of automobiles and land clearing can be foreseen.

Sincerely,

*Marina Hennighausen*  
Marina Hennighausen

TENANT REPRESENTATIVE ON  
THE PROJECT AREA COMMITTEE

XVIII-3 Please see response to comment XIV-8.

MEMORANDUM

TO: Project Area Committee                      DATE: February 6, 1992  
XX FROM: ~~Technical Subcommittee~~ *Eric Young* File: 40260-979-0002  
RE: Supplemental Comments to the Draft Master  
Environmental Impact Report for the Centre City  
Redevelopment Project (SCH #90010898) (the "Draft  
EIR")

The following comments concern the completeness and adequacy of the Draft EIR and should be addressed by the Lead Agency (i.e., CCDC) prior to the end of the public review period:

- XIX-1 1. "SINGLE PROJECT" CONCEPT. It is our understanding that the Draft EIR will be the "master" document for addressing California Environmental Quality Act (CEQA) issues for all projects within the proposed expansion area during the 35-year projected life of the redevelopment plan. In this regard, the Draft EIR does not adequately address the following:
- a. CCDC's role in preparing supplemental EIR's, issuing negative declarations and establishing mitigation measures pursuant to CEQA;
  - and
  - b. Time parameters for preparing supplemental EIR's;
  - c. Threshold requirements for supplemental EIR's.
- XIX-2 2. AFFORDABLE HOUSING. With respect to Section 4.A (page 4.A-47) the Draft EIR does not adequately and completely address the impact that attempted solutions to affordable housing problems (arising from redevelopment activities) may have on the proposed expansion area.
- XIX-3 3. PARKING. With respect to Sections 4.B and 4.C (pp. 4.B-61 and 4.C-15), the Draft EIR does not adequately support the conclusion that there will actually be a parking "surplus." Also, will CCDC be the responsible agency for implementing the proposed Parking and Transit Ordinance?
- XIX-4 4. HAZARDOUS WASTE. With respect to Section 4.J (pp. 4.J-1 through 12), it is our understanding that the proposed expansion area contains at least 90 documented hazardous materials "release" sites (not including areas contaminated by

XIX Eric Young

XIX-1 The procedures, time parameters, and thresholds are addressed in the Redevelopment Agency's procedures for Implementation of the California Environmental Quality Act and the State CEQA Guidelines as adopted on July 17, 1990.

XIX-2 It is unclear what Mr. Young intended. Efforts to contact him were unsuccessful.

XIX-3 Table 4.B-12 summarizes the analysis by traffic analysis zone (TAZ) of projected parking demand and parking supply. The table shows a total parking demand of 97,182 spaces, and a total supply of 109,298 spaces (39,239 existing and 70,089 new), which calculates to a surplus of about 11,500 parking spaces. These figures relate to the mitigating strategy of 60% transit, and indicate that onsite parking supply could be lower under this scenario than in the Preliminary Community Plan. See response to comment V-1.

CCDC will be the responsible agency for implementing the Centre City Parking and Transit Ordinance.

XIX-4 The lead agencies for oversight for cleanup of hazardous waste sites in the Project Area are the Regional Water Quality Control Board (RWQCB) and the County Hazardous Materials Management Division (HMMD). These local agencies perform this function in lieu of the State Water Board and Department of Toxic Substances Control. The local agencies most often work in conjunction with each other, with the RWQCB generally leading on sites where groundwater or surface water pollution is of primary concern, and the HMMD generally leading on sites where public health is of primary concern.



asbestos). The draft EIR states that such sites must be "remediated to the satisfaction of the designated lead agency." Will such agency be CCDC? What criteria will be used for such standard? The Draft EIR suggests that developers and owners will be responsible for clean-up costs. This may be unrealistic to the extent that most lenders will not finance projects on contaminated property. The CCDC should consider incentives and assistance programs for funding a partial amount of such costs.

ECY

Ms. Beverly Schroeder

6000

XX 225 Broadway  
Suite 1100  
San Diego, CA 92101

Feb #4, 1992

6144 Castejon Dr  
La Jolla, CA 92037

XX-1 Dear Ms Schroeder, Buildings which are located in areas where liquification of the ground during an earthquake, these buildings need to be very sturdily built in order to avoid them falling apart or collapse during a major seismic event.

Sincerely,  
*Stefon Helstrom*  
Stefon Helstrom.

XX Stefon Helstrom

XX-1 Thank you for your comment. All development within the Planning Area will be constructed pursuant to the requirements of the UBC and any other pertinent state and federal regulations.

CENTRAL  
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FEB 16 1992

Orig. To:             
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## EXECUTIVE SUMMARY

This Master Environmental Impact Report (MEIR) for the Centre City Redevelopment Project addresses the potential environmental impacts that would result from the update of the existing Centre City Community Plan and the adoption of the proposed Redevelopment Plan and other related documents. The MEIR focuses on the issues identified as having the potential to significantly impact the environment: Land Use, Transportation and Circulation, Air Quality, Noise, Cultural Resources, Aesthetics/Urban Design, Public Facilities/Services, Geological Resources, Hydrology and Water Quality, Hazardous Materials Contamination, Paleontology, Growth Inducement, Cumulative Impacts, and the Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity.

The first eleven of these issue areas are discussed in the environmental analysis section (Section IV) of this MEIR, and the remaining three issues are discussed in the section entitled "Other Required CEQA Sections" (Section V of this MEIR).

This MEIR has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et. seq.), the State of California CEQA Guidelines as amended June, 1986 (California Administrative Code, Section 15000 et. seq.), and the Procedures for Implementation of the California Environmental Quality Act and the State CEQA Guidelines adopted by the Redevelopment Agency on July 17, 1990. The purpose of this MEIR is to provide information which describes and explains the environmental impacts that would result from the approval of the proposed Community Plan and Redevelopment Plan and other related actions described in Section III of this MEIR. Mitigation measures and reasonable alternatives which could eliminate, avoid, or reduce identified environmental impacts are included in this document. Alternatives which are addressed in this document include the "no project" alternative and the "reduced density alternative."

The potential impacts and recommended mitigation measures for the proposed Centre City Community Plan and Redevelopment Plan are summarized below.

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

Impact	Mitigation	Significance of Impact After Mitigation
<b>Land Use</b>		
<p>Potential land use incompatibilities would occur whenever sensitive land uses such as residences, parks or schools are proposed in proximity to land uses such as railroads, freeways, parking structures or industrial land uses that are noisy, hazardous or well-lit at night.</p>	<p>Mitigation for potential land use incompatibilities between residential land uses and land uses such as railroad and LRT tracks, freeways, parking structures and industrial land uses can be implemented on a project-specific basis as part of the project design. Mitigation for potential safety impacts can be carried out on a project-specific basis. Land use incompatibilities due to the presence of night lighting can also be mitigated on a project-specific basis as part of the project design.</p>	<p>Less than significant.</p>
<p>The relocation impacts to residents are adverse and potentially significant because of disproportionate economic and social effects on minorities, low income persons, and the elderly.</p>	<p>The Redevelopment Agency has adopted the rules and regulations for implementation of the California Relocation Assistance Law. Consistent with these regulations, the Redevelopment Agency shall adopt a relocation plan for displacement of residents.</p>	<p>Less than significant.</p>
<p>There could be potentially significant impacts to minorities and disadvantaged population groups if land use conversion erodes the supply of low-moderate priced rental housing.</p>	<p>The use of funds set aside by the Redevelopment Agency should mitigate the impact to affordable housing. The Redevelopment Agency is required to replace any low and moderate income housing removed. Temporary shelters and transitional housing are to be provided as part of the program.</p>	<p>Less than significant.</p>
<p>The relocation impacts to businesses are adverse and potentially significant impacts because of potential jobs and business loss.</p>	<p>Business displacement impacts shall be mitigated through adoption of a relocation plan in accordance with the rules and regulations for implementation of the California Relocation Assistance Law.</p>	<p>Less than significant.</p>

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

<b>Impact</b>	<b>Mitigation</b>	<b>Significance of Impact After Mitigation</b>
<b>Transportation and Circulation</b>		
<p>a) Street Segments</p> <p>The following street segments would operate at LOS F in the AM peak hour which would constitute significant impacts:</p> <ul style="list-style-type: none"> <li>• Broadway westbound</li> <li>• Harbor Drive northbound</li> <li>• North Harbor Drive northbound near Juniper Street and southbound near Beech Street</li> <li>• Beech Street westbound at Front/Union</li> <li>• Pacific Highway southbound and northbound near G Street</li> <li>• Laurel Street westbound near Kettner</li> <li>• Second Avenue southbound near Beech Street</li> <li>• Fifth Avenue northbound at E/F Street</li> <li>• Broadway eastbound near Kettner Boulevard</li> </ul>	<p>An increase to a 60 percent peak hour mode split will accommodate much of the increased trip making but will require coordination with MTDB as additional transit service will need to be provided to meet increased passenger demand.</p> <p>A 60 percent mode split would mitigate congestion on southbound North Harbor Drive, State Street northbound, Third Avenue southbound, Fifth Avenue northbound, Imperial Avenue westbound, Columbia Street southbound, Pacific Highway, Broadway eastbound, Second Avenue southbound and Island Avenue southbound. It would also significantly reduce traffic impacts on other key streets such as Broadway and Harbor Drive.</p> <p>In addition to increasing transit service to 60 percent, roadway improvements would also be required. These measures are described in Section IV.B., 4, Transportation and Circulation, Mitigation.</p>	<p>If all of the recommended measures are attained/incorporated, then identified impacts will be mitigated to a level below significance (refer to Table 4.B-9).</p>

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

Impact	Mitigation	Significance of Impact After Mitigation
<b>Transportation and Circulation (Continued)</b>		
<p>An AM peak hour LOS of E would occur on the following which would constitute significant impacts:</p> <ul style="list-style-type: none"> <li>• Market Street westbound near Fourth/Fifth Avenue</li> <li>• Harbor Drive westbound near Front/Union Street</li> <li>• Imperial Avenue near 14th Street</li> <li>• North Harbor Drive northbound south of Cedar Street and southbound near C Street</li> <li>• Pacific Highway northbound south of Cedar Street</li> <li>• Columbia Street southbound near Beech Street</li> <li>• State Street northbound near F Street</li> <li>• Third Avenue southbound near C Street</li> </ul>		

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

Impact	Mitigation	Significance of Impact After Mitigation
<b>Transportation and Circulation (Continued)</b>		
b) Freeways and Ramps		
<p>A freeway LOS of F in the peak hour would be expected on the following:</p> <ul style="list-style-type: none"> <li>• I-5 between Route 94 and Route 163</li> <li>• Route 163 between I-5 and Quince Street</li> <li>• Route 94 between the beginning of the freeway and 25th Street</li> </ul> <p>The section of I-5 between Hawthorn Street and Laurel Avenue will operate at LOS E in the peak hour. These levels of freeway service would constitute significant adverse impacts.</p> <p>The following ramps would operate at LOS F in the AM and PM peak hour:</p> <ul style="list-style-type: none"> <li>• I-5 ramp northbound off to J Street and 19th Street</li> <li>• I-5 ramp northbound from Pershing Drive and B Street on</li> <li>• I-5 ramp northbound off to 6th Avenue</li> <li>• I-5 ramp northbound on from 1st Avenue</li> <li>• SR-163 ramp northbound on from 11th Avenue</li> </ul>	<p>In order to fully mitigate freeway and ramp impacts, specific mitigation would include incorporation of 60 percent transit mode split, the addition of one to two lanes on the north-bound off-ramp from I-5 to 6th Avenue, and the addition of one lane to the northbound on ramp to I-5 from Pershing Drive/B Street, one lane to the north-bound off-ramp from I-5 to Hawthorne Street, and one lane to the southbound off-ramp to 4th Avenue.</p>	<p>If these roadway improvements prove infeasible due to right-of-way limitations or for other reasons, then identified significant impacts would remain unmitigated. Implementation of other mitigation strategies should be explored such as transportation demand management to reduce peak hour trips, telecommuting, increased transit service, or reduced land use development densities. Incorporation of some or all of these additional measures in addition to a 60 percent transit mode split, would further reduce significant impacts, but not all to a level below significance.</p>

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

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Impact	Mitigation	Significance of Impact After Mitigation
<b>Transportation and Circulation (Continued)</b>		
<p>The southbound I-5 off-ramp to Front Street would operate at LOS E in the AM peak, and the southbound I-5 off-ramp to 2nd Avenue as well as the northbound I-5 off-ramp to Hawthorn Street would operate at LOS F in the AM peak.</p>		
<p>In the PM peak, the southbound I-5 on-ramp from Grape Street would operate at LOS F and the northbound I-5 off-ramp to Hawthorn Street would operate at LOS E.</p>		
<p>The eastbound SR-94 on-ramp from G Street would operate at LOS F in the PM peak hour.</p>		
<p>These levels of service on the Planning Area ramps would constitute significant adverse impacts.</p>		



**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

Impact	Mitigation	Significance of Impact After Mitigation
<b>Transportation and Circulation (Continued)</b>		
c) Parking		
<p>Parking demand will exceed parking supply by 9,618 spaces (in the best case) and 18,810 spaces (in the worst case). This parking shortage is considered a significant adverse impact.</p>	<p>The 60 percent transit mode split will reduce the parking demand by about 30,000 spaces.</p>	<p>The 60 percent transit policy will reduced significant parking shortages to a level below significance. If this goal proves to be unattainable, then identified significant impacts would remain unmitigated. Implementation of other strategies should be explored such as adopting a reduced density alternative. While developing remote parking on a project-specific basis could mitigate shortages to a level below significance, it would at the same time, encourage people to drive downtown and thus impact access corridors to the Planning Area.</p>
d) Public Transportation		
<p>A total of at least 290 buses and 205 trolley cars would be required for routes serving the Planning Area during the AM peak hour, along with at least 35-40 commuter rail cars, in order to provide capacity for the demand consistent with the proposed Community Plan's assumption of a 40 percent transit mode split. This is considered an aggressive policy goal by MTDB.</p>	<p>A 60 percent transit mode split is recommended to mitigate traffic impacts to street segments and freeways. MTDB will need to undertake further detailed planning and operations studies in future years to translate this goal into specific service requirements, and to evaluate the feasibility of achievement.</p>	<p>If alternative transit modes cannot be provided at a rate of 60 percent, then significant unmitigable traffic circulation impacts will remain as identified above under street segments and freeways/ramps.</p>

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

Impact	Mitigation	Significance of Impact After Mitigation
<b>Transportation and Circulation (Continued)</b>		
e) Bicycle System		
<p>The potential for significant adverse impacts due to auto/bicycle conflicts exists on streets designated to be bikeways but which are also key traffic arteries.</p>	<p>For safety reasons, bicycle routes should be designated for streets other than key traffic arteries such as Ash Street, Broadway, Market Street, Pacific Highway, Kettner Boulevard, Front Street, First Avenue, Tenth Avenue and Eleventh Avenue.</p>	<p>If presently designated bicycle routes are redesignated for routes other than key arteries, then potentially significant impacts associated with auto/bicycle conflicts will be reduced to a level below significance.</p>
<b>Air Quality</b>		
<p>Significant adverse localized air quality impacts are associated with CO hot-spot occurrence on all street segments, ramps, and freeway segments that will operate at an LOS of D even after traffic mitigations are implemented.</p>	<p>Air quality impacts shall be minimized through the implementation of transportation control measures, traffic improvements described in Section IV.B, and minimization of emissions during construction activities, or through adoption of a reduced density alternative.</p>	<p>Localized air quality impacts will be reduced but not to a level below significance. Specific measures which mitigate traffic do not necessarily fully mitigate the potential for CO hot-spot occurrence.</p>
<p>No regional air quality impacts are associated with the proposed project.</p>		
<b>Noise</b>		
<p>All required usable open space at noise sensitive receptors will be significantly impacted in areas where the exterior sound level exceeds 65 dBA CNEL. The interior noise environment at residences, hotels and motels located within the 60 dBA CNEL contour may result in a significant impact.</p>	<p>All new noise sensitive receptors located in an area where the noise level exceeds 60 dBA CNEL shall be required to have a site specific acoustical analysis to ensure that the project design includes noise attenuation feature for compliance with the General Plan, noise ordinance and CAC Title 24.</p>	<p>Less than significant.</p>

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

<b>Impact</b>	<b>Mitigation</b>	<b>Significance of Impact After Mitigation</b>
<b>Cultural Resources</b>		
<p>The demolition of buildings previously identified as historically significant would constitute a significant impact. The potential exists for subsurface historic archaeological remains under existing buildings or parking lots. Significant impacts to subsurface archaeological remains may occur during redevelopment.</p>	<p>Impacts to cultural resources require environmental review on a project-specific basis. As individual redevelopment projects are proposed, the possibility of encountering buried resources must be accounted for, to meet City of San Diego and CEQA guidelines.</p>	<p>Less than significant.</p>
<b>Urban Design</b>		
<p>No significant short-term urban design impacts have been identified. The proposed project could result in potentially significant, long-term wind acceleration impacts if appropriate wind studies are not conducted.</p>	<p>The recommendations of wind studies required by the proposed Community Plan should be incorporated into the design of all new buildings to the maximum extent feasible.</p>	<p>Less than significant.</p>
<b>Public Facilities/ Services</b>		
<p>Implementation of the Redevelopment Plan and Community Plan would result in potentially significant impacts to police and fire protection services, libraries, potable water distribution, stormwater collection and disposal, wastewater col</p>	<p>Potential impacts to police and fire protection services, libraries, potable water distribution, stormwater collection and disposal, wastewater collection and disposal, and solid waste collection would be mitigated by the implementation of the programs identified in the proposed Plans.</p>	<p>Less than significant.</p>

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

Impact	Mitigation	Significance of Impact After Mitigation
<b>Public Facilities/ Services (Continued)</b>		
<p>lection, and solid waste collection. The Plans are not anticipated to result in significant impacts with respect to gas and electricity, parks, potable water supply, wastewater treatment, courts and jails, health and social services, senior services, and educational facilities and services. Implementation of the Plans is expected to have a positive impact on the availability of public restrooms in Centre City.</p>	<p>Funding of public facilities and services within the Planning Area would be available to the City of San Diego from Agency repayments and "released" tax increment revenues from Horton Plaza Redevelopment Project and new sales tax revenues and new transient occupancy tax (tot) revenues generated by new increased development within the Planning Area. The City of San Diego will also receive property tax revenues generated by the Centre City Redevelopment Project pursuant to Section 33676 of the Health and Safety Code.</p>	
<b>Geological Resources</b>		
<p>The lithological (rock type) impacts are generally adverse. The impacts created by the compactive and expansive nature of Artificial Fill are considered significant adverse.</p>	<p>Since the lithology was studied on a general basis, detailed geotechnical field studies are a necessity prior to new construction. The Seismic Safety Plan for San Diego indicates a geological investigation shall be conducted on a site specific basis. The specific mitigation measures shall be selected after a detailed geotechnical study has been completed for specific locations.</p>	<p>If measures which are identified on a project-specific basis are implemented as required, impacts will be mitigated to below a level of significance.</p>

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

<b>Impact</b>	<b>Mitigation</b>	<b>Significance of Impact After Mitigation</b>
<b>Geological Resources (Continued)</b>		
<p>Seismically-induced ground acceleration and liquefaction could cause significant adverse impacts in the Planning Area. The waterfront area is particularly susceptible due to the fill characteristics of the area. Potential impacts due to tsunamis and seiches would be considered adverse but not significant.</p>	<p>The proper geotechnical investigations for each individual development site should be identified through consultation with the City Engineering and Development Department and be conducted prior to construction. Following the proper geotechnical investigations, project approvals shall be contingent on the suitability of the proposed land use to the risk zone or modified risk zone of the proposed site. Effects of seismic shaking may be mitigated by adhering to the Uniform Building Code or state-of-the-art seismic design parameters of the Engineering Association of California.</p>	<p>If measures which are identified on a project-specific basis are implemented as required, impacts will be mitigated to below a level of significance.</p>
<p>Possible site specific native soil impacts could include problems related to compaction, corrosion and expansion. Possible adverse impacts would be identified on a site by site basis.</p>	<p>The site-specific geotechnical study required by the City Engineering and Development Department would identify and require the necessary mitigation for any identified specific soil problems associated with a specific development site.</p>	<p>If measures which are identified on a project-specific basis are implemented as required, impacts will be mitigated to below a level of significance.</p>
<p>High ground-water levels would cause temporary impacts (during construction) and long-term impacts (hydrostatic pressure on below ground structures). Volatilization of the identified hydrocarbon plume could result in significant adverse impacts to public health.</p>	<p>Site-specific ground-water investigations will be necessary in areas identified as problematic by the hazardous materials site assessment to be undertaken on a site-by-site basis (see Section IV.J). Buildings constructed above any areas of free product contamination may require active or passive vapor barriers to prevent migration of toxic and explosive vapors into building foundations.</p>	<p>If measures which are identified on a project-specific basis are implemented as required, impacts will be mitigated to below a level of significance.</p>

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

<b>Impact</b>	<b>Mitigation</b>	<b>Significance of Impact After Mitigation</b>
<b>Hydrology</b>		
<u>Stormwater Runoff</u>		
The Redevelopment Agency and individual project applicants will be required to implement stormwater runoff control measures (both structural and non-structural) in compliance with any future applicable regulatory requirements developed under Order 90-42. No significant impacts will occur in relation to stormwater quality.	No mitigation is required.	No significant impacts were identified.
<b>Hazardous Materials Contamination</b>		
<u>Hazardous Waste Release Sites</u>		
The impacts resulting from the identified hazardous waste release sites are potentially significant; the significance can only be ascertained on a case-specific basis.	Hazardous waste release sites within the Planning Area must be delineated and remediated to the satisfaction of the Redevelopment Agency.	If measures which are identified on a project-specific basis are implemented as required, impacts will be mitigated to below a level of significance.
<u>Hazardous Materials</u>		
Impacts associated with the use of hazardous materials or hazardous waste disposal by businesses in the Planning Area are potentially significant. Site-specific significance can only be ascertained by identifying likely release scenarios for each development project, on a case-by-case basis at such time as development plans are	Specific mitigation measures can only be ascertained after the nature and extent of environmental contamination have been delineated. A general mitigation plan may be carried out on a site-specific basis to assess the potential for environmental contamination. Mitigation of environmental contamination would be required, pursuant to applicable federal, state and local regulations.	If measures which are identified on a project-specific basis are implemented as required, impacts will be mitigated to below a level of significance.

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

Impact	Mitigation	Significance of Impact After Mitigation
<b>Hazardous Materials Contamination (Continued)</b>		
submitted to the Redevelopment Agency for a specific site.		
<u>Underground Storage Tanks</u>		
Impacts associated with the presence of underground storage structures such as tanks, sumps, and piping are potentially significant. These potential impacts must be assessed on a case by case basis at such time as specific development plans are submitted to the Redevelopment Agency.	The nature of mitigation measures are specific to individual underground storage structures within the Planning Area. However, a general mitigation plan may be considered as three phases. First on a site-specific basis, a review of underground tank information provided in the Hazardous Materials Contamination Technical Report shall be supplemented by a review of permits and other historic documents of the specific property. Second, permits to close (or operate if a tank is to remain in use) must be obtained by the tank owner or operator. Lastly, remediation of environmental contamination due to underground storage tanks would be required.	If measures which are identified on a project-specific basis are implemented as required, impacts will be mitigated to below a level of significance.
<u>Asbestos</u>		
Impacts associated with the presence of ACBM within the Planning Area are potentially significant, with significance dependent upon the potential for asbestos release.	The extent and nature of specific mitigating measures cannot be ascertained without the knowledge of specific locations, types, and amounts of ACBM in existing buildings that are to be demolished or renovated as a result of the proposed Plans. However, the mitigation plan outlined in Section IV.J shall be carried out, as a general policy.	If measures which are identified on a project-specific basis are implemented as required, impacts will be mitigated to below a level of significance.

**SUMMARY OF IMPACTS  
AND  
MITIGATION MEASURES**

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<b>Impact</b>	<b>Mitigation</b>	<b>Significance of Impact After Mitigation</b>
<b>Paleontological Resources</b>		
The physical destruction of important fossil remains during construction activities results in the loss of a non-renewable resource and is considered to be significant.	Measures include conducting construction and excavation activities using the mitigation program described in Section IV.K.	Less than significant.

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# I. INTRODUCTION

## A. PURPOSE AND BACKGROUND

This Master Environmental Impact Report (EIR) was prepared for the Redevelopment Agency of the City of San Diego (Redevelopment Agency), and addresses the potential environmental impacts that would result from the update of the Centre City Community Plan and the proposed merger and expansion of three existing redevelopment project areas in Centre City from the 417 acres of land that comprise the Columbia, Gaslamp Quarter, and Marina Sub Areas to 1,398 acres of land – all of the Centre City Planning Area with the exception of: (1) the existing Horton Plaza Redevelopment Project, (2) seven properties with high-rise buildings along B Street, and (3) a small area in the southeast corner of the Planning Area (the Tenth Avenue Marine Terminal).

Four redevelopment projects now exist within the boundaries of Centre City San Diego. The Horton Plaza Redevelopment Project, which was adopted in 1972, is nearly completed. The Marina and Columbia Redevelopment Projects were each adopted in 1976; the Gaslamp Quarter Redevelopment Project was adopted in 1982. The existing redevelopment projects have been the focus of development and rehabilitation efforts in Centre City over the past 15+ years, however, the existing redevelopment projects have not been sufficient catalysts to reverse the blight (deterioration of physical, social and economic conditions) of the remainder of Centre City, in fact, the conditions of blight outside existing redevelopment areas have worsened. The City Council of the City of San Diego designated a Redevelopment Survey Area encompassing generally the Centre City Community Planning Area on November 15, 1988, by Resolution No. 272349. By Resolution No. 0750-PC, the Planning Commission unanimously approved the Preliminary Plan for the Centre City Redevelopment Project and the boundaries of the Centre City Project Area on September 13, 1990. The Preliminary Plan as forwarded to the Redevelopment Agency is the basis for the preparation of this EIR.

The Centre City Redevelopment Project Area has been selected because the conditions of deteriorating and dilapidated buildings and properties, health and safety hazards, obsolete buildings and shifting and incompatible uses, inadequate utility infrastructure and deteriorated public rights of way, and severe housing and

social needs are pervasive throughout the Centre City area. Each of the Sub Areas or Redevelopment Districts comprising Centre City is relatively small. Within these Sub Areas and Redevelopment Districts, it is difficult to create a critical mass as well as a contained environment which shuts out adverse conditions of adjoining areas. As a result, isolated or sporadic attempts to eliminate blight are not effective. Centre City's seven neighborhoods are dependent on one another for their physical, social and economic well-being. According to the Preliminary Report prepared by the Redevelopment Agency and dated November 1991, only a comprehensive, community-wide approach to the reversal of blight and deterioration will prove effective in the long-term (CCDC 1991a).

## B. ENVIRONMENTAL PROCESS

This program EIR was prepared in conformance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Section 21000 et seq.), State CEQA Guidelines (California Administrative Code Section 15000 et seq.), and the amended Procedures for Implementation of the California Environmental Quality Act and the State CEQA Guidelines (Redevelopment Agency Guidelines) adopted by the Redevelopment Agency in 1990 and on file in the Office of the Secretary of the Agency.

This EIR is comprehensive to satisfy the requirements for adopting a redevelopment plan pursuant to Section 33352 of the California Health and Safety Code. As prescribed by CEQA (Public Resources Code Section 21090), CEQA Guidelines (California Administrative Code Section 15180) and Redevelopment Agency Guidelines (Section 103), all public and private activities or undertakings pursuant to or in furtherance of a redevelopment plan shall be deemed a single project and shall be deemed approved at the time of adoption of the redevelopment plan by the City Council/Redevelopment Agency. Pursuant to CEQA provisions relative to redevelopment plans no additional environmental documents will be required for individual components of a redevelopment plan, unless a subsequent or supplemental EIR, addendum to the EIR, or negative declaration would be required by CEQA, CEQA Guidelines, or the Redevelopment Agency Guidelines. Therefore, overall this EIR is intended to be adequately comprehensive in terms of analyzing environmental impacts and identifying mitigation measures.

An EIR is an informational document which is designed to inform decision-makers, other responsible or interested agencies, and the general public of the potential environmental effects of a proposed project. The environmental review process was established to enable public agencies to evaluate a project in terms of its environmental consequences, to examine and implement methods of eliminating or reducing any potentially adverse impacts, and to consider alternatives to the project as proposed. While CEQA requires that major consideration be given to avoiding environmental damage, the lead agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals, in determining whether and in what manner a project should be approved. The lead agency for this project is the Redevelopment Agency, who is preparing this EIR and its attachments in connection with its consideration of the approval of the proposed Redevelopment Plan. The City Council of the City of San Diego will also use the EIR as it considers the adoption of the updated Centre City Community Plan and the Redevelopment Plan. As a program EIR, it will also be used as a planning tool for consideration of future projects within Centre City.

This Master EIR constitutes the basis for the environmental assessment of the proposed Community Plan and all related City plans and regulations implementing it as listed in Section III-D and as such will supersede environmental documents previously prepared and certified in connection with City plans and regulations which are being repealed or superseded in connection with the proposed approval of the Community Plan. This EIR is also a subsequent environmental impact report to the redevelopment project environmental impact reports (including previous master environmental impact reports) for the existing Columbia, Marina, Gaslamp Quarter and Horton Plaza Redevelopment Projects. It also covers plans and guidelines implementing the proposed Redevelopment Plan. Certain development specific supplemental environmental impact reports and/or secondary studies (initial studies under State CEQA guidelines) will remain effective for the transactions and activities to which they apply. A discussion of the agencies expected to use this EIR in their decision making, and approvals for which this EIR will be used is included in the project description, Section III.

The area comprising the Navy Broadway Complex and the Port Master Plan are assessed for environmental concerns by the Navy Broadway Complex EIR and EIS

and the Port Master Plan EIR in addition to their general impact considered as part of the development covered by this EIR. The Navy and Port District plans are discussed further in Section II, Environmental Setting.

The environmental analysis section of this EIR is based on technical studies which were prepared for most of the major issue areas. The information contained in the technical study reports is summarized in Section IV, Environmental Analysis, and Section VI, Alternatives to the Proposed Project. The individual technical reports are available for inspection or purchase (at cost) at the offices of the Centre City Development Corporation (CCDC), 225 Broadway, Suite 1100, San Diego, CA, and of the Redevelopment Agency, 202 C Street, San Diego, CA 92101. All the technical study reports are hereby incorporated into this EIR by reference.

#### 1. Notice of Preparation

The Redevelopment Agency filed a Notice of Preparation (NOP) with the State Office of Planning and Research on September 14, 1990. Concerns generated during the NOP review from state and local agencies and other interested parties are addressed in this document. The NOP and responses received are attached to this document in Appendix A. Notice of the availability of the Draft EIR and the date of the public hearing was published in local newspapers concurrently with the public distribution of this document. This Draft EIR is available for review by the public and public agencies for a period of 45 days. Comments on this report are invited and may be submitted in writing to the Centre City Development Corporation (CCDC), 225 Broadway, Suite 1100, San Diego, CA 92101, ATTN: Beverly Schroeder. The Redevelopment Agency will consider all written comments on the Draft EIR before making recommendations to the City Council regarding the extent and nature of the environmental impacts of the proposed project.

#### 2. Terms Used in this EIR

The following list of project terminology has been used throughout this EIR to provide consistency, and is included here for consideration by the reader.

1. Project Area – refers to the expanded redevelopment project area as a whole, including the following Sub Areas:
  - Columbia Sub Area – corresponds to the existing Columbia Redevelopment Project.
  - Marina Sub Area – corresponds to the existing Marina Redevelopment Project.
  - Gaslamp Quarter Sub Area – corresponds to the existing Gaslamp Quarter Redevelopment Project.
  - Expansion Sub Area – includes the remaining area not within existing Redevelopment Projects. The Expansion Sub Area is made up of the following four Redevelopment Districts:
    - Harborview Redevelopment District
    - Cortez Redevelopment District
    - Core Redevelopment District
    - Centre City East Redevelopment District

The Project Area excludes the existing Horton Plaza Redevelopment Project, seven properties with high-rise buildings along B Street, and a small area in the southeast corner of the Planning Area (the Tenth Avenue Marine Terminal).

2. Planning Area – refers to the community planning area of Centre City. The Project Area lies entirely within the boundaries of the Planning Area.
3. Redevelopment Agency – refers to the Redevelopment Agency of the City of San Diego whose members are the San Diego City Council.
4. existing Community Plan – refers to the 1976 Community Plan prepared for the Centre City area.

5. proposed Community Plan – refers to the updated Community Plan under consideration in this EIR.
6. proposed Redevelopment Plan – refers to the proposed consolidated and amended Redevelopment Plan which provides for the expansion of three existing redevelopment projects in Centre City (Columbia, Gaslamp Quarter, and Marina Redevelopment Projects) to include all of Centre City with the exception of the Horton Plaza Redevelopment Project, seven properties with high rise buildings along B Street and a small area in the southeast corner of the Planning Area (the Tenth Avenue Marine Terminal).
7. proposed Redevelopment Project – refers to the redevelopment activity which would occur within the Project Area.
8. Plans – collectively refers to the proposed Community Plan and the proposed Redevelopment Plan.

The environmental analysis contained in this EIR considers the entire Planning Area and thus covers in most cases the Project Area which comprises almost all of the Planning Area. Where any impacts are identified as applicable specifically to the Project Area, the "Project Area" is referred to.

## II. ENVIRONMENTAL SETTING

This EIR addresses the proposed update of the existing Community Plan and the proposed merger and expansion of three redevelopment project areas in the downtown core (Centre City) of the City of San Diego.

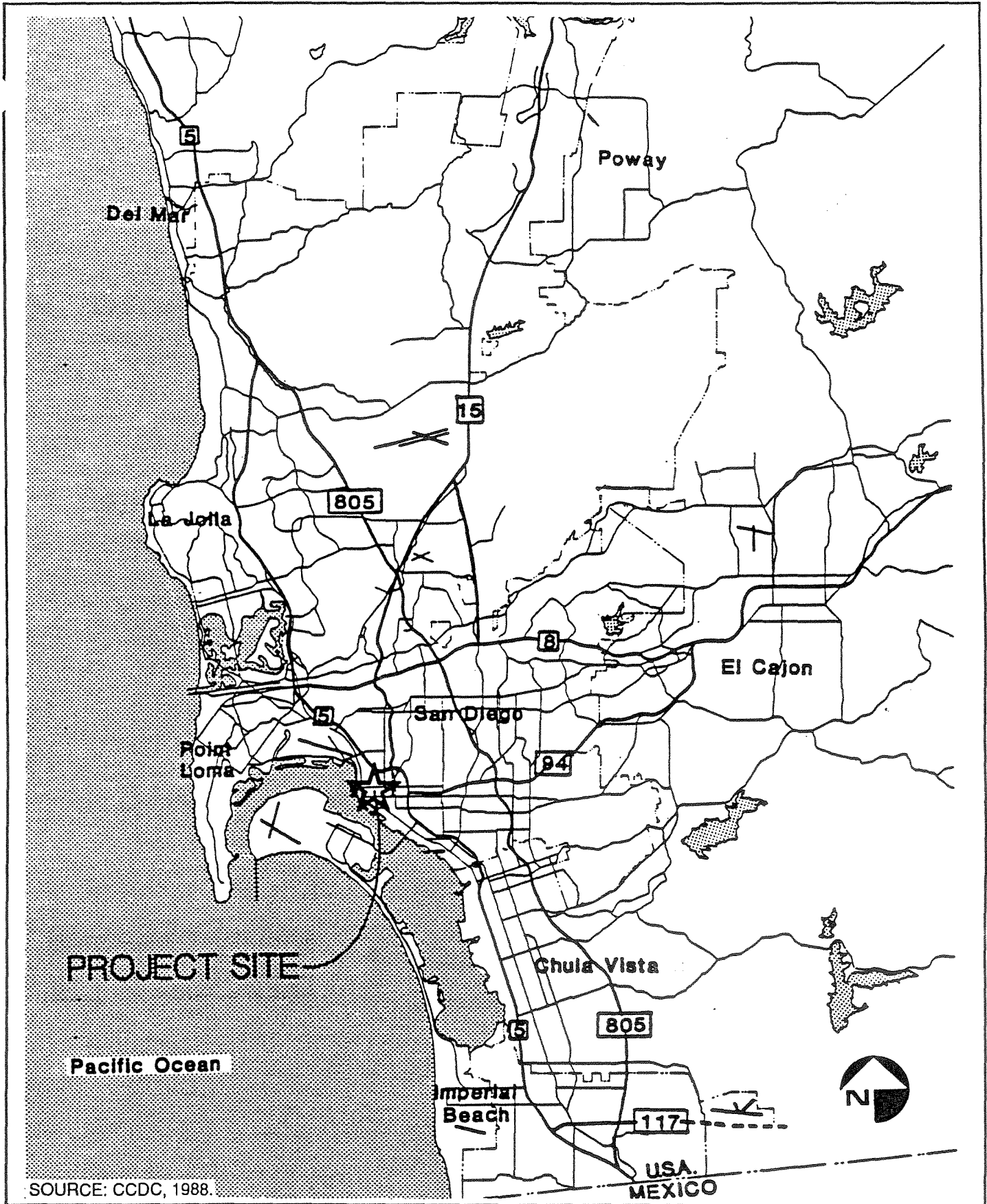
The City of San Diego is located approximately 15 miles from the United States International Border with Mexico and approximately 130 miles south of Los Angeles. Major north-south access routes to San Diego are Interstate 5, Interstate 805, State Route 163, and Interstate 15. Major east-west access routes to San Diego are Interstate 8 and State Route 94 (Figure 2-1).

The San Diego region offers numerous and diverse attractions. The recreational areas located within San Diego County or the metropolitan area include 70 miles of public beaches along the Pacific Coast and Mission Bay, the mountains which are located about 60 miles to the east and northeast of the City, and the desert which is located approximately 90 miles to the east. In addition to these areas there are numerous public parks, regional shopping centers and well maintained historical and cultural sites which are a major part of the local cultural heritage.

The climate of the San Diego region significantly contributes to the overall quality of the San Diego area. The climate in the area is identified as Mediterranean, which is characterized by dry, warm summers and mild winters. Major industries in the San Diego area include manufacturing, military-related industries, tourism, and agriculture.

The Planning Area includes approximately 1,538 acres of land of the metropolitan core, bounded on the north by Laurel Street and Interstate 5; on the east by Interstate 5, Commercial, 16th, Sigsbee Streets, Newton Avenue, Harbor Drive, and the extension of Beardsley Street; and on the south and west by the San Diego Bay and the mean high tide line (Figure 2-2).

The Planning Area is located in the heavily urbanized setting of downtown San Diego, which is almost entirely lacking in native vegetation and its associated



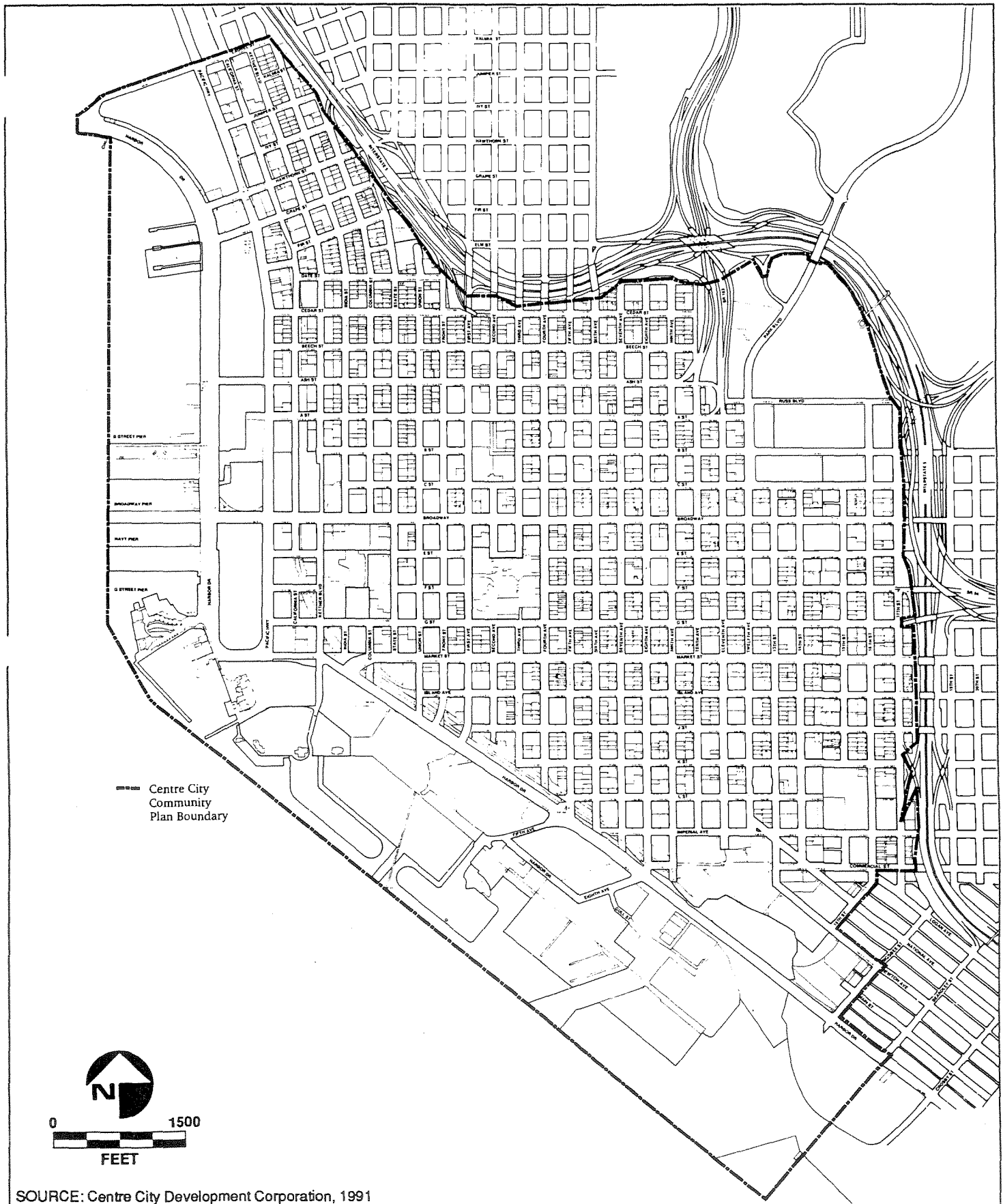
FIGURE



Regional Location Map

2-1





FIGURE

2-2



Planning Area Boundaries

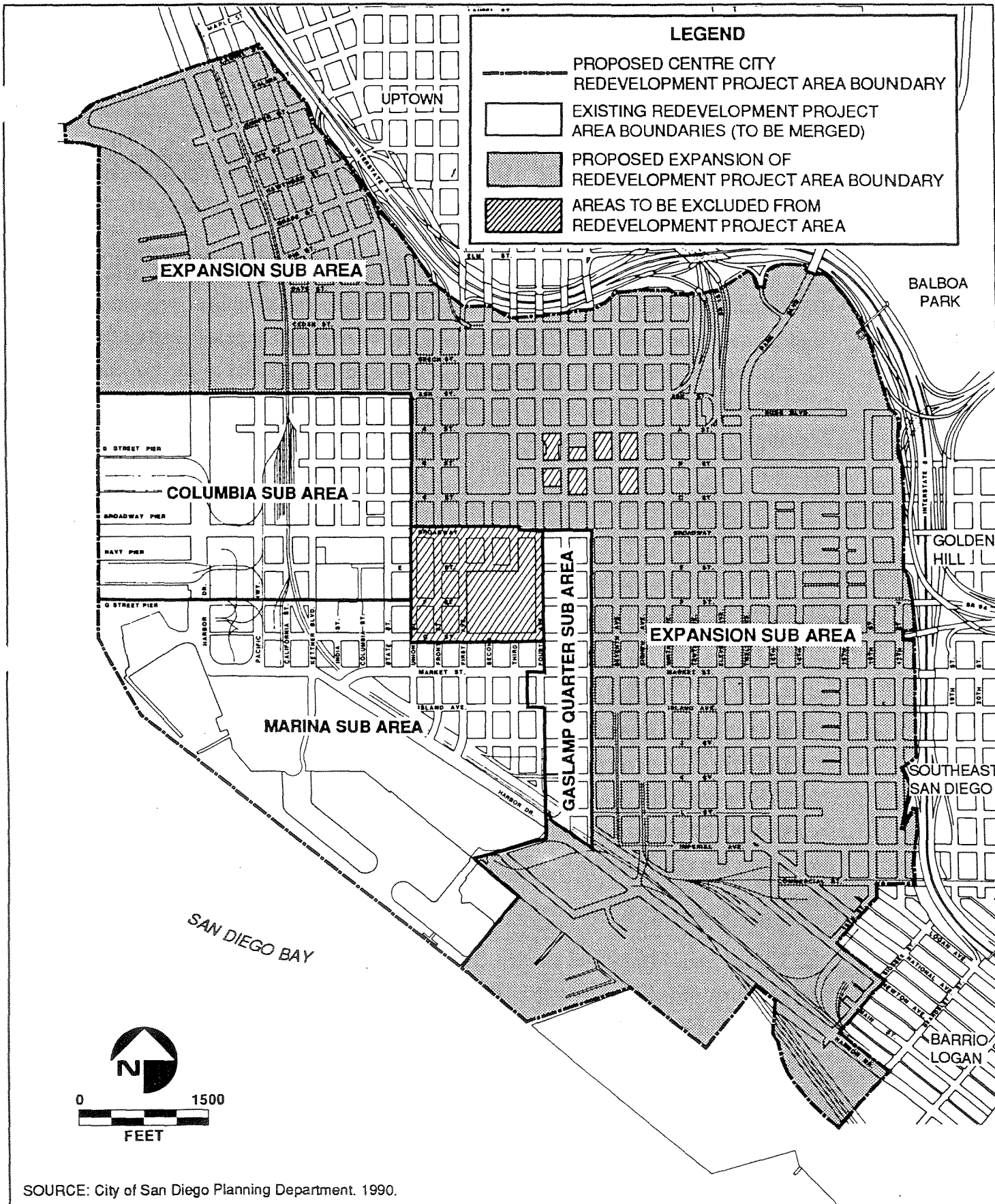
wildlife. Ornamental trees, parkways, occasional lawns and gardens comprise the only perennial vegetation within the Planning Area boundaries. The value of these ornamentals to native wildlife is insignificant in their present location. Where vacant lots and exposed strips of soil are left undisturbed, invasions of weedy annual herbs and grasses have become established.

The Project Area currently includes three existing redevelopment areas: Columbia Sub Area, Marina Sub Area, and the Gaslamp Quarter Sub Area. The proposed expansion of the redevelopment areas would merge these three areas and include most of the rest of the Planning Area (the Horton Plaza Redevelopment Project, properties with several high rise structures along B Street and a small area in the southeast corner of the Planning Area (the Tenth Avenue Marine Terminal) would be excluded from redevelopment) (Figure 2-3).




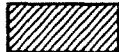
The Centre City Planning Area is bounded by the communities of Uptown, Golden Hill, Southeast San Diego (specifically the neighborhoods of Sherman Heights and Logan Heights), and Barrio Logan. Balboa Park is also adjacent to the northeastern corner of the Planning Area. A brief discussion of these surrounding communities and Balboa Park is provided below.

The community of Uptown is located adjacent to the northern boundary of the Planning Area. Uptown comprises about 2,700 acres or approximately 4.2 square miles. The area consists of single-family residential uses, apartments and condominiums, commercial and office uses, and two large hospitals: UCSD Medical Center and Mercy Hospital. Uptown is linked to Centre City by various surface streets (Columbia and State Streets, and First, Second, Third, Fourth, Fifth, and Sixth Avenues), and extensive public transit service.

Balboa Park, a 1,400-acre regional park dedicated to the City of San Diego in 1868, abuts the northeast boundary of the Planning Area. The park serves the entire San Diego region with a variety of active and passive recreational land uses. Examples of these land uses include Morley Field, the San Diego Zoo, a variety of museums and performing arts, and new and redeveloped facilities which accommodate a variety of special events.



**LEGEND**

-  PROPOSED CENTRE CITY REDEVELOPMENT PROJECT AREA BOUNDARY
-  EXISTING REDEVELOPMENT PROJECT AREA BOUNDARIES (TO BE MERGED)
-  PROPOSED EXPANSION OF REDEVELOPMENT PROJECT AREA BOUNDARY
-  AREAS TO BE EXCLUDED FROM REDEVELOPMENT PROJECT AREA

**EXPANSION SUB AREA**

**COLUMBIA SUB AREA**

**MARINA SUB AREA**

**GASLAMP QUARTER SUB AREA**

**EXPANSION SUB AREA**

BALBOA PARK

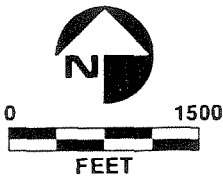
GOLDEN HILL

SOUTHEAST SAN DIEGO

BARRIO LOGAN

SAN DIEGO BAY

UPTOWN



SOURCE: City of San Diego Planning Department, 1990.

**FIGURE**



**Project Area Boundaries**

**2-3**

The community of Golden Hill lies northeast of the Planning Area, adjacent and south of Balboa Park. The Golden Hill community is characterized by a mix of single-family and multi-family residential and commercial land use. This community includes a distinct and diverse architectural character which includes unique and significant historic structures.

Sherman Heights lies east of the Centre City Planning Area and south of the Golden Hill community. According to the Southeast San Diego community plan, prevalent land uses include residential, industrial, and commercial and approximately 900 acres of vacant land exist. Neighborhoods immediately adjacent to the eastern boundary of the Planning Area include Sherman Heights and Logan Heights. Sherman Heights is one of the oldest neighborhoods in San Diego, and is characterized by primarily single-family and multifamily residential development. The Logan Heights neighborhood is developed with a mixture of commercial, industrial, and residential land uses.

The Barrio Logan community is located adjacent to the southeast boundary of the Planning Area. This community is within the planning jurisdiction of the City of San Diego, the Unified port District, and the U.S. Navy and is comprised of approximately 1,000 acres. This compact area has a diversified social character, which includes residents, business, waterfront activity. According to the Barrio Logan/Harbor 101 community plan, the most prominent characterization of Barrio Logan is its Mexican-American association, together with the waterfront industrial complex which employs 50,000 people. The nature of this relationship and its impact on the area as a whole, is identified in the plan to be a very complicated issue.

The United States Navy and the San Diego Unified Port District have regulatory and planning jurisdiction within portions of the Planning Area. The San Diego Unified School District, San Diego Community College District, Metropolitan Transit Development Board, County of San Diego, and State of California also own property and operate facilities within the Planning Area.

The Navy Broadway Complex is bounded by Broadway to the north, Pacific Highway to the east, and Harbor Drive to the west and south. Although included in the Planning Area, neither the City nor the Redevelopment Agency have land use,

regulatory or other authority/jurisdiction over the development and redevelopment of the Navy Broadway Complex. It is expected that the Navy will enter into a Development Agreement with the City and an Owner Participation Agreement (OPA) with the Redevelopment Agency which will incorporate the Navy's development plan and urban design guidelines.

The San Diego Unified Port District owns and controls all of the tidelands and submerged lands within the Planning Area westerly and southwesterly of the Mean High Tide Line from Laurel Street to the north to the extension of Beardsley Street to the southwest. The District has the right to use and develop its lands in accordance with the District's adopted Port Master Plan.

A portion of the Planning Area is located within the Coastal Zone which was established by the California Coastal Act of 1976. A Coastal Development Permit is required for most types of development within the Coastal Zone.

The residential population in the Planning Area was 15,502 persons in 1990 (U.S. Census 1991a). Centre City's population base has a higher share of Hispanic and black residents than the City of San Diego. Centre City's Hispanic and black residents together comprise 43% of the population base. The comparable share for the City of San Diego is 30%. Ethnic diversity in Centre City has increased throughout the years. In 1960, the ethnic composition was 77% white, 14% Hispanic, 6% black, and 3% other. In 1990, those figures changed to 53% white, 29% Hispanic, 3% Asian/Pacific Islander, 14% black, and 1% Native American.

Age and gender statistics for both the City and County of San Diego from 1960 to 1990 show a majority of persons in the under 18 and 18 to 34 age groups are male. Over age 34, women achieve a majority. This generally reflects normal patterns. By contrast, statistics for Centre City show a much higher representation of males in all age categories, but most dramatically in the 18 to 34 and the 35 to 64 ranges where nearly three quarters of the population is male. In all cases, the largest segment of the population is between the ages of 18 and 34. It should be noted that the largest segment of the homeless population is also in this age group.

Approximately 70% of Centre City residents are considered to have very low income, with an average household income of approximately \$12,460 per year.

This averages to approximately \$1000 per month. The San Diego County median income for a family of 2 was \$33,050 in 1990. Of the 903,075 families in San Diego County, 17% were in the very low income range, 26% were in the low income range, 26% were in the moderate income range, and 12% were in the above moderate range. Income distribution for the City of San Diego is nearly identical to that of the County for 1990.

In comparison to the County and City of San Diego which have experienced significant increases in housing growth, the overall number of housing units in Centre City have decreased. The County experienced a 178% growth in housing units within a 30-year period while the City experienced a 125% growth during the same period. From 1960-1980, Centre City's housing stock decreased 34% from 9,707 units to 6,417 units.

Within Centre City, from 1960 to 1990, only Marina, Columbia and a portion of the Gaslamp Quarter Sub Area experienced growth in the housing stock. All of that growth has occurred since 1980 and is a result of an active program of redevelopment. All other parts of Centre City have experienced a decline in housing units, the most dramatic being in the Core Redevelopment District and south Centre City East Redevelopment District decreases of 2,288 units and 848 units, respectively. The north Centre City East Redevelopment District added just under 200 units. As a result of the redevelopment effort within the Marina, Columbia and the Gaslamp Quarter Sub Areas, 1,073 housing units were constructed.

Employment statistics for 1990 have not yet been released by the Census Bureau. However, comparative statistics for 1960 and 1980 were used to prepare the following analysis. Of the total number of persons employed in the County of San Diego in 1960, approximately 55% were employed in service, technical, or managerial/professional occupations, while 31% were in blue collar, production/operator, and laborer occupations. By 1980, the percentage of service, technical, or managerial/ professional jobs had grown to 73%, while blue collar laborers, operators, and production workers decreased to about 24%. Similar employment trends occurred in the City of San Diego over the same period with the exception of having slightly less persons employed in the farming, forestry, and fishing occupations. Employment trends in Centre City have remained consistent

with those of the City and County as a whole with the exception of a higher representation in the service occupations and less representation in the technical, sales, and administrative support occupations.

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### III. PROJECT DESCRIPTION

#### A. PROPOSED CENTRE CITY COMMUNITY PLAN

The comprehensive update of the 1976 Centre City Community Plan was prepared by the Mayor and Council-appointed Centre City San Diego Planning Committee (CCPC), a twenty-six member citizen group, with input and review from government agencies and the public. The proposed Community Plan contains vision statements, goals, objectives, implementation strategies, actions and projects, district characteristics, and legislation. In accordance with an agreement reached between the California Coastal Commission and the City of San Diego on November 12, 1991, the proposed Community Plan, Planned District Ordinance and related documents will be modified prior to final City Council consideration to delete references to Centre City waterfront areas that are not under the jurisdiction of the City of San Diego.

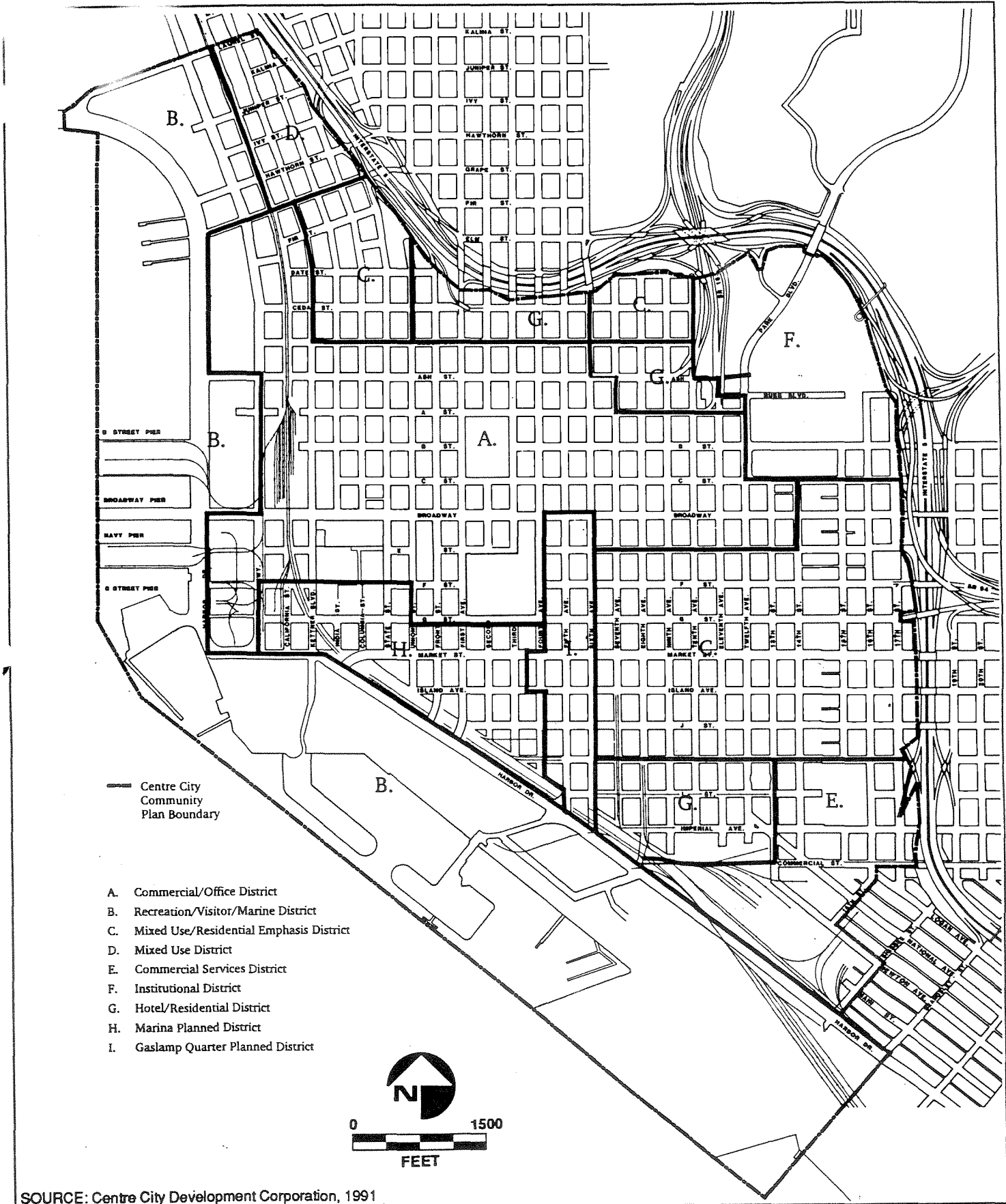
The goals of the proposed Community Plan are as follows (City of San Diego 1990):

- Develop Centre City with a strong financial/commercial core surrounded by distinct but well-integrated mixed-use and residential neighborhoods along with the amenities, commerce, and services necessary to support a vibrant urban downtown.
- Substantially increase the number of people living downtown; provide a range of housing to meet the needs of an economically and socially balanced population.
- Develop a comprehensive multi-modal transportation system that supports planned development intensities and land use patterns in Centre City.
- Aim for the increased use of mass transit, especially by daily commuters, with less reliance on automobiles and long-term downtown parking.
- Take maximum advantage of Centre City's unique topography and waterfront setting with a plan oriented to people and their activities in a dynamic expanding downtown.
- Create an urban open space system in Centre City that is designed to take advantage of San Diego's climate and setting; and that offers both formal and informal places, and active-recreational and quiet areas for downtown workers, residents and visitors.

- Assure for each person in Centre City easy access to high quality health, mental health, and social and educational services in the context of a dignified, safe and secure environment.
- Make Centre City the dominant center of the region for music, theatre, dance and the visual arts, for dining out and for entertainment and public festivals.
- Preserve historic structures and districts in downtown to maintain a tangible link to the past.
- Promote the growth and vitality of Centre City as the primary business, educational, cultural and entertainment magnet of the region.
- Establish a comprehensive program to provide facilities and amenities in Centre City which are determined to be of benefit to the public.

The proposed Community and Redevelopment Plans divide the Planning Area into nine land use districts. These districts, described below, define geographic areas that allow specific land use classifications (Figure 3-1). The proposed Planned District Ordinance delineates the permitted and conditional uses for each land use classification.

- Commercial/Office District. This district, a majority of which is located in the downtown core, is the regional center for government, businesses, professional offices and associated activities. The district is intended to provide for existing and future office development and encourage a variety of allied services normally associated with such offices. The uses allowed in this district will ensure the vitality and growth of the financial, commercial and professional services downtown. The Commercial/Office District will emphasize the following uses: professional offices and services, retail sales and services, restaurants, hotels and motels, multi-family residences, and single-room occupancy residences.
- Recreation/Visitor/Marine District. This district is expressly designed for application to areas of the Centre City waterfront which encourages major tourist and local visitor attractions, recreational areas and marine industry. The developments and uses allowed in this district will preserve and maintain ocean-related industry and resources and will provide for the needs



FIGURE

**3-1**



Land Use Emphasis

and amenities related to the enjoyment of the waterfront by visitors, residents and the downtown work force. The Recreation/Visitor/Marine District will emphasize the following uses: hotels, motels and visitor accommodations; community cultural facilities; public parking and open space; specialty retail sales; restaurants; marinas, wharfs and piers; world waterway transportation and local ferry; terminals and docks; and fishing and marine industry.

- Mixed-Use/Residential Emphasis District. This district is intended to provide for high density residential with limited non-residential uses located at the street level. At least eighty percent (80%) of the gross floor area of a structure shall be residential use; a maximum of twenty percent (20%) or full ground floor, whichever is greater, may be used for non-residential uses. The Mixed-Use/Residential Emphasis District will emphasize the following uses: multi-family residences; live/work quarters; single-room occupancy residences; small businesses, offices and services; retail sales and services; and restaurants.
- Mixed-Use District. The Mixed-Use District is intended to provide for general commercial services that support office, business, professional and personal needs in the downtown area. These uses will be located in areas of downtown that may be inappropriate for residential development. The Mixed-Use District will emphasize the following uses: professional and trade profession offices, wholesaling, retail sales and services, and restaurants.
- Commercial Services District. This district is intended to provide and accommodate business, commercial and industrial uses that function in support of other downtown uses. The Commercial Services District will emphasize the following uses: commercial services, wholesaling, light industrial and manufacturing uses, utilities, community and human care facilities, retail sales and services, and professional offices.
- Institutional District. The Institutional District is primarily intended to accommodate educational and recreational uses, and encourage the location of additional public and private educational and training facilities. The



Institutional District will emphasize the following uses: public and private educational facilities and institutions, professional and trade schools, public parks and open space, and public gymnasiums and recreational facilities.

- Hotel/Residential District. This district is intended to provide an opportunity for high intensity residential and hotel development. Hotel development is permitted without additional land-use mix restrictions. All other projects should provide at least seventy-five percent (75%) of the gross floor area of the structure as residential use; a maximum of twenty-five percent (25%), or full ground floor, whichever is greater, may be used for non-residential uses. The Hotel/Residential District will emphasize the following uses: hotels, multi-family residences, single-room occupancy residences, live/work quarters, retail sales and services, and restaurants.
- Marina Planned District. The Marina Planned District provides a mix of high density residential, mixed hotel/residential, and hotel development. Residential is the predominant land use within the district. Within residential areas, at least eighty percent (80%) of the gross floor area of a structure shall be residential use and up to twenty percent (20%) of the gross floor area may be non-residential use. Mixed-use development (residential and non-residential uses sharing the same site) and convention hotels are permitted in the periphery of the district between Front and First Streets. The Marina Planned District will emphasize the following uses: multi-family residences, live/work quarters, single-room occupancy residences, eating and drinking establishments, food sales, small business and professional services, personal and convenience services, and hotels.
- Gaslamp Quarter Planned District. The Gaslamp Quarter is the historic commercial and office center of the downtown area. The Gaslamp Quarter Planned District is designed to preserve and promote this historic district and encourages a wide range of commercial, entertainment, retail, professional and residential uses. The Gaslamp Quarter Planned District will emphasize the following uses: professional offices and services, retail sales and services, restaurants and entertainment, hotels, multi-family residences, and single-room occupancy residences.

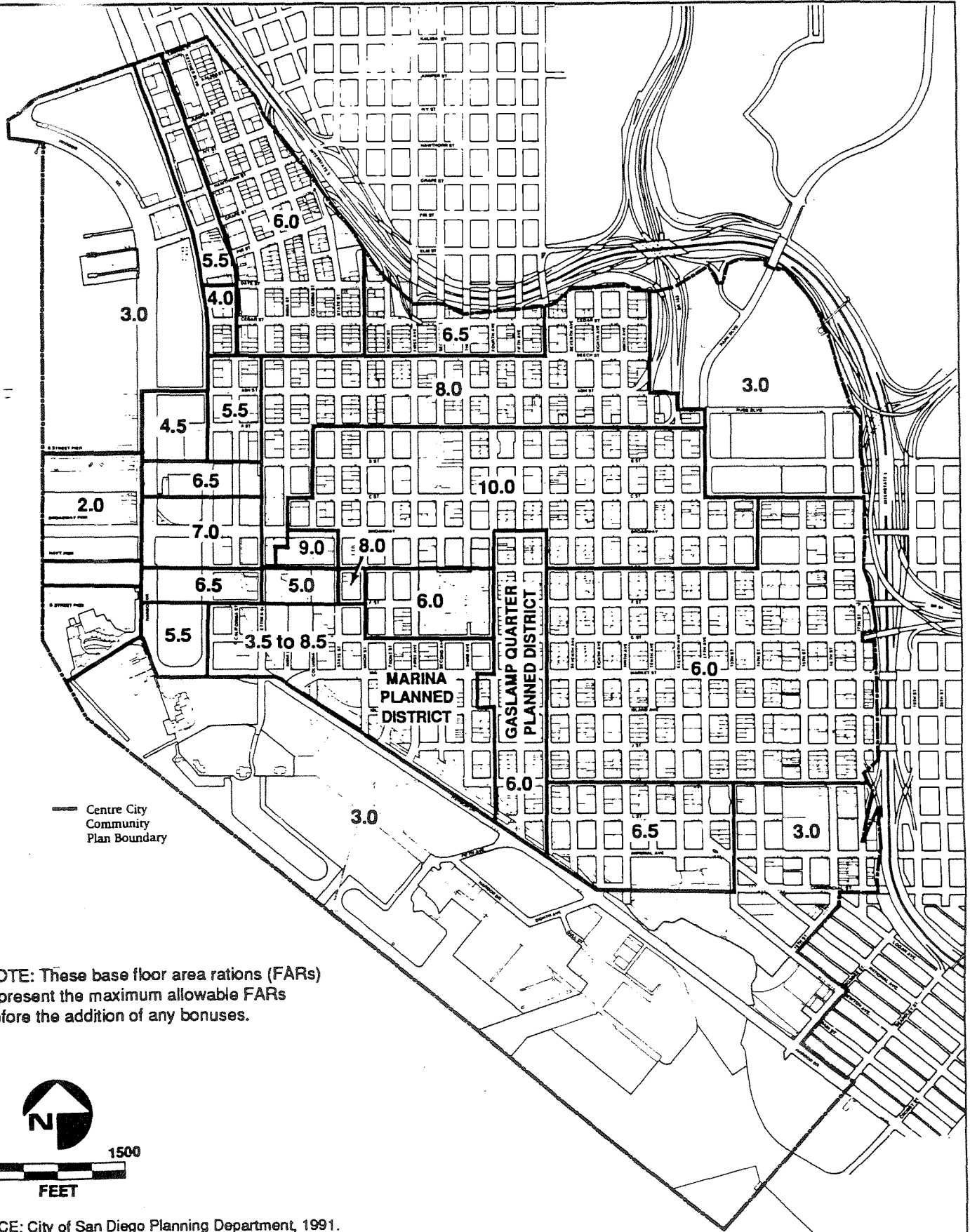
The proposed Community Plan requires "street level uses" (uses which contribute to a high level of pedestrian activity) along certain designated streets including Broadway and the transit corridors. The proposed Community Plan allows for the expansion of non-conforming uses as long as the land use does not change; it also provides flexibility in underground parking and setback requirements to encourage small lot development. Owners of property designated as historic by the Historical Site Board would be able to apply for exceptions to some of the land use and property development regulations, including permitted land uses, street level development standards, and parking standards.

The proposed Community Plan provides floor area ratios (FAR) to shape the intensity and form of development. Figure 3-2 delineates the base FARs. Development within the designated street level development bonus area which meets the incentive requirements may be permitted an increase of 2.0 to the base FAR (Figure 3-3).

Projects within the designated residential bonus area which comply with the housing incentive criteria may be permitted an increase of 2.0 to the base FAR (Figure 3-4). Projects meeting both sets of criteria may earn both increases, for a total increase of 4.0.

In addition, a FAR exception would be available to infill projects on sites which contain structures designated as historic by the Historical Site Board. The FAR of the designated historic structure would not be calculated in the total FAR of the site.

The proposed Community Plan provides design guidelines including bulk controls to avoid unarticulated, box-like buildings, building orientation guidelines to reduce the impact of tall buildings, and street level development standards to maintain an appropriate continuity of street level activity. Setbacks would be established to preserve views of the bay and the County Administration Building. The guidelines require wind acceleration studies to be performed and landscaping to be installed. Other features of the proposed Community Plan include sun access requirements in designated areas, plans for open space, sign criteria, and street design improvements. The proposed Community Plan recommends the development of mid-block connectors—alleys to provide midblock access to buildings for deliveries and parking, and pedestrian streets to provide landscaped access for pedestrians,



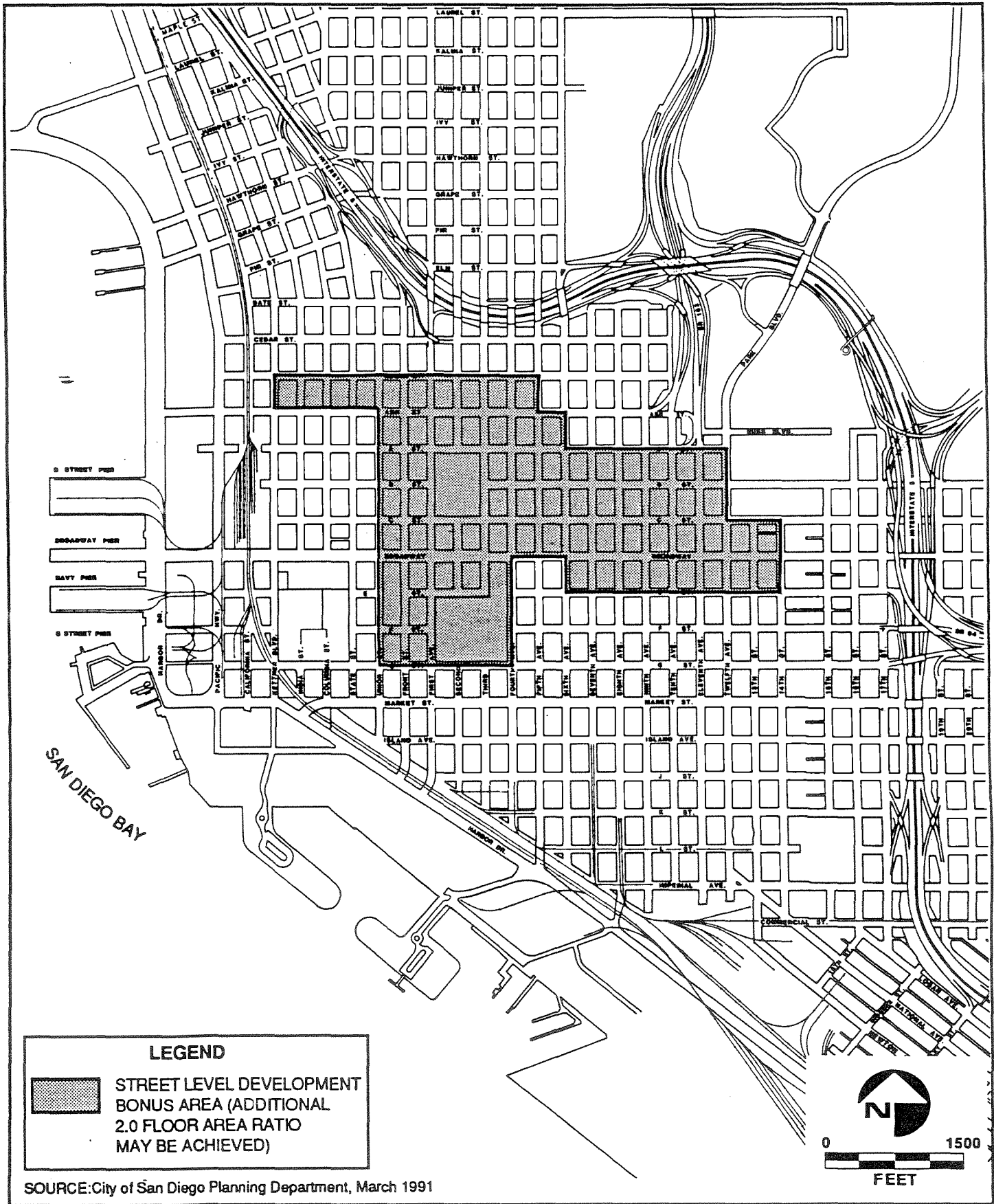
FIGURE



Floor Area Ratios

3-2



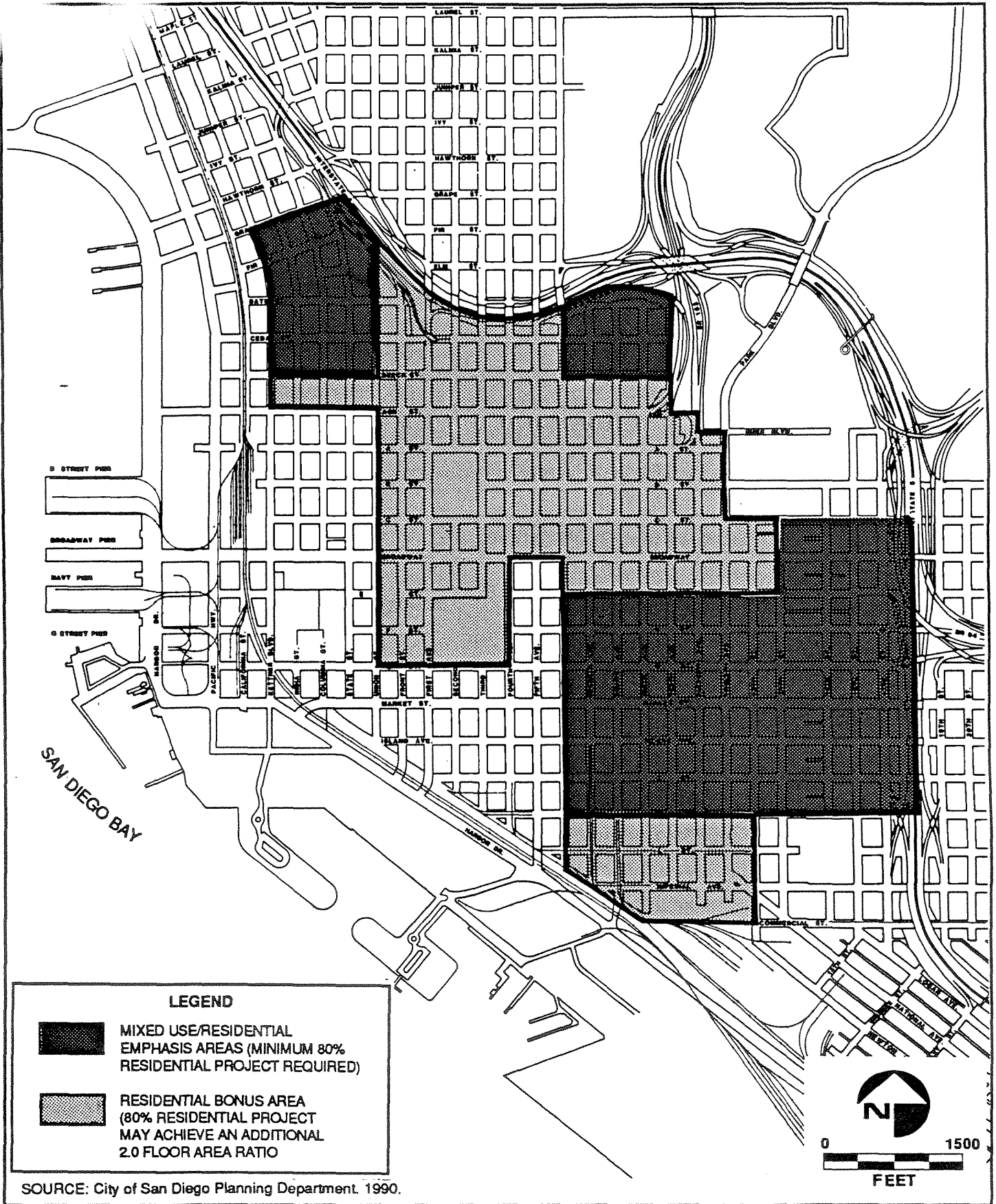


FIGURE

**3-3**



Street Level Development Bonus Area



FIGURE

3-4



Residential Bonus Area

bicycles and emergency vehicles. (See the proposed Community Plan for details on the street hierarchy.)

The proposed Community Plan employs parking and transportation demand management techniques to increase peak period transit ridership to downtown and reduce the number of single occupant vehicles traveling to downtown during the peak period. Parking and transportation demand management (TDM) techniques include onsite parking limitations, establishment of a transit improvement fee, and a flexible menu of onsite TDM measures, such as preferential carpool parking and the provision of bicycle lockers. The proposed Community Plan includes a hierarchy of streets in which the overall function and design of streets and sidewalks is established. An action chart is also included which proposes various projects, programs and regulations to improve circulation within the Planning Area.

#### B. THE PROPOSED REDEVELOPMENT PROJECT

The City Council serves as the city's Redevelopment Agency. The Centre City Development Corporation (CCDC) is a non-profit agency which implements redevelopment projects in the downtown area on behalf of the Redevelopment Agency. Currently, the Redevelopment Agency's jurisdiction includes the 462 acres of the Columbia Sub Area, Gaslamp Quarter Sub Area, Marina Sub Area, and the Horton Plaza Redevelopment Project.

The proposed Redevelopment Plan for the Centre City proposes to merge three of the existing redevelopment projects (Columbia, Marina and Gaslamp Quarter Sub Areas) and expand the redevelopment boundaries to encompass 1,398 acres – all of Centre City with the exception of the Horton Plaza Redevelopment Project, seven blocks along B Street and a small area in the southeast corner of the Planning Area (the Tenth Avenue Marine Terminal).

The expanded Project Area would allow the use of redevelopment methods to eliminate blight and to encourage development of new buildings and businesses which conform to the land use goals stated in the proposed Community Plan. The merger would improve administration of the existing redevelopment projects as well as facilitate coordinated planning and infrastructure improvements between multiple jurisdictions for the benefit of the entire area, including the improvements on and

adjacent to property owned by the Unified Port District, the federal government, and the Metropolitan Transit Development Board.

The purposes of the proposed Redevelopment Plan are (1) the elimination of existing blighted conditions, including small and irregular lots, incompatible land uses, obsolete dilapidated buildings, substandard and deteriorated public improvements; (2) the rehabilitation of buildings and the preservation of architecturally significant historic sites and buildings; (3) the planning, redesign, and development of areas which are stagnant or underutilized; (4) the participation of owners and tenants in the revitalization of their properties; and (5) the provision of low and moderate income housing.

The proposed Redevelopment Plan would serve as a tool for implementation of the proposed Community Plan, allowing tax increment financing, selective eminent domain, and the application of Redevelopment Agency resources. It would be carried out in phases over a period of 35 years. Redevelopment Agency activities in the Project Area may include cooperation with owner participants, property rehabilitation, property acquisition, relocation of tenants and owners, demolition of structures, construction of public improvements, and land disposition (lease or sale) for private development, continuing land use controls, and assistance in the provision of financing for all of the above.

The proposed Redevelopment Plan authorizes the Redevelopment Agency to participate in the provision of publicly owned facilities which may include:

#### Public Utilities and Streets

- Water system - selective rehabilitation and replacement of water distribution system throughout the Project Area, and the provision of water system where lacking.
- Sanitary sewer system - selective rehabilitation and replacement of sanitary sewer system throughout the Project Area, and the provision of sewer system where lacking.

- Storm drain system - selective rehabilitation and replacement of storm drain system throughout the Project Area, and the provision of storm drain system where lacking.
- Surface improvements - rehabilitation and replacement of the streets, medians, sidewalks, curbs and gutters, landscaping, street lights, and traffic signals within the Project Area.

#### Other Public Improvements

- Freeway access - improvement of freeway ramps and couplets serving the Project Area which may include Grape and Hawthorne; First and Front; Fifth and Sixth; "A" and Ash; "E," "F" and "G"; and "K" and Imperial freeway ramps and couplets.
- Transit stations - enhancement of light rail trolley stations within the Project Area which may include those at Laurel Street, Fifth Avenue and "C" Street, Twelfth Avenue and "C" Street, and Twelfth Avenue and Market Street.
- Transit right-of-way - development of the Gaslamp Trolley and enhancement of public right-of-way and provision of pedestrian amenities along the transit right-of-way in the Project Area.
- Traffic mitigation measures - reconfiguration, reconstruction and restriping of major streets to provide additional travel lanes, limit on-street parking, provide signage and similar measures.

#### Parks

- Neighborhood parks - provision of approximately six (6) neighborhood parks.
- Extension of King Promenade - improve extensions of the King Promenade with landscaping and pedestrian amenities along the railroad right-of-way.

- Enhancement of Pacific Highway - improve Pacific Highway including surface improvements, sidewalks, landscape center medians and similar features.
- Bay-Park Link/Streetscape improvements - enhance streets in the Project Area that link Balboa Park and San Diego Bay, which may include Laurel, Cedar, Ash, Broadway, Market, India, and Front Streets, and First, Fifth, Sixth, Tenth, Eleventh and Twelfth Avenues.
- Community parks - provision of community-based park and recreation facilities, which may include facilities at, or in the vicinity of, the County Administration Center, Broadway and San Diego Bay, Fifth Avenue and San Diego Bay, City College, the existing Civic Center site, and the proposed civic center site.

#### Parking Facilities

- Parking facilities - Provision of public off-street parking facilities, and/or joint use public parking such as the San Diego courts and justice facilities, the proposed civic center, City College, and the proposed sports arena.

#### Social Service Facilities

- Counseling, educational and training facilities - provision of publicly-owned counseling, educational and training facilities for, among others, misdemeanants and light felons.
- Day centers - provision of day centers to include personal services such as restrooms, showers, lockers, mailboxes and counseling for the homeless.
- Mental health facilities - provision of inpatient and outpatient medical, therapy, counseling and day services for the mentally ill.
- Alcohol and drug rehabilitation facilities - provision of facilities for medical, detoxification, therapy, rehabilitation and counseling services for substance

abusers, including dual diagnosis facilities for mentally ill substance abusers.

- Children's service facilities - provision of facilities supporting children, such as rescued care, storefront services, health care and counseling.
- Health and welfare facilities - provision of community-based social service facilities for a variety of populations (e.g., women, children, substance abusers, abused persons, homeless, etc.) in need of income and living support, counseling and rehabilitation, health care and other such social services.

### Community Facilities

- City of San Diego civic center - development of a new civic center and/or redevelopment of the existing Community Concourse site for municipal offices and related facilities.
- City of San Diego central library - development of a new central library facility within the Project Area.
- San Diego City College - provision of capital improvements which may include a child development center, joint use public parking, library facilities and park and recreation facilities.
- Sports arena - provision of a new sports arena, or components such as off-street parking.
- Public restrooms - provision of approximately three (3) public restrooms within the Project Area.
- San Diego County courtroom and justice facilities - development of new courts and office space for courtroom and justice facilities.

- Washington Elementary School - rehabilitation and expansion of the Washington Elementary School site which may include the provision of playground and recreation facilities or day care facilities.

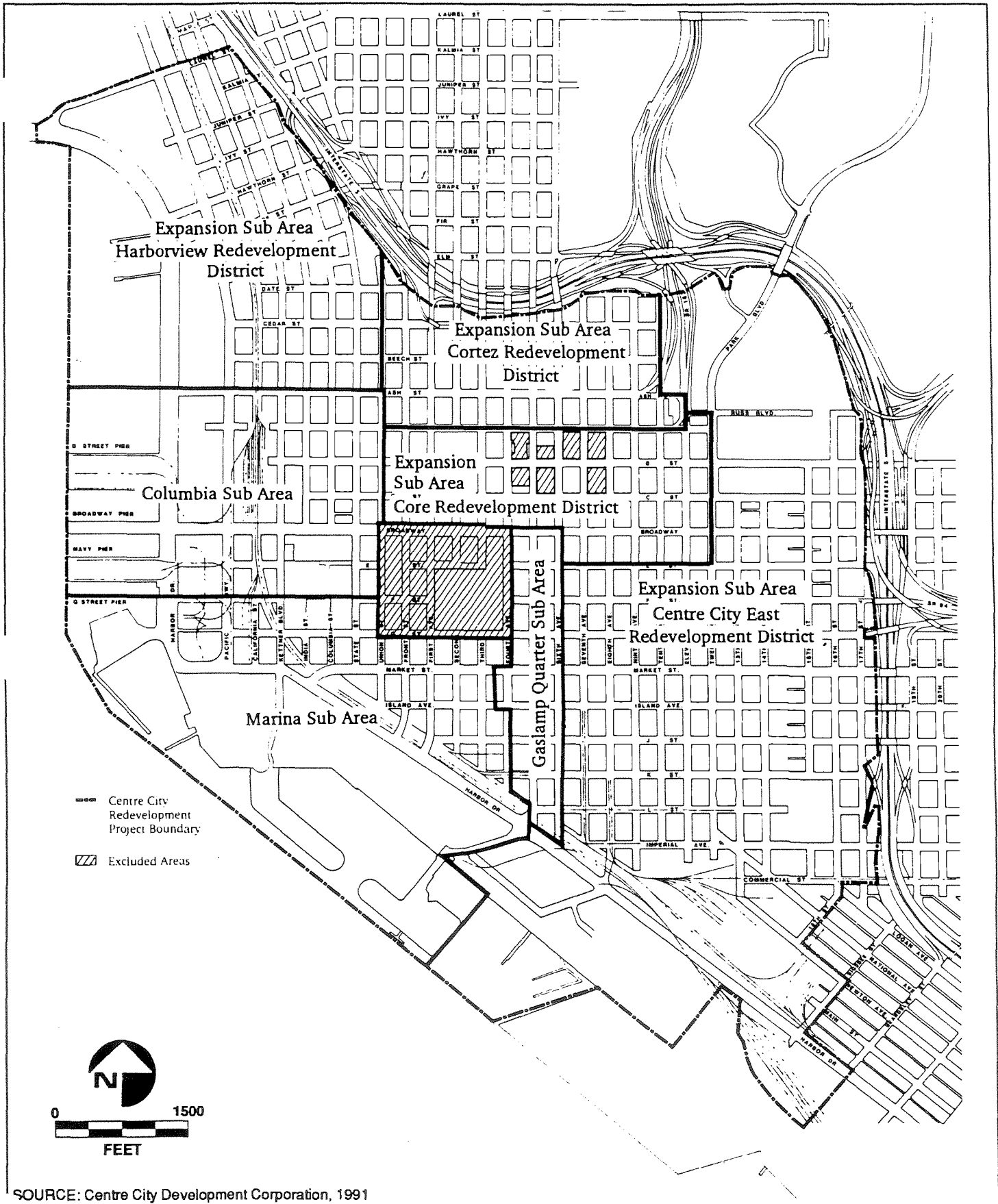
Public involvement through the redevelopment process would stimulate private reinvestment in the area and aid the neighborhoods in effectively competing in the city-wide demand for needed public improvements and services.

### C. THE BASIS OF ANALYSIS

For descriptive purposes, the proposed Redevelopment Project is divided into four redevelopment Sub Areas: the Columbia Sub Area, the Marina Sub Area, the Gaslamp Quarter Sub Area, and the Expansion Sub Area. The Expansion Sub Area is further divided into the Harborview, Cortez, Core, and Centre City East Redevelopment Districts. These Sub Areas and Redevelopment Districts are used in this EIR to organize analysis for all sections. The portions of the Planning Area which are outside of the Project Area are expected to maintain their existing development configurations and intensities during the planning period with the exception of the Horton Plaza Redevelopment Project where it is assumed that there are sufficient intensities of development provided for in the proposed Community Plan to provide for the completion of the Redevelopment Project. The Sub Areas and Redevelopment Districts are illustrated in Figure 3-5.

The environmental impact report for the proposed Community Plan and Redevelopment Plan is based on an ultimate capacity buildout scenario over a 35-year period. The development to ultimate capacity scenario, developed by CCDC staff and Keyser Marston & Associates, was considered to model potential impacts of the proposed Community Plan and Redevelopment Plan. The projected development was distributed by traffic analysis zone (TAZ) and Sub Area/Redevelopment District within Centre City. This distribution was based on existing development patterns, existing and planned infrastructure, development regulations of the plan and the amount of available land. CCDC first estimated the amount of land available for redevelopment by identifying parcels that had a low probability of future redevelopment. These "retained uses" include single room occupancy hotels, structures designated as eligible for the National Register of Historic Places, recent redevelopment projects, and recent construction. It was





SOURCE: Centre City Development Corporation, 1991

FIGURE



Boundaries of the Centre City Redevelopment Project

3-5

assumed that all other parcels could be redeveloped. The ultimate capacity scenario assumes the following production of land uses over 35 years:

1. A total of 15,200,000 net square feet of office development is constructed over the 35-year period. An average annual rate of 400,000 net square feet of office is assumed to be developed during the first 15 years of the program, producing a subtotal of 6,000,000 net square feet. In the latter 20 years, an average of 460,000 net square feet of office is assumed to be developed annually for a subtotal of 9,200,000 square feet. The office category includes both commercial and governmental office uses.
2. A total of 1,474,480 net square feet of retail development is constructed over the 35-year period. Commercial retail and commercial services are included in the retail category.
3. A total of 5,880 hotel rooms are constructed over the 35-year period. It is assumed that an average of 140 hotel rooms are constructed annually during the first 15 years of the program, producing a subtotal of 2,100 rooms. In the latter 20 years of the program, an average of 189 rooms are constructed annually, producing a subtotal of 3,780 rooms.
4. A total of 26,550 residential dwelling units are constructed over the 35-year period. It is assumed that an average of 650 units are developed annually during the first 15 years of the program, producing a subtotal of 9,750 dwelling units. In the latter 20 years of the program, it is assumed that an average of 840 dwelling units per year are developed annually, producing a subtotal of 16,800 dwelling units. The residential category includes multifamily housing, single room occupancy hotels, and senior housing.
5. As the proposed Community Plan restricts future industrial and transportation related land uses, these categories are not anticipated to increase in the future. Cultural and institutional land use categories include projected convention facilities and emergency and transitional housing.

The projected new development was added to the existing uses and estimated demolition was factored in to obtain the projected 35-year buildout of the proposed Redevelopment Plan (Table 3-1).

Certain major possible specific projects within the Planning Area are not defined or committed sufficiently at this time to consider their environmental impacts which may result from their specific location and/or design characteristics. These include such projects as the new proposed civic center, new library, Convention Center expansion, and sports arena. These would necessarily be included on properties which are considered to be developed in the environmental analysis with otherwise permitted uses under the Community Plan and would require supplemental environmental assessments if, and when, they are more particularly proposed to be undertaken.

A review of the neighborhood areas surrounding the Planning Area reveals no significant foreseeable development projects which could add cumulatively to adverse environmental affects of the activities to be implemented. Under the proposed Community Plan and Redevelopment Plan, the Planning Area is bordered on two sides by San Diego Bay which would preclude any projects. The areas on the north and east of the Planning Area include urbanized residential neighborhoods, which are expected to remain in their current density patterns, and Balboa Park.

Estimated existing and future population resulting from implementation of the proposed Community and Redevelopment Plans are analyzed in this EIR. Determining the existing population and number of housing units within the Planning Area is difficult.

A land use inventory completed by CCDC in 1990 counted 12,640 housing units in the Planning Area including Single Room Occupancy Hotels (SROs). SANDAG's 1990 update suggests 8,038 housing units. SANDAG's housing numbers are updated yearly using Planning Department records with estimates based on 1986 data. The 1990 census reports 6,881 housing units. Inasmuch as there are approximately 5,000 SRO units in the Planning Area and CCDC's land use inventory counted 12,640 units, it is evident that SRO units were not counted as housing units in the 1990 census.

Table 3-1

**CENTRE CITY REDEVELOPMENT PROJECT\***  
**ESTIMATED DEMOLITION AND NET DEVELOPMENT**

Land Use Category	Existing Land Use	New Development	Estimated Demolition	Ultimate Capacity
Office (sf)	13,415,000	15,200,000	1,433,710	27,181,290
Retail (sf)	3,528,520	1,474,480	385,750	4,617,250
Hotel (rooms)	7,800	5,880	790	12,890
Residential (units)	12,140	26,550	2,520	36,170
Industrial/Transport. (sf)	2,440,870	0	987,770	1,453,100
Cultural/Institution (sf)	806,320	400,000	5,440	1,200,880

\*This table shows the amount of development for existing, new, demolished and ultimate within the Project Area, not the Planning Area.

Source: CCDC, 1991. Revised "project description" for the Centre City Community Plan and Centre City Redevelopment Project. October 9.

sf = square feet

The distribution of intensities of development for each Sub Area, Redevelopment District or portion of the Planning Area outside the Project Area is the currently anticipated best projection and actual development within each of the designated parts of the Planning Area may vary somewhat, but is expected to remain within the overall ultimate capacity limits in any event.

SANDAG 1990 data suggests an existing population of 13,664 within the Planning Area. The 1990 census reports a population of 15,502. The 1990 census made a special effort to count the homeless, but may have missed SRO populations inasmuch as it is evident that SRO units were not counted as residential units in the 1990 census. For the purposes of analysis in this EIR the most reasonable current estimate of the number of all types of housing units is considered to be 12,640 units, and the most reasonable current population estimate is considered to be 15,502 (including the homeless).

#### D. INTENDED USES OF THIS EIR

This EIR will be used by the Redevelopment Agency of the City of San Diego, the City Planning Commission and the City Council in their consideration and decisions regarding the following actions:

##### 1. Adoption of Proposed Plans and Ordinances

Approval of the following proposed plans and ordinances would be required to implement the proposed Centre City Community Plan and Centre City Redevelopment Plan:

- Centre City Community Plan (applies to Community Plan area);
- Centre City Parking Ordinance (applies to Community Plan area);
- Centre City Transit Ordinance (applies to Community Plan area);
- Centre City Streetscape Manual (applies to the Centre City Community Plan area, formerly Urban Design Program, Streetscape Manual Technical Supplement);
- Centre City Planned District Ordinance (applies to the Columbia Sub Area, the Horton Plaza Redevelopment Project area, and the entire Expansion Sub Area);

- Centre City Redevelopment Plan (consolidates and amends existing Columbia, Gaslamp Quarter, and Marina Redevelopment Plans and applies to Redevelopment Project area); and
- Local Coastal Program Amendment (certification of area within Coastal Zone).

## 2. Repeal of Existing Plans and Ordinances

Approval of the proposed plans and ordinances would result in the repeal of the following existing planning documents:

- Centre City Community Plan, 1976;
- Interim Centre City San Diego Development and Design Ordinance;
- Urban Design Program Centre City San Diego; and
- Horton Plaza Design Manual.

## 3. Land Use Legislation that Remains Unchanged

The following existing documents that affect the Centre City Planning Area would remain effective and unchanged by the proposed actions:

- Progress Guide and General Plan;
- Horton Plaza Redevelopment Plan;
- Gaslamp Quarter Planned District Ordinance;
- Gaslamp Quarter Urban Design and Development Manual;
- Marina Planned District Ordinance;
- Marina Urban Design Plan and Development Guidelines; and

- Airport Approach Overlay Zone.

In addition to the above actions, this EIR will be used for project-specific approvals of future development activities within the Project Area and Planning Area.

## IV. ENVIRONMENTAL ANALYSIS

### A. LAND USE

#### 1. Existing Conditions

##### General Overview

The Planning Area encompasses approximately 1,538 acres of land of the metropolitan core. Land uses in Centre City are mixed (Table 4.A-1). Office and commercial uses occur in all Sub Areas with the largest concentration of high-rise office space occurring in the Columbia Sub Area. Many of the City of San Diego's administrative offices are located on the Community Concourse, which occupies four City blocks north of C Street between First and Third avenues. Overall, the Planning Area contains more than 17,000,000 square feet (sf) of existing office space, over 4,500,000 sf of existing retail commercial space and over 800,000 sf of existing cultural/institutional space (Table 4.A-1) (CCDC 1991b).

Residential uses, including single-room occupancy (SRO) units occur in all Sub Areas as well. The Marina Sub Area and the Cortez and Centre City East Redevelopment Districts have the largest number of multifamily units. The Harborview and Centre City East Redevelopment Districts of the Expansion Sub Area have the most single-family residential structures. The Core and Centre City East Redevelopment Districts have the largest number of SRO units; the Gaslamp Quarter and Marina Sub Areas and the Cortez Redevelopment District also have a substantial number of SRO rooms. Social service beds are found in the Core and Centre City East Redevelopment Districts. Overall, the Planning Area contains approximately 12,640 existing dwelling units as well as 8,510 existing hotel rooms (Table 4.A-1) (CCDC 1991b).

Industrial/transportation uses occur in all Sub Areas; the largest amount of industry is located at the Tenth Avenue Marine Terminal within the Planning Area (but outside of the Project Area) followed by the Centre City East and Harborview Redevelopment Districts of the Expansion Sub Area. (The Tenth Avenue Marine Terminal contains over half of all industrial or transportation-related space within the Planning Area.) Overall, including transportation-related industries, the



**Table 4.A-1**  
**EXISTING LAND USE CONDITIONS IN THE CENTRE CITY PLANNING AREA**

Land Use	Expansion Sub Area							Excluded Areas			Total
	Harbor-view	Cortez	Core	Centre City East	Columbia Sub Area	Gaslamp Quarter Sub Area	Marina Sub Area	Horton Plaza	7 Blocks on B Street	10th Avenue Pier	
Office (sf)	1,203,220	1,554,490	3,312,240	765,620	5,568,630	225,980	784,820	1,807,510	1,778,980	36,000	17,037,490
Retail (sf)	476,790	160,940	683,320	1,189,990	179,010	505,540	332,930	960,000	0	21,190	4,509,710
Hotel (rooms)	350	1,370	880	310	1,680	500	2,710	450	260	0	8,510
Residential (units)	580	1,970	1,410	3,140	570	700	3,770	500	0	0	12,640
Industrial/Transport (sf)	755,560	22,360	56,400	932,000	516,550	57,360	100,640	0	0	2,712,110	5,152,980
Cultural/Institution (sf)*	7,220	42,530	17,350	115,730	1,060	1,200	621,230	1,920	0	0	808,240

Source: CCDC, 1991b. Revised "project description" for the Centre City Community Plan and Centre City Redevelopment Project. October 9.

sf = square feet

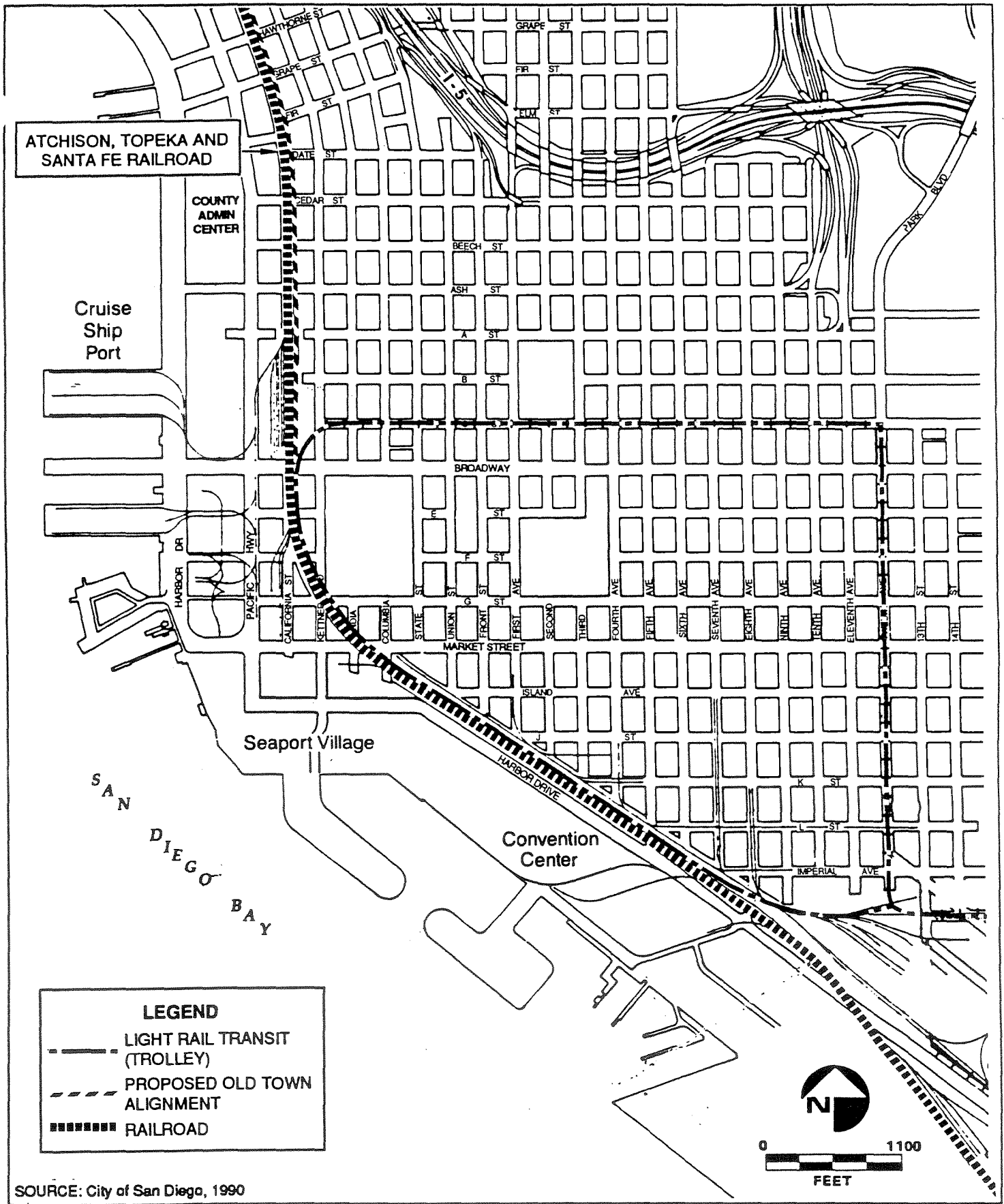
\* = Cultural/Institutional may be expressed in square feet, number of seats, number of beds or marina berths.

Planning Area contains over 5,000,000 sf of existing industrial space (Table 4.A-1) (CCDC 1991b).

Major transportation corridors in Centre City include Interstate 5, which forms the northern and eastern boundaries of the Planning Area. State Route (SR) 163 and SR 94 extend to the north and east of the Planning Area, respectively. Light rail transit (LRT) travels down C Street and Twelfth Avenue and south along Harbor Drive to the Mexican border. Another line runs east along Commercial Street to El Cajon. Additionally, the LRT follows existing railroad right-of-way along Harbor Drive to Market Street, where the alignment and railroad right-of-way runs north between Pacific Highway and Kettner Street (Figure 4.A-1). The San Diego International Airport (Lindbergh Field) is located northwest of downtown; air flight patterns cross over the Planning Area.

The City of San Diego has planning jurisdiction over the majority of Centre City. Other government agencies with planning jurisdiction in the Planning Area include the San Diego Unified Port District (SDUPD), the County of San Diego, the U.S. Navy, the San Diego Association of Governments (SANDAG) and the California Coastal Commission (Figure 4.A-2). The SDUPD has planning jurisdiction, regulatory duties and proprietary rights over tidelands within the Planning Area; the County of San Diego has planning jurisdiction over County-owned property in Centre City used for a County purpose; the U.S. Navy controls a large developed parcel adjacent to the waterfront (the Broadway Complex) and an adjacent pier; and SANDAG is the designated Airport Land Use Commission for Lindbergh Field. Lindbergh Field's Airport Influence Area extends across a portion of the Planning Area. The Centre City waterfront is also under the jurisdiction of the California Coastal Commission. However, the Coastal Commission has delegated its coastal zone authority to the City of San Diego and the SDUPD as a result of their certification of the Local Coastal Program and Port Master Plan, respectively.

Government agencies which own land in the Planning Area include the United States, State of California, the County of San Diego, the San Diego Unified School District, the San Diego Community College District, and the Metropolitan Transit Development Board (MTDB). The County of San Diego owns the County Administration Building and associated property along the waterfront and several City blocks in the Harborview and Core Redevelopment Districts of the Expansion

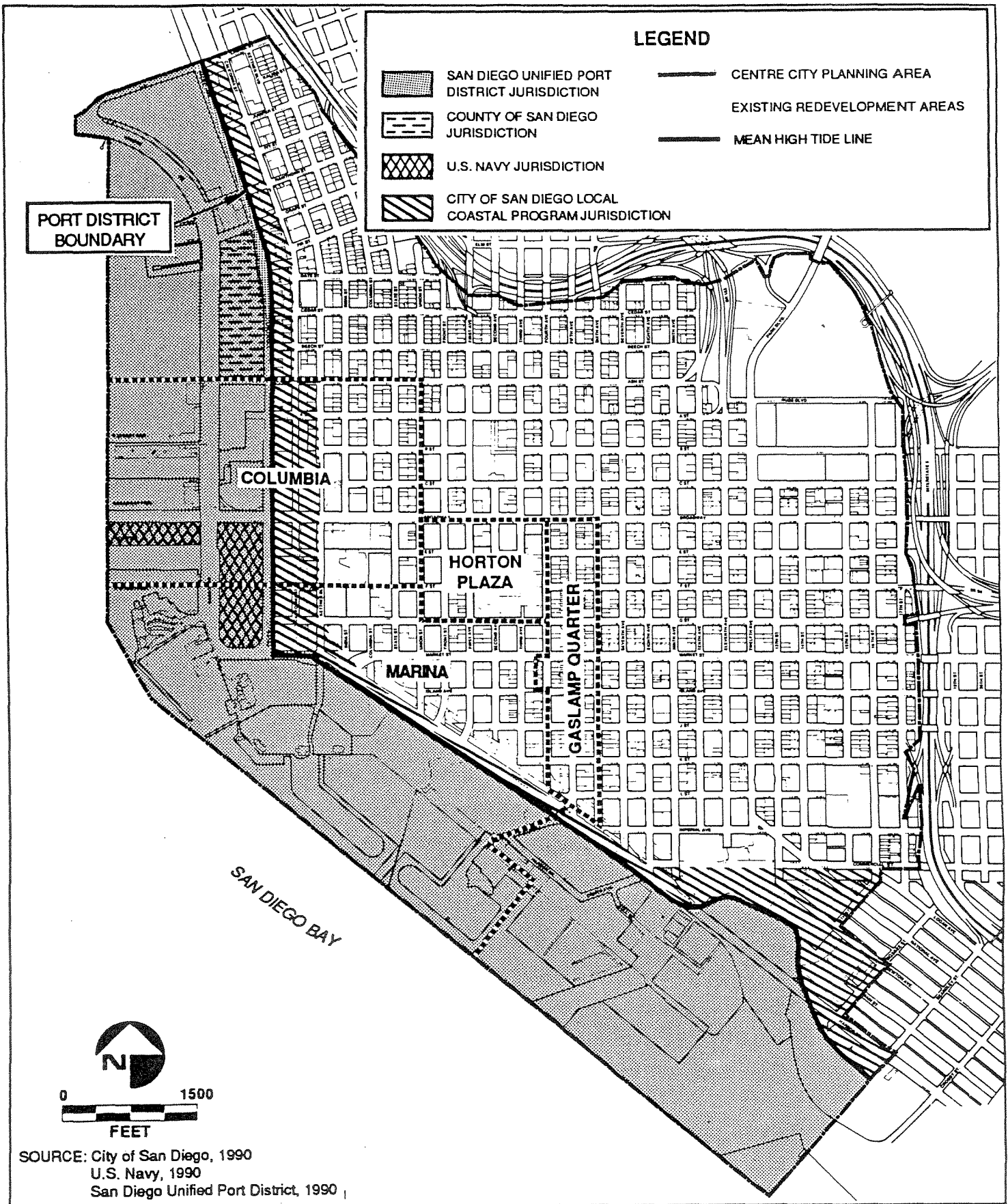


FIGURE

4.A-1



Major Transportation Corridors



FIGURE

4.A-2

Sub Area. The school districts own land in the Harborview and Centre City East Redevelopment District of the Expansion Sub Area where Washington Elementary School, San Diego High School and San Diego Community College are located. The MTDB owns large parcels in the southern portion of the Centre City East Redevelopment District where it is currently planning to expand its rail yards.

The largest concentration of new housing development has occurred in the Marina Sub Area. Much of the new office and commercial development has occurred in the Columbia Sub Area and Horton Plaza Redevelopment Project.

#### Existing Land Use by Sub Area

The following land use descriptions are summarized in Table 4.A-1 by Sub Area and/or Redevelopment District. The information provided in Table 4.A-1 is based on a detailed land use inventory developed by CCDC on a parcel-by-parcel basis between 1988 and 1991. Information sources included site visits, telephone interviews, aerial photographs, and records from previous projects.

##### a. Columbia Sub Area

The Columbia Sub Area is the existing Columbia Redevelopment Project and includes approximately 156 acres of land including public right-of-way, and 88 net acres. Sixty-eight (68) acres exist as right-of-way associated with the street system and the Atchison, Topeka and Santa Fe (AT&SF) railroad. Land uses in the Sub Area consist primarily of office space (approximately 5,568,630 sf). There is also substantial hotel development (1,680 rooms). The Sub Area contains approximately 516,550 sf of industrial or transportation-related space (including the San Diego Gas and Electric (SDG&E) Substation B and distribution facility, and the Santa Fe Depot, a restored historic railroad station), 179,010 sf of retail space, and includes the Federal Metropolitan Correctional Center, and 570 residential units (Table 4.A-1) (CCDC 1991b).

Major developments within the Columbia Sub Area include high-rise structures such as the residential Columbia Tower; the Best Western Hotel; the First National Bank; Koll Center; Emerald Shapery Center; Cabot, Cabot, and Forbes; and America Plaza office buildings. The Sub Area includes such varied

land uses as the Navy, Broadway and B Street piers, wholesale warehouses, restaurants, the Old Columbia Square office complex, and the Armed Forces YMCA.

The Navy Broadway Complex, which serves as headquarters for the Naval Supply Center, is also located partially in the Columbia Sub Area. The Complex includes approximately 400,000 sf of administrative offices and 600,000 sf of warehouses.

b. Marina Sub Area

The Marina Sub Area is also an existing Redevelopment Project of the City, and includes 215 acres of land including public right-of-way, and 120 net acres. Ninety-five (95) acres are made up of existing street and railroad right-of-way. Land uses in the Sub Area include approximately 784,820 sf of office space, 621,230 sf<sup>1</sup> of cultural/institutional space, 332,930 sf of retail space, and 100,640 sf of industrial or transportation-related space. The Sub Area contains 3,770 residential units and 2,710 hotel rooms (Table 4.A-1) (CCDC 1991b).

Specific land uses include Lions Manor and Horton House (two senior citizen projects), 600 Front Street Apartments, the Market Street Square Apartments, Columbia Place condominiums, Watermark condominiums, J Street Inn (SRO units), Cornerstone and Greystone Lofts, Park Row condominiums, and Marina Park condominiums. (Both Park Row and Marina Park condominiums are also located partially in the Columbia Sub Area). The Marina Sub Area also contains Pantoja Park, located on G Street between Columbia and India streets, part of the Navy Broadway Complex, and the G Street Pier, Seaport Village, the Marriott Hotel and the San Diego Convention Center located along the waterfront.

c. Gaslamp Quarter Sub Area

The Gaslamp Quarter Sub Area is a small linear area, 46 acres in size. Twenty (20) of the 46 acres are street right-of-way. The Gaslamp Quarter Sub Area is

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<sup>1</sup> Cultural/Institutional may be expressed in square feet, number of seats, number of beds or marina berths.

characterized by turn-of-the-century (i.e., 1880 to 1910) structures that house land uses such as restaurants, theaters, hotels, antique stores and various retail uses on the ground floors with residential and office uses on the upper floors. The southern part of the Sub Area contains some one-story manufacturing and distribution establishments.

The Gaslamp Quarter Sub Area is an existing Redevelopment Project as well as a Nationally Registered Historic District. The Sub Area contains several buildings that are individually designated National Register sites as well as 90 structures listed by the City of San Diego Historical Site Board (City of San Diego 1989). The Sub Area contains approximately 505,540 sf of retail space, 225,980 sf<sup>1</sup> of office space, 57,360 sf of industrial or transportation-related space, 1,200 sf of cultural/institutional space, 700 residential units and 500 hotel rooms (Table 4.A-1) (CCDC 1991b).

d. Expansion Sub Area

Harborview Redevelopment District. The Harborview Redevelopment District consists of 205 acres of land including public right-of-way, and 115 net acres. Ninety (90) acres are street or railroad right-of-way. The district contains approximately 1,203,220 sf of office space, 755,560 sf of industrial or transportation-related space, 476,790 sf of retail space, and 7,220 sf of cultural/institutional space. The district also includes 350 hotel rooms, 580 residential units, and one elementary school (Washington Elementary School) (Table 4.A-1) (CCDC 1991a). Most of the residential land uses in this district are located in older structures, including apartment units above storefronts and former houses that have been converted to duplexes, triplexes, and commercial uses.

The Harborview Redevelopment District is mixed use in nature with the residential land uses adjacent to, and in some cases, sharing buildings with, office and retail land uses. Industrial uses, such as auto shops and warehouses, are interspersed with the office, retail and residential uses as well as located along the railroad tracks. Other notable land uses in this district are the County

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<sup>1</sup> Cultural/Institutional may be expressed in square feet, number of seats, number of beds or marina berths.

Administration Center, located between Harbor Drive, Pacific Highway, Grape Street and Ash Street, and Little Italy, an ethnic neighborhood known for its restaurants and small shops, located along India Street.

Cortez Redevelopment District. The Cortez Redevelopment District contains 111 acres of land including public right-of-way, and 62 net acres. Forty-nine acres consist of street right-of-way. This district is primarily a mix of office (approximately 1,554,490 sf) and residential (1,970 units) land uses. The district also includes 1,370 hotel rooms, 160,940 sf of retail space, 42,530 sf<sup>1</sup> of cultural/institutional space, and 22,360 sf of industrial or transportation-related space (Table 4.A-1).

Office space within the Cortez Redevelopment District is concentrated along Fourth, Fifth and Sixth avenues as well as Beech and Ash streets. Residential land uses are scattered throughout the district with an older established neighborhood located in the northeastern corner of the district. Buildings of note in the Cortez Redevelopment District include the vacant historic El Cortez Hotel located on the corner of Ash Street and Seventh Avenue.

Core Redevelopment District. The Core Redevelopment District contains 103 acres; 57 net acres and 46 acres of street right-of-way. The district excludes seven blocks or partial blocks along B Street between Fourth and Eighth avenues. The Core Redevelopment District is currently developed with approximately 3,312,240 sf of office space, 683,320 sf of retail space, 880 hotel rooms, 1,410 residential units, 56,400 sf of industrial or transportation-related space, and 17,350 sf<sup>1</sup> of cultural/institutional space (Table 4.A-1) (CCDC 1991b).

The Core Redevelopment District is characterized by high-rise office buildings with some ground floor retail uses. Residential land uses occur primarily in the southeastern corner of the district, while institutional uses occur in the western portion. Uses include City government offices, part of the Charles C. Dail Community Concourse and the San Diego Courthouse. C Street is a pedestrian

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<sup>1</sup> Cultural/Institutional may be expressed in square feet, number of seats, number of beds or marina berths.



and trolley corridor with street-level cafes and pedestrian-oriented retail businesses.

Centre City East Redevelopment District. The Centre City East Redevelopment District is the largest of the districts, existing or proposed, and consists of 562 acres of land (315 net acres and 247 acres of street and railroad right-of-way). The district includes approximately 1,189,990 sf of retail space, 932,000 sf of industrial or transportation-related space, 765,620 sf of office space, 115,730 sf<sup>1</sup> of cultural/institutional space, 3,140 residential units and 310 hotel rooms (Table 4.A-1) (CCDC 1991b). The district also includes educational facilities that accommodate approximately 23,200 students (CCDC 1991a), including San Diego Community College, San Diego High School, and the New School of Architecture.

Major land uses in this district include SDG&E yards, MTDB storage yards, headquarters and a transfer terminal, social service facilities, low-rise warehouses used for storage and distribution functions, retail and light industrial uses, older single-family houses, live/work lofts, and shipyards.

e. Excluded Areas

Horton Plaza Redevelopment Project. This 15-block (45 acre) area includes approximately 1,807,510 sf of office space, 960,000 sf of retail space, 1,920 sf<sup>1</sup> of cultural/institutional space, 450 hotel rooms and 500 residential units (Table 4.A-1) (CCDC 1991b). Horton Plaza itself consists of 900,000 sf of retail, dining and entertainment land uses, including four department stores, 160 specialty shops, a movie complex and a specialty food market. In addition to Horton Plaza, the excluded area includes the Federal Court and office building, the Wells Fargo Bank building, the Home Savings Tower, the Omni Hotel, Spreckels Theater and the Meridian condominiums.

Seven Blocks on B Street. This excluded area, located between Fourth and Eighth avenues, is currently developed with approximately 1,778,980 sf of office space and 260 hotel rooms in several high-rise buildings (Table 4.A-1)

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<sup>1</sup> Cultural/Institutional may be expressed in square feet, number of seats, number of beds or marina berths.

(CCDC 1991b). Specific buildings include the Bank of America, the 550 B Street Building, Great American, Imperial Bank Tower, First Interstate Plaza and Union Bank building, and Symphony Tower.

Tenth Avenue Marine Terminal. This 60-acre (49 acres net) excluded area contains the Tenth Avenue Marine Terminal. Development consists of approximately 2,712,110 sf of industrial and transportation-related space, 36,000 sf of office space and 21,190 sf of retail space (Table 4.A-1) (CCDC 1991b). The terminal serves nine berths (4,348 feet of lighted usable berthing space). Berths 1 and 2 are on the north side and are used for general trade items, fish, molasses and petroleum products; Berths 3, 4, 4A, 5 and 6 are on the west side and are used for general cargo; and Berths 7 and 8 are on the south side and are used for bulk export cargoes. The terminal includes cargo space in two transit sheds, one warehouse and ancillary sheds, and a chemical fertilizer storage and bagging plant. Vehicular access to the terminal is from Harbor Drive. Railroad tracks provide additional access to Berths 3 through 8, all transit sheds and the warehouses (SDUPD 1990).

#### Land Use Plans, Policies, and Regulations

The Planning Area is subject to the goals, objectives, and planned uses identified in the City of San Diego Progress Guide and General Plan; the existing Centre City San Diego Community Plan; the Columbia, Marina, Gaslamp Quarter and Horton Plaza Redevelopment Plans; the Port Master Plan; and the Draft Comprehensive Land Use Plan for Lindbergh Field. The U.S. Navy also has approved a development plan for its Navy Broadway Complex project. A portion of the Planning Area falls within the jurisdiction of the California Coastal Commission and requires the certification of a Local Coastal Program. The plans listed above are discussed in the following subsections.

Existing zoning regulations applicable to the area include the Marina and Gaslamp Quarter Planned District Ordinances (PDOs), the Interim Centre City San Diego Development and Design Ordinance (IDDO), and the Airport Approach Overlay Zone. These four sets of zoning regulations are also discussed in the following subsections.

a. Progress Guide and General Plan

The City of San Diego Progress Guide and General Plan (updated in 1989) is a comprehensive long-term plan for the physical development of the City; it presents overall policies for the entire City. The General Plan views the central area of San Diego as a regional center. The objectives for the central area include attracting the most intensive and varied land use, including office, administrative, financial, residential and entertainment; and strengthening the viability of the central area through renewal, redevelopment and new construction (City of San Diego 1989a).

- The General Plan consists of a series of required and optional elements. The land use element is required by state law; it designates the proposed general distribution of land uses. The land use element of the Progress Guide and General Plan is represented by a land use map which designates the Centre City as "mixed land use" and a small portion of the southern waterfront as "resource based parks/park and recreation."

In addition to required elements, local government may adopt optional elements, which have the same force as mandatory ones. The City of San Diego has a redevelopment element. The goal of the redevelopment element of the General Plan is to:

Redevelop and rehabilitate deteriorated and underutilized areas of the City to a condition of social, economic and physical vitality insuring that redeveloped areas complement the urban fabric, the resources to be conserved and the community environment (City of San Diego 1989a).

To accomplish this, the redevelopment element provides the following guidelines applicable to all development projects (City of San Diego 1989a):

- Evaluate all potential redevelopment projects in terms of two distinct processes: renovation and new construction. Neighborhoods which vary in age but are in essentially sound condition should be maintained.
- Recognize the special urban design problems posed in large redevelopment projects.

- Redevelopment projects should be designed to minimize displacement of existing residents, businesses and uses. This means not only the provision of adequate replacement housing, but the relocation and resettlement of those institutions and facilities that provide goods, services and job opportunities to the relocatees.
- Discourage acquisition and redevelopment of large areas, unless such development is carefully designed with respect to its impact upon adjacent areas.
- Protect the livability and character of neighborhoods from the intrusion of incompatible new development.
- In the implementation of redevelopment projects, care should be taken to avoid creating an image of abandonment and economic depression through the clearance of existing structures.
- Buildings that have been designated as historic sites or of significant architectural or cultural value should be incorporated into the redevelopment plan.
- Emphasis should be placed on the rehabilitation and recycling of buildings where appropriate and the development of adaptive reuse programs.
- In order to provide community input there should be a committee of property owners, residents and other interested citizens for each redevelopment project area.

The Progress Guide and General Plan would not be changed by the proposed documents which are the subject of this EIR.

b. The 1976 Centre City Community Plan

The existing Centre City Community Plan (adopted in 1976) will be superseded by adoption of the proposed Community Plan.

c. Existing Redevelopment Plans

The Planning Area currently has four adopted redevelopment plans (Columbia, Marina, Gaslamp Quarter and Horton Plaza). The redevelopment plans provide for orderly development of the redevelopment project areas in accordance with the Progress Guide and General Plan of the City of San Diego and the existing Centre City Community Plan. All of the adopted redevelopment plans include

general objectives for eliminating blighting influences and environmental deficiencies; preserving architecturally significant structures and sites; minimizing conflicts between pedestrian and vehicular circulation and encouragement of new concepts of transportation; implementing design standards; and providing for development of sufficient size to attract major investors and developers.

Columbia Redevelopment Plan. The Columbia Redevelopment Plan was adopted and approved by the City Council of San Diego in 1976. The plan was amended in 1980, 1985, 1986, 1988 and 1989. The objectives of the plan include the "creation of a commercial/tourist area oriented to San Diego Bay and the existing business district" and to "encourage the expansion of the business district westerly and establish linkages to San Diego Bay and the development along the Embarcadero" (CCDC 1989a). The major land uses planned for the Columbia Redevelopment Project are office, mixed use and commercial. The current trend in office development in the Columbia Sub Area does not preclude residential use which is encouraged as a component of mixed use development. The Columbia Redevelopment Plan would be superseded by the Centre City Redevelopment Plan.

Marina Redevelopment Plan. The Marina Redevelopment Plan for the Marina Redevelopment Project was adopted and approved by the City Council of San Diego in 1976. The Marina Redevelopment Plan was amended in 1980, 1985, 1986, 1987 and 1988. The objectives of the plan include the creation of a "new residential community oriented to San Diego Bay and the Horton Plaza Redevelopment Project where a full range of activities and uses will take place" and the provision of an "environment where a socially balanced community can work and live by providing jobs and housing for persons of varying social, economic and ethnic groups" (City of San Diego 1988a). The Marina Redevelopment Plan would be superseded by the Centre City Redevelopment Plan.

Gaslamp Quarter Redevelopment Plan. The Gaslamp Quarter was designated a redevelopment project and a redevelopment plan adopted by the City in 1982. The Gaslamp Quarter Redevelopment Plan was amended in 1985. Major goals of the Plan include "preservation of the richness of past development" and

"maximizing the Gaslamp Quarter's unique qualities by linking the Historic District to other developments in Centre City and making the Gaslamp Quarter an integral part of the San Diego visitor industry" (City of San Diego 1985). The Gaslamp Quarter Redevelopment Plan would be superseded by the Centre City Redevelopment Plan.

Horton Plaza Redevelopment Plan. The Horton Plaza Redevelopment Plan for the Horton Plaza Redevelopment Project was adopted by the City Council in 1972 and amended in 1986. The objectives of this redevelopment plan include the creation of a "modern urban center for the City of San Diego where a full range of activities and uses will take place" (City of San Diego 1986). The Horton Plaza Redevelopment Plan would not be changed by the proposed documents which are the subject of this EIR. The Horton Plaza Design Manual would be superseded by the proposed Community Plan, Centre City Planned District Ordinance, and the Centre City Streetscape Manual.

d. Port Master Plan

The State Lands Commission has jurisdiction and authority over waterfront property along the bay; however, it has transferred this land in trust to the SDUPD. The SDUPD Master Plan was adopted in 1980 and last revised in 1990. Goals include administration of the tidelands to provide economic, social, and aesthetic benefits; to emphasize public, state-wide considerations over private considerations; to cooperate with adjacent communities; to enhance and maintain the biological and physical entity of bay and tidelands; to ensure access to the water; and to maintain water quality.

It is Port District policy to evaluate potential land uses by assessing the potential user's need for a waterfront location. Water dependent uses (ship-building, marinas, biological conservation areas, swimming beaches) are given priority, followed by water linked uses (boat sales, fish markets) and waterfront enhancing uses (restaurants, hotels, public recreation areas).

The Port District's plans for the Centre City Embarcadero include a pedestrian spine with commercial and recreational activities. Traffic is to be routed through Pacific Highway, allowing pedestrian-related improvements along

Harbor Drive. Commercial fishing and marine terminals are given a major focus, as are hotels and commercial and recreational activities. Bayfront industries south of Fifth Avenue are to remain; development controls are proposed to ensure compatibility with hotel and park uses (SDUPD 1990).

A small portion of the Planning Area (the Tenth Avenue Marine Terminal) is located within Planning District 4 of the Port Master Plan. The Tenth Avenue Marine Terminal Precise Plan calls for the continuance of existing marine-oriented industrial uses and supports the development of available vacant lands with similar uses (SDUPD 1990). The Port Master Plan would not be changed by the proposed documents which are the subject of this EIR.

e. Draft Comprehensive Land Use Plan for Lindbergh Field

The Draft Comprehensive Land Use Plan (CLUP) for Lindbergh Field, adopted in February 1992 by SANDAG, describes the actions necessary to ensure compatible land use development on, and surrounding, Lindbergh Field. The CLUP describes the Airport Influence Area as determined by the aircraft-generated noise, and within which all future land uses will be reviewed and required to meet the recommendations of the plan. The CLUP includes explanations of runway protection zones; the Airport Approach Overlay Zone; and aviation easements and noise attenuation efforts that are intended to assist in the correction of currently incompatible land uses. The CLUP also includes recommendations for each of the agencies responsible for ensuring compatibility of land use with operation of the airport. Both the City of San Diego and the Port District are responsible, under Section 21675 of the Public Utilities Code, for assuring that future land use decisions are consistent with all CLUP recommendations.

The Airport Influence Area is currently defined by the 60 CNEL contour (1986) (see Section 4.D, Noise). Relief from some of the noise impact of Lindbergh Field operations is one of the goals of the plan. The overall goal of the CLUP is to provide for the operation of the airport and the use of the areas surrounding the airport and to safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The Comprehensive Land Use

Plan would not be changed by the proposed documents which are the subject of this EIR.

f. U.S. Navy Broadway Complex Development Plan

The Navy owns approximately 15 acres of land between Broadway and Market Street and Pacific Highway and Harbor Drive. The Broadway Complex is the headquarters for Naval Supply and other activities in San Diego; the complex consists of administrative offices and warehouses. The Navy is proposing to redevelop the site to expand its role as an administrative facility. The proposed redevelopment would include 1 million square feet of Navy offices, up to 2.5 million square feet of mixed commercial, office, hotel uses, and a plaza at Broadway and Harbor Drive. The Navy is proposing to enter into a long-term ground lease with a private developer, who would develop the property and then operate the mixed use portion of the redevelopment, thus reducing the costs of the new Naval offices (Western Division Naval Facility Engineering Command Detachment 1990). An environmental impact statement and an environmental impact report were prepared for the proposed complex. In June 1987, the Navy and the City of San Diego signed a Memorandum of Understanding (MOU) stating that the Navy and City would enter into a development agreement for the future redevelopment of the Broadway Complex site. The MOU specifies that the development agreement would include a development plan, urban design guidelines, and phasing of the project. A development agreement with the City and an Owner Participation Agreement with the Redevelopment Agency is currently under negotiation. The U.S. Navy Broadway Complex Development Plan would not be changed by the proposed documents which are the subject of this EIR.

g. California Coastal Act

A portion of the Planning Area is within the coastal zone. The California Coastal Commission (CCC), established in 1972, has the authority to regulate development and land use within the coastal zone. The California Coastal Act of 1976 established basic goals for the coastal area. These goals include (CCC 1976):



- Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- Assure priority for coastal-dependent development over other development on the coast.
- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The California Coastal Act requires that each non-federal jurisdiction located along the coastline prepare a Local Coastal Program (LCP) that provides guidelines, policies, and ordinances for development of properties within the coastal zone. The LCP serves as the master plan for development within the coastal zone, and includes land use maps depicting allowable land uses. An LCP and its implementation program must be reviewed and certified by the CCC prior to delegating coastal permit authority to the local government.

In the Centre City area, the coastal zone is under the jurisdiction of the SDUPD and the City of San Diego. The Port District has coastal jurisdiction along the San Diego bayfront. The City of San Diego has coastal jurisdiction over the portion of the coastal zone outside of Port District lands (Figure 4.A-2).

The LCP for the Port District's jurisdiction is contained within the Port Master Plan that was certified in January 1981 by the CCC. Projects within the area covered by the plan are subject to review by the CCC only if development extends into the bay itself or if the development is not consistent with the LCP. Permit authority within the City's jurisdiction was granted to the City of San Diego by the CCC on January 13, 1988. It defers land use designations in the project vicinity to City planning documents that address land uses within the coastal zone. On October 24, 1990, the City of San Diego submitted the

proposed Community Plan and Interim Development and Design Ordinance to the CCC as an amendment to the LCP for Centre City (the LCP was previously certified by the CCC on October 17, 1988). On November 12, 1991, the CCC certified the proposed Community Plan and Interim Development and Design Ordinance as being consistent with the Coastal Act.

The proposed documents which are the subject of this EIR, once approved by the City Council, would be submitted to the CCC for certification and subsequent incorporation into the LCP.

h. Marina Planned District Ordinance and Urban Design Plan and Development Guidelines

The Marina Planned District Ordinance (PDO) and Urban Design Plan and Development Guidelines provide for continued residential development in the Marina Sub Area. The ordinance allocates land uses and allowable densities by block and sets forth property development regulations that address such development details as height limits, allowable mass and scale of buildings, and floor area ratios (FARs), signs, streetwalls, building setbacks, and open space requirements, etc. The Marina PDO and Urban Design Plan and Development Guidelines would not be changed by the proposed documents which are the subject of this EIR.

i. Gaslamp Quarter Planned District Ordinance and Urban Design and Development Manual

Development and restoration in the 46-acre Gaslamp Quarter Sub Area is guided by the Gaslamp Quarter Planned District Ordinance, which was adopted in 1976 and amended in 1985 and 1990. The PDO also incorporates an Urban Design and Development Manual to further preservation of the "richness of past development." In addition to regulations that address permitted land uses and design details such as those listed above under discussion of the Marina PDO, the Gaslamp Quarter PDO contains regulations for historic and architecturally significant structures and for removal of damaged historic structures. The Gaslamp Quarter PDO and Urban Design and Development Manual would not be changed by the proposed documents which are the subject of this EIR.

j. Interim Centre City San Diego Development and Design Ordinance

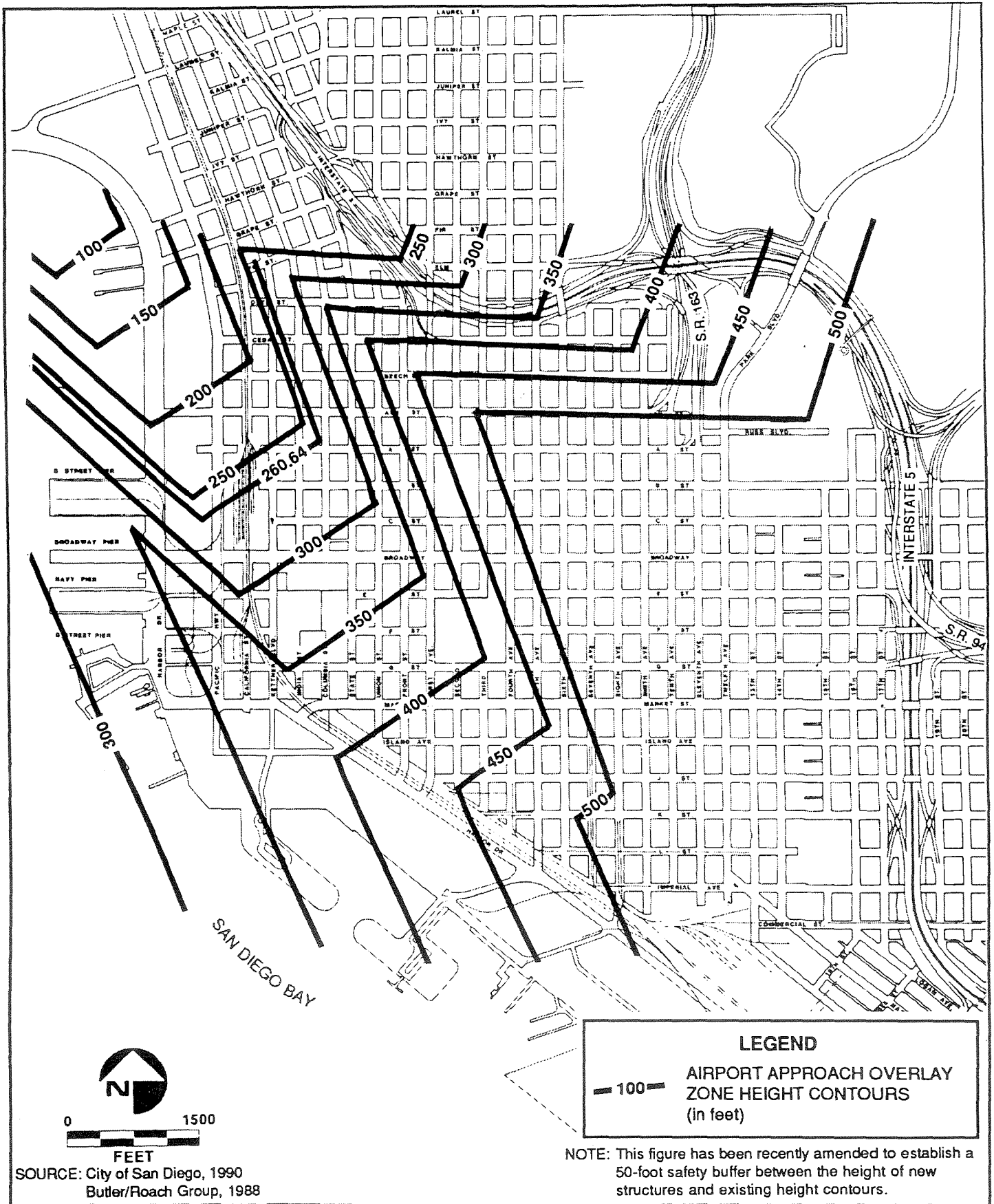
The Interim Centre City San Diego Development and Design Ordinance (IDDO) was adopted by the City Council on September 24, 1990. It rezones portions of Centre City to ensure that current development proposals will comply with the proposed Community Plan update. It delineates the permitted and conditional uses allowed in the land use districts, the floor area ratios (FARs) and other development controls as described in Section III, Project Description.

The IDDO supersedes the Centre City Overlay Zone, the Centre City East Planned District Ordinance, and other zoning in place at the time of its adoption, except for the ordinances governing the Gaslamp Quarter and Marina Redevelopment Areas. The IDDO would be superseded by the Centre City Planned District Ordinance, the Centre City Parking Ordinance and the Centre City Transit Ordinance.

k. Airport Approach Overlay Zone

Portions of Centre City are within the Airport Influence Area of Lindbergh Field. Guidelines that require consideration of structure height to prevent hazards to navigable airspace of Lindbergh Field have been defined in the City of San Diego's Airport Approach Overlay Zone. This ordinance was updated and adopted by Ordinance No. O-16556 by the City of San Diego in 1986, and recently amended to establish a 50-foot safety buffer between the height of new structures and the height of the airport approach contours established by the Federal Aviation Administration for Lindbergh Field. The ordinance establishes a procedure by which a proposed structure is evaluated for compliance with the zone's height limitation, prior to the issuance of a building permit for the structure. This ordinance is consistent with the procedures for determining potential hazards specified in Federal Aviation Regulations Part 77 and is designed to ensure construction compliance with the Federal Aviation Act of 1958 and the California Public Utilities Code Section 21659.

All property within the overlay zone is subject to the regulatory scheme of the ordinance and building permits will not be issued until all the steps of the



FIGURE

**4.A-3**



Airport Approach Overlay Zone Height Contours

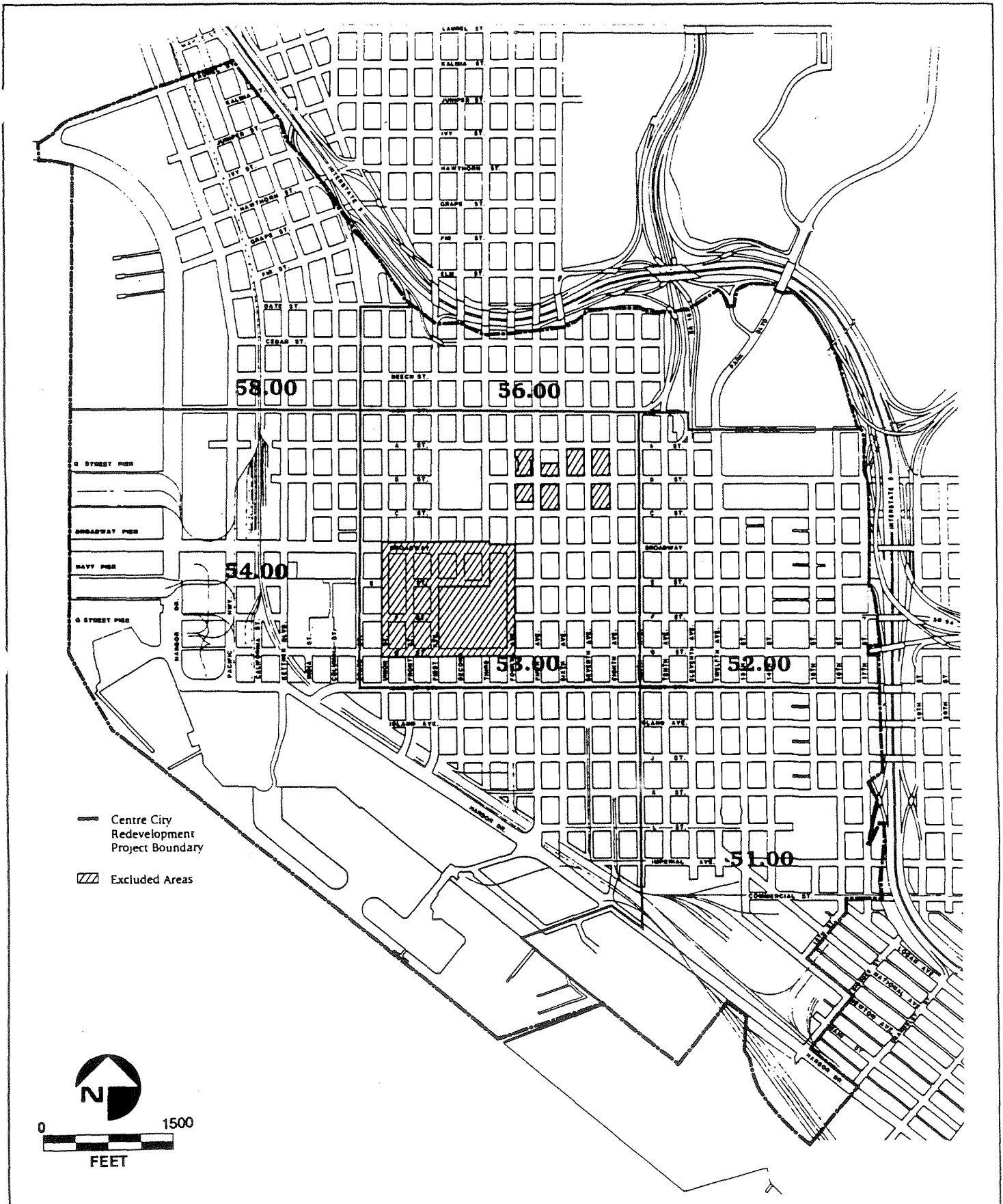
ordinance are completed. The contour lines on Figure 4.A-3 indicate the maximum height a building could be constructed within that contour without penetrating the imaginary slope surfaces as defined by FAA regulations, which identify obstructions and/or hazards to the safe and efficient use of airspace. Proposed structures which would exceed the heights designated in the contour lines, as amended to include the 50-foot safety buffer, would require FAA approval to comply with the ordinance. The Airport Approach Overlay Zone would not be changed by the proposed documents which are the subject of this EIR.

### Social and Economic Characteristics

The following section of the land use analysis is summarized from the Preliminary Report for the Centre City Redevelopment Project. An analysis of the social and economic effects of the proposed Community Plan update and merger and expansion of the proposed Redevelopment Project is provided. The stated objectives and goals of the expansion effort, as they relate to land use and socioeconomics in particular, are to substantially increase the population living downtown to provide a range of housing to meet the needs of an economically and socially diverse or balanced population.

Census tracts were used to prepare demographic data for Centre City as they generally correspond to the proposed Redevelopment Project's Sub Areas and Redevelopment Districts (Figure 4.A-4). The proposed Redevelopment Project's Sub Areas and Redevelopment Districts correspond to the following Census Tracts: south Centre City East Redevelopment District - Census Tract 51; north Centre City East Redevelopment District - Census Tract 52; the Columbia, Marina, and Gaslamp Quarter (south) Sub Areas - Census Tract 54. The Cortez Redevelopment District is in Census Tract 56, and Harborview Redevelopment District is in Census Tract 58.

The Core Redevelopment District is within Census Tract 53, which has been removed from the Project Areas' statistics because the numbers from 1980 to 1990 are distorted by the Horton Plaza Redevelopment Project. These gains in population and growth are due to construction of two senior towers and a luxury high rise built from 1980 to 1990.



FIGURE

**4.A-4**



Census Tracts within the Project Area

The social and economic comparisons are made with the County and City of San Diego figures during a 30-year period, from 1960 to 1990.

a. Population Characteristics

During the last 30 years, the population in Centre City has increased only 14% from 13,576 persons in 1960 to 15,502 persons in 1990 (CCDC 1991a). Within Centre City, from 1960 to 1990, Census Tracts 52 and 58 (north Centre City East Redevelopment District and Harborview Redevelopment District), experienced the greatest decreases in population, 22% and 53% respectively, reflecting in part the significant displacement caused by the development of Interstate-5. From 1960 to 1980, all downtown census tracts with the exception of Census Tract 53 (Core Redevelopment District) experienced declining populations. Census Tract 53 gained a mere 175 residents over that twenty-year period. From 1980 to 1990, all downtown census tracts have increased in population although the Harborview Redevelopment District grew by only five persons in 10 years. Lack of reinvestment in the Harborview Redevelopment District has reduced the quality of life in the neighborhood and has resulted in stagnation.

According to the 1960 Census, 86% of the City of San Diego's population was White, 7% was Hispanic, 6% was Black, and 2% Other. Statistics for Asian/Pacific Islanders and Native Americans were not available in 1960. By contrast, the 1990 Census reports that 59% of the City's residents are White, 21% Hispanic, 11% Asian/Pacific Islanders, 9% Black, and neither the Native American category nor the Other were statistically significant (Table 4.A-2).

In 1960, Centre City's ethnic composition was 77% white, 14% Hispanic, 6% Black, and 3% Other. In 1990, Centre City's ethnic composition is 53% White, 29% Hispanic, 3% Asian/Pacific Islander, 14% Black, 1% Native American. The figures show increasing ethnic diversity; Centre City's Hispanic and Black residents together comprise 43% of the population base. Comparable shares for the City of San Diego are 30%.

**Table 4.A-2**  
**1990 POPULATION BY ETHNICITY**

Area	Ethnic Group Share			
	Hispanic	White	Black	Asian and Other
City of San Diego	21%	59%	9%	11%
Centre City*	29%	53%	14%	4%

\* Census tracts 51, 52, 53, 54, 56, 58.

Source: Preliminary Report for Centre City Redevelopment Project, pg. III-F-9, November 1991.

San Diego County median income for a family of two was \$6,545 per year in 1960; \$17,106 in 1980; and \$33,050 in 1990. The income distribution for the City of San Diego is nearly identical to that of the County over the same period. Of the 253,867 families living in San Diego County in 1960, 15% were in the very low income range, 17% were in the low income range, 33% were in the moderate income range, and 35% were in the above moderate range. In 1980, of the 670,634 families in the County, 19% were in the very low income range, 25% were in the low income range, 26% were in the moderate income, and 30% were in the above moderate range. In 1990, of the 903,075 families in San Diego County, 17% are in the very low income range, 18% are in the low income range, 17% are in the moderate income range, and 48% are in the above moderate range.

The income distribution over the same period for Centre City is vastly different from that of the City and County. In 1960, 36% of the families in Centre City were in the very low income range, 26% were in the low income range, 26% were in the moderate income range, and 12% were in the above moderate range. In 1980, 63% were in the very low income range, 24% were in the low income range, 10% in the moderate income range, and only 3% in the above moderate range. By 1990, the number of families in the very low income range (those earning less than 50% of area median income) rose to 70%, with 18% in the



low income range, 7% in the moderate income range, and only 5% in the above moderate range within Centre City. In 1990, the highest median household incomes were found in Census Tract 58 (Harborview Redevelopment District) and (south Centre City East Redevelopment District). Census Tract 58 had 82 families in the above median category, and Census Tract 51 had 59 families. The lowest annual household median incomes were found in Census Tracts 53 (Core Redevelopment District) and 56 (Cortez Redevelopment District).

Nearly 70% of Centre City residents are considered very low income, that is, making less than 50% of San Diego County area median income. The average income among Centre City residents is \$12,460 per year which averages to roughly \$1,000 per month (taxes are more than \$460).

Age and gender statistics for both the City and County of San Diego from 1960 to 1990 show a majority of persons in the under 18, and 18 to 34 age groups, are male while, over age 34, women achieve a majority. This generally reflects normal patterns. By contrast, statistics for Centre City show a much higher representation of males in all age categories, but most dramatically in the 18 to 34, and the 35 to 64 ranges, where nearly three quarters of the population is male. In all cases, the largest segment of the population is between the ages of 18 and 34. It should be noted that the largest segment of the homeless population is also in this age group.

- b. Housing Characteristics. Centre City has approximately 12,640 existing housing units (CCDC 1991a). From 1960 to 1990, only the areas within Census Tract 54 (Marina, Columbia, and a portion of the Gaslamp Quarter Sub Areas) experienced growth in the housing stock. All of that growth has occurred since 1980 and is a result of an active program of redevelopment. All other census tracts in Centre City have experienced a decline in housing units, the most dramatic being in Census Tracts 53 (Core Redevelopment District) and 52 (north Centre City East Redevelopment District) which experienced decreases in housing units of 2,288 units and 848 units, respectively. However, from 1980 to 1990, Census Tract 52 did experience an increase in the housing stock with the addition of 200 units. As a result of the redevelopment effort within Census Tract 54, an additional 1,073 housing units were constructed.

Preserving the supply of affordable housing in the Planning Area is not only a stated goal of the proposed Community Plan, but also part of a redevelopment agency's charter which mandates that 20% of tax increment revenues must go toward increasing affordable housing opportunities. Increasing the affordable housing supply also fits in with the Redevelopment Agency's goal of housing more of its workers downtown.

Since the mid 1970s when revitalization was initiated, all types of housing have been developed, from low to moderate income and senior rental units to luxury high-rise condominiums. Approximately 150 units in single room occupancy (SRO) hotels have been constructed annually throughout the 1980s.

Concern for maintaining a balance in the number of affordable housing units in the Planning Area is related to revitalization's effect on increased land values, which ultimately constrain affordability.

- c. Employment Characteristics. Employment in the Project Area has been stagnant since 1980, while the City and region have exhibited significant gains. The Transportation/Communications/Utilities, Manufacturing, Wholesale Trade, and Finance, Insurance, and Real Estate sectors showed large job losses in the Project Area during 1980-1988. Employment in all of these sectors grew rapidly at the City and regional levels. Within the Project Area, Harborview Redevelopment District and a portion of Centre City East Redevelopment District experienced positive employment growth, but at rates equal to only one-half of the City rate.

Total employment in the Planning Area (as approximated by census tracts 51-54, 56 and 58) increased from 67,227 jobs in 1980 to 71,661 jobs in 1988 and to 72,950 jobs in 1990 representing an overall increase of 8.5%. It is important to note that Census Tract 53 includes Horton Plaza and the substantial job creation it generated in the Retail Trade sector at its 1985 opening. At the same time, Citywide employment grew from 498,215 to 641,158, or a change of 28.7%. Employment growth in the region as a whole was even greater at 38.4%. As a result, the Project Area's share of Citywide employment declined from 11.21% in 1980 to 8.7% in 1988.

One of the primary goals of the proposed Community Plan is to enhance job opportunities for workers of all skill and education levels, recognizing that opportunities for the jobless and underemployed are of particular concern.

Outside of the Columbia and Marina Sub Areas and the Core Redevelopment District, small neighborhood businesses predominate. An emphasis on residential development in the Harborview and Centre City East Redevelopment Districts of the Expansion Sub Area, and the resulting alteration of land uses in those areas will involve some displacement or relocation of businesses, but will enhance opportunities for neighborhood serving businesses. The number of businesses which will be relocated is unknown.

- d. Job/Housing Balance. The goals of the Redevelopment Agency include developing a resident workforce downtown. According to SANDAG, the Planning Area currently has one of the highest trip end densities in the county. In 1980, of all workers in the Central SRA (Downtown, Balboa Park, Hillcrest/Uptown), only 15.4% resided in the Central SRA. Downtown businesses can draw from a much wider residential base than more suburban locations. By significantly expanding the residential base downtown and locating workers close to their place of work and by expanding their use of mass transit, work trip distances and commute times will be reduced.

The typical strategy for achieving a greater jobs/housing balance includes placing higher density housing close to employment centers, promoting in-fill development, and providing an affordable housing supply within the community. The current jobs/housing ratio in Centre City in 1990 was 10.6:1, with 72,950 workers (CCDC 1991a) and 6,880 non-SRO housing units.

## 2. Impacts

Based on Redevelopment Agency CEQA Guidelines, consequences applicable to land use which may be deemed to have a significant effect on the environment are based on the following criteria:

- The Plan is in conflict with environmental plans and goals that have been adopted by the City;
- The Project will conflict with established recreational, educational, religious, or scientific uses of the area.

Additional significant land use impacts may occur if potentially incompatible land uses are proposed in proximity to, or adjacent to, each other. Such incompatibilities typically occur when residential development or public uses such as a park or school, which are considered sensitive to such things as noise, safety, and lighting, are proposed in proximity to land uses such as railroads, freeways, parking structures or industrial land uses that are noisy, hazardous or well-lit at night.

#### General Impacts

The proposed Community and Redevelopment Plan is intended to guide development and does not propose specific development projects. However, the proposed Community and Redevelopment Plans would allow future development of mixed land uses with a dense financial/ commercial core. Existing permitted land uses that do not conform to the proposed Community and Redevelopment Plans would be allowed to remain and may expand as long as the land use does not change.

Table 4.A-3 provides a summary of the potential increases in various types of land use within the Planning Area if the proposed Community and Redevelopment Plans are fully built out. As shown, it is expected that the net number of residential units in the downtown area would almost triple, with an additional 24,030 net new units (including SRO rooms) constructed by full buildout of the proposed Community and Redevelopment Plans. An estimated additional 1,088,730 sf (net) of retail space, 13,766,290 sf (net) of office space, and 5,090 hotel rooms (net) would also be constructed by full buildout of the proposed Community and Redevelopment Plans. Industrial space is expected to decrease by approximately 987,770 sf in the full buildout scenario. Cultural/institutional space is estimated to increase by approximately 394,560 sf (net) due to full buildout of the proposed Community and Redevelopment Plans.

Table 4.A-3

**CENTRE CITY REDEVELOPMENT PROJECT\*  
ESTIMATED DEMOLITION AND NET DEVELOPMENT**

Land Use Category	Existing Land Use	New Development	Estimated Demolition	Ultimate Capacity
Office (sf)	13,415,000	15,200,000	1,433,710	27,181,290
Retail (sf)	3,528,520	1,474,490	385,750	4,617,260
Hotel (rooms)	7,800	5,880	790	12,890
Residential (units) <sup>1</sup>	12,140	26,550	2,520	36,170
Industrial/Transport.(sf)	2,440,870	0	987,770	1,453,100
Cultural/Institution (sf) <sup>2</sup>	806,320	400,000	5,440	1,200,880

\*This table shows the amount of development for existing, new, demolished and ultimate within the Project Area, not the Planning Area.

Source: CCDC, 1991. Revised "project description" for the Centre City Community Plan and Centre City Redevelopment Project. October 9.

sf = square feet

<sup>1</sup> Residential land use includes single room occupancy units as well as traditional residential units.

<sup>2</sup> Cultural/Institutional may be expressed in square feet, number of seats, number of beds or marina berths.

As is also indicated in Table 4.A-3, implementation of the proposed Community and Redevelopment Plans would displace some existing uses, especially office, retail and industrial uses. However, state (and where applicable, federal) laws governing relocation activities would be followed. Therefore, no significant impacts due to the displacement of land uses would occur. Implementation would, however, significantly increase the density of the downtown area overall. Increased density would result in increased traffic and increased competition for parking, although it is a goal of the proposed Community Plan to develop a multi-modal transportation system to support the planned intensities. Impacts to the circulation system and planned transit improvements are discussed in Section IV.B, Transportation and Circulation.

Other potential impacts of the proposed increase in land use intensity would include impacts to public facilities/services, potential loss of culturally important existing land uses, and increases in noise and air quality impacts. All of these issues are discussed in detail in the respective sections of this report.

#### Land Use Impacts by Sub Area

The following analysis is focused primarily on potential land use incompatibilities that could be created by the proposed land use districts and ultimate buildout of the proposed Community and Redevelopment Plans. However, an overview of the major land use changes proposed, by Sub Area, is shown in Table 4.A-4. As can be seen in this table, at full buildout of the proposed Community and Redevelopment Plans, 40 percent of the gross new office space would be constructed in the Core Redevelopment District of the Expansion Sub Area with another 39 percent constructed in the Columbia Sub Area. The remaining new office space would be constructed in the Harborview (7 percent), Centre City East (7 percent) and Cortez (5 percent) Redevelopment Districts and the Gaslamp Quarter Sub Area (2 percent). Office space would decrease in the Marina Sub Area with redevelopment of the Navy Broadway Complex as full buildout of the proposed Community Plan and implementation of the proposed Redevelopment Plan occurs.

**Table 4.A-4**

**CENTRE CITY COMMUNITY PLAN AND CENTRE CITY REDEVELOPMENT PROJECT  
(Ultimate Capacity)<sup>1</sup>  
Centre City Community Plan**

Land Use Category	Redevelopment Project Total	Horton <sup>2</sup> Plaza Redevelopment Project	"B" Street Corridor Total	10th Avenue Marine Terminal Total	Community Plan Total
Office (sf)	21,181,290	1,807,510	1,778,980	36,000	30,803,780
Retail (sf)	4,617,250	960,000	0	21,190	5,598,440
Hotel (rooms)	12,890	450	260	0	13,600
Residential (units)	36,170	500	0	0	36,670
Industrial/Transport. (sf)	1,453,100	0	0	2,712,110	4,165,210
Cultural/Institution (sf)	1,200,880	1,920	0	0	1,202,800

**Centre City Redevelopment Project**

Land Use	Expansion Sub Area						Gaslamp Quarter Sub Area	Redevelopment Project Total
	Harbor-view	Cortez	Core	Centre City East	Columbia Sub Area	Marina Sub Area		
Office (sf)	2,157,160	1,976,130	9,390,440	1,651,210	11,343,400	73,610	589,340	27,181,290
Retail (sf)	886,700	347,130	780,020	956,010	486,280	481,140	679,980	4,617,250
Hotel (rooms)	1,460	1,290	960	1,650	2,680	4,620	230	12,890
Residential (units)	4,140	5,820	2,240	17,890	930	3,980	1,170	36,170
Industrial/Transport. (sf)	573,650	8,960	10,400	346,640	497,350	0	16,100	1,453,100
Cultural/Institution (sf) <sup>3</sup>	7,220	42,530	17,350	510,290	1,060	621,230	1,200	1,200,880

<sup>1</sup> The distribution of intensities of development for each Sub Area, Redevelopment District or portion of the Planning Area outside the Project Area is the currently anticipated best projection and actual development within each of the designated parts of the Planning Area may vary somewhat, but is expected to remain within the overall ultimate capacity limits in any event.

<sup>2</sup> It is assumed that there are sufficient intensities of development provided for in the Community Plan to allow for completion of the Horton Plaza Redevelopment Project.

<sup>3</sup> Cultural/Institutional may be expressed in square feet, number of seats, number of beds or marina berths.

Source: CCDC, 1991b. Revised "project description" for the Centre City Community Plan and Centre City Redevelopment Project, October 9.

sf = square feet

The most gross new retail space would be constructed in the Harborview Redevelopment District (28 percent) followed by the Columbia Sub Area (21 percent). Additional new retail space would be constructed in the proposed Cortez and Core Redevelopment Districts (13 and 7 percent, respectively), the Gaslamp Quarter Sub Area (12 percent) and the Marina Sub Area (10 percent). Retail space would increase by 9 percent in the proposed Centre City East Redevelopment District.

The new hotel rooms would be located in the Marina Sub Area (32 percent), the Centre City East and Harborview Redevelopment Districts (23 and 21 percent, respectively), the Columbia Sub Area (17 percent), and the Core Redevelopment District (3 percent). The total number of hotel rooms in the Gaslamp Quarter Sub Area and the Cortez Redevelopment District would decrease. Additional residential units would be located in all of the Sub Areas at the following percentages: the Centre City East Redevelopment District (58 percent), the Cortez Redevelopment District (15 percent), the Harborview Redevelopment District (13 percent), the Core Redevelopment District (4 percent), the Gaslamp Quarter Sub Area (2 percent), and the Columbia and Marina Sub Areas (2 percent, and 8 percent, respectively).

The largest decrease in industrial space over the lifetime of the project would occur in the Centre City East and Harborview Redevelopment Districts (59 and 18 percent, respectively). Other decreases would occur in the other Sub Areas and districts at the following percentages: the Marina Sub Area (10 percent); the Core Redevelopment District (5 percent); the Gaslamp Quarter Sub Area (4 percent); the Columbia Sub Area (2 percent); and the Cortez Redevelopment District (2 percent).

The only Sub Area expected to have a net increase in the amount of cultural/institutional land use as a result of the project is the Expansion Sub Area (i.e., the Centre City East Redevelopment District).

a. Columbia Sub Area

The Columbia Sub Area would be comprised of two of the proposed land use districts: the Recreation/Visitor/Marine District along the waterfront and the Commercial/Office District generally east of Pacific Highway. As discussed



above, the major land use changes in the Columbia Sub Area would be the addition of approximately 6,082,040 sf of office or retail space, 1,000 hotel rooms and 360 new residences (CCDC 1991b). Approximately 19,200 sf of industrial space would be displaced (CCDC 1991b). Based on the existing land uses in the Sub Area (refer to Table 4.A-1), this would more than double the amount of office or retail space that currently exists in the Sub Area while increasing the number of hotel rooms and residential units by 59 and 63 percent, respectively. Industrial space would be decreased by approximately 4 percent.

Although residential and non-residential land uses can sometimes create interface problems when developed in proximity to each other, the residential land uses that would be created in this Sub Area would be urban, high-density, developments designed to take advantage of the urban environment rather than be impacted by it. There may be potential land use conflicts between residential portions of the project and the existing railroad right-of-way in terms of potential noise and safety problems, as well as a reduction in the amount of interaction that could take place between the waterfront and the rest of the Sub Area due to the barrier presented by the railroad. The potential for the continued inhibition of interaction between the residential community and the recreational opportunities would constitute an adverse impact since the two land uses are intended to complement and enhance one another. Although little new residential development is anticipated in the Columbia Sub Area with implementation of the proposed Community and Redevelopment Plans, to the extent that residential development does occur, these potential impacts would continue.

Additional land use interface impacts could occur if development of residential uses occurs adjacent to the Navy Broadway Complex located between Harbor Drive and Pacific Highway south of Broadway in terms of noise, heavy truck traffic and aesthetic concerns such as lighting. Residential land uses would not be constructed in close proximity to the Navy Broadway Complex to the north, west or south as those areas lie within the Recreation/Visitor/Marine District. Land uses to the east of the Navy Broadway Complex would be buffered from the Complex by Pacific Highway. Therefore, potential interface impacts

between the Navy Broadway Complex and future residential land uses are less than significant.

Potential land use impacts in terms of lighting impacts could occur if residential development is located near the SDG&E Substation B.

b. Marina Sub Area

The Marina Sub Area would be comprised of the following proposed land use districts: Recreation/Visitor/Marine District along the waterfront; Commercial/Office District on the portion of the Navy Broadway Complex located within the Marina Sub Area; and Marina Planned District generally east of the Navy Broadway Complex and northeast of the railroad right-of-way. It is estimated that the major land use changes in the Marina Sub Area would be the loss of 711,210 sf of office space and 100,640 sf of industrial space while adding 148,210 sf of retail development, and 1,910 new hotel rooms. The total number of housing units in the Marina Sub Area would be 3,980 at ultimate capacity. The combined effect of these land use changes would be to reduce the amount of office space in the Sub Area by 90 percent and to displace all of the industrial space while increasing the amount of retail space by 45 percent, and the amount of hotel development by 70 percent. (It should be noted that most of the existing office space within this Sub Area is associated with the Navy Broadway Complex. Most of the projected loss of office space reflects U.S. Navy plans for the Complex.)

The influx of new hotel development within this Sub Area is not expected to create significant land use conflicts with other land uses in the Sub Area. The other major land uses in the Marina Sub Area would be retail and residential land uses. Retail land uses typically complement hotel development since restaurants, shops and service businesses are used by hotel guests. New hotel development would also complement the waterfront land uses that are planned or already exist in this Sub Area. No impacts to existing residential development would occur since these residential land uses are already exposed to a highly urbanized environment.

The land use impacts associated with implementation of the proposed Community and Redevelopment Plans are not anticipated to be adverse. Implementation of the Plans is expected to be beneficial to the land use in the Redevelopment Project and enhance redevelopment in adjacent areas. However, land use conflicts between existing land uses expected to remain in the Planning Area and proposed land uses may occur with respect to the railroad right-of-way which traverses the Marina and Columbia and Expansion Sub Areas. The tracks may act as a barrier to interaction between the proposed activities along the bayfront and those in the adjacent Planning Area. Also, noise generated by passing or idling trains may not be compatible with proposed residential land uses adjacent to the right-of-way.

Other potential significant traffic-related impacts on the planned residential uses include the potential conflict between traffic improvements and pedestrian improvements in the First and Front Street corridor. Major land use compatibility considerations include the specific alignment of the Bayside LRT extension through the Marina Sub Area and the ultimate land use and development plans for the Navy Broadway Complex and SDG&E's Substation B.

The Redevelopment Agency is in the process of implementing a linear park (King Promenade) along significant portion of the railroad right-of-way to provide an amenity to counter balance the disruptive impacts of the railroad.

As discussed in Section 4.A-2a under impacts in the Columbia Sub Area, significant land use impacts between the Navy Broadway Complex and residential land uses are not anticipated since land to the west and south would be in the Recreation/Visitor/Marine District and land to the east would be buffered from the Complex by Pacific Highway.

c. Gaslamp Quarter Sub Area

Within the Gaslamp Quarter Sub Area, the Gaslamp Quarter Planned District, which is recognized by the proposed Community and Redevelopment Plans would remain in effect. Therefore, no land use changes or impacts would result from implementation of the proposed project. Some minor changes are

expected in land use over the existing conditions as a result of future implementation of the proposed Redevelopment Plan. No significant land use conflicts would occur as a result of these minor changes in land use.

d. Expansion Sub Area

Harborview Redevelopment District. The Harborview Redevelopment District would be designated as: Recreation/Visitor/Marine District along the waterfront; Mixed Use District north of Grape Street and east of the railroad right-of-way; Mixed Use/Residential Emphasis District north of Beech Street and east of Kettner Boulevard; and Commercial/Office District north of Ash. Land in proximity to the existing County Administration Center would also be subject to the proposed County Administration Design Overlay. Substantial redevelopment is proposed for the Harborview Redevelopment District including the addition of 1,363,850 sf of office or retail space, 1,110 new hotel rooms and 3,560 new residential dwelling units (CCDC 1991b). This represents an increase in office and retail space of approximately 81 percent and more than a tripling of the number of hotel rooms (refer to Table 4.A-1 for existing land use conditions). The number of residential units would be increased more than six times. Approximately 181,910 sf of industrial space (24 percent) would be displaced by the project (CCDC 1991b).

Similar to the other Sub Areas, residential development constructed in the Harborview Redevelopment District would be urban, high-density, development designed to take advantage of the urban environment rather than be impacted by it. Potential land use conflicts could occur in terms of noise, safety and lighting impacts where residential land uses are constructed near the railroad right-of-way, Interstate 5, Air Traffic, or existing industrial land uses, including auto shops and warehouses. Noise impacts could also occur where noise-sensitive land uses are constructed near parking structures.

Cortez Redevelopment District. The Cortez Redevelopment District would be designated as: Hotel/Residential District north of Beech Street and west of Sixth Avenue; Mixed Use/Residential Emphasis north of Beech Street and east of Sixth Avenue; and Hotel/Residential District south of Beech Street and generally east of Sixth Avenue. A 14-block area south of Beech Street and west of Sixth

Avenue would be designated as Commercial/Office District. A 17-block area west of Sixth Avenue would be designated as a Supplemental Parking Area. Major land use changes in this Redevelopment District are anticipated to include approximately 607,830 sf of office or retail space (an increase of approximately 35 percent over the existing amount of space) and 3,850 new residential units (an approximate doubling of the existing housing stock) (CCDC 1991b). The number of hotel rooms in the district would decrease slightly while the amount of industrial space, already relatively little, would be decreased by more than half (CCDC 1991b).

Most of the development that could occur within the Cortez Redevelopment District would not result in significant land use incompatibilities since the existing neighborhood is a mix of office, hotel and residential land uses and the redevelopment of the district would result in more of the same. Localized land use conflicts could occur, however, primarily in terms of noise and lighting impacts, where residential land uses occur near Interstate 5, SR 163, or near areas designated as Supplemental Parking Areas.

Core Redevelopment District. The entire Core Redevelopment District, except 1/2 block, would be designated as Commercial/Office District. Four blocks in the southeastern corner of the district would also be designated as Supplemental Parking Areas. Anticipated development includes 6,174,900 sf of office or retail space, 80 hotel rooms and 830 new residential units (CCDC 1991b). This would more than double the existing amount of office and retail space in the district and increase the number of hotel rooms and residential units by 9 and 59 percent, respectively. The amount of industrial space within the Core Redevelopment District, although not currently substantial, would be reduced even further (an approximate 81 percent decrease).

Redevelopment within this district could result in the construction of residential land uses adjacent to parking structures. However, no significant land use incompatibilities are anticipated to occur in this district, even if residential land uses are constructed adjacent to existing or future parking structures. Development in this district is expected to be housed in mid or high-rise buildings in keeping with the existing character of the area and according to the high FARs allowed by the proposed Community Plan. Residential units

housed in such an urban atmosphere would not be highly sensitive to noise or lighting from parking structures due to the ambient noise and lighting levels already present in the environment. Additional lighting may, in fact, be viewed as a positive benefit for security reasons.

Centre City East Redevelopment District. This Redevelopment District would be designated as: Institutional District north of C Street in the vicinity of the San Diego Community College and San Diego High School; and 4 blocks of commercial office. Mixed Use/Residential Emphasis from C Street south to K Street; Hotel/Residential District from K Street south to Commercial Street and from Sixth Avenue east to 13th Street; Commercial Services District from K Street south to Commercial Street and from 13th Street east to Interstate 5; and Recreation/Visitor/Marine District along the waterfront. Supplemental Parking Areas would be designated for three blocks between 14th and 16th streets and F and G streets and for an area just northwest of where Commercial Street crosses under Interstate 5.

The Centre City East Redevelopment District would undergo substantial redevelopment under the proposed project with an anticipated 885,590 sf of new office space, 1,340 new hotel rooms, 14,750 new residential units, and an increase of 394,560 sf of cultural/institutional space (CCDC 1991b). This would more than double the amount of existing office space, increase the number of hotel rooms and residential units by over four times each, and more than triple the amount of cultural/institutional space. Existing low density retail and industrial space would be displaced by the proposed project (approximately 20 and 63 percent of the existing space, respectively).

The potential for significant land use incompatibilities are greater in this district than in any other part of the Planning Area due to the nature of the existing industrial land uses, including SDG&E and MTDB service yards, warehouses and auto yards, as well as the presence of the railroad and LRT tracks and Interstate 5. Although new construction would replace some of these existing land uses as redevelopment occurs, it is still likely that some residential development would be located in proximity to the above land uses resulting in potentially significant land use impacts in terms of noise, safety and/or lighting impacts.

e. Excluded Areas

Development as a result of the proposed project in the areas excluded from the proposed Redevelopment Plan is expected to be relatively insignificant. The proposed Community Plan would apply land use districts to the excluded areas. The Horton Plaza Redevelopment Project and the seven blocks on B Street would be part of the Commercial/Office District. The Tenth Avenue Marine Terminal would be part of the Recreation/Visitor/Marine District. However, the inclusion of these areas within proposed land use districts would have little effect on the land uses within these areas since the areas are substantially built out. Some development may occur in the Horton Plaza Redevelopment District according to the existing Horton Plaza Redevelopment Plan and at the Tenth Avenue Marine Terminal according to the Port Master Plan. No significant land use impacts would occur in the excluded areas as a result of the proposed project.

Conformance with Plans, Policies and Regulations

The proposed Community Plan for Centre City contains a variety of visions, goals and objectives specifically designed to carry out the goals of the City's Progress Guide and General Plan and the mandates of the California Coastal Act, specific to Centre City. The stated land use goal of the proposed Community Plan is to "Develop Centre City with a strong financial/commercial core surrounded by distinct, but well integrated, mixed-use and residential neighborhoods along with the amenities, commerce, and services necessary to support a vibrant urban downtown." The purpose of the proposed Redevelopment Plan is to provide a mechanism for redevelopment of the Planning Area so as to eliminate blight and to meet the proposed Community Plan's land use and other goals.

a. The Progress Guide and General Plan

The proposed Community Plan is in conformance with the land use element of the City's Progress Guide and General Plan, which designates the majority of Centre City as mixed use and a small portion of the southern waterfront as resource-based parks/park and recreation. The proposed Community Plan

designates the Centre City for a variety of land uses, would further increase the mix of uses in the downtown area by promoting additional residential uses, and states the furtherance of mixed land uses as its foremost land use goal.

The stated purposes of the proposed Redevelopment Plan, as discussed in Section III-B, Project Description, would provide guidance for redevelopment projects in addition to what is listed in the City's General Plan redevelopment element. All redevelopment efforts would be in conformance with the guidelines provided in the redevelopment element of the Progress Guide and General Plan as well as with the stated purposes of the proposed Redevelopment Plan. No inconsistencies between the two sets of guidelines would occur.

b. Horton Plaza Redevelopment Plan

The Horton Plaza Redevelopment Plan is not proposed to be changed. The proposed Community Plan, which includes the area covered by the Horton Plaza Redevelopment Plan and the Centre City Redevelopment Project (which surrounds the Horton Plaza Redevelopment Plan) takes into consideration and is compatible with the developments already implemented in the Horton Plaza Redevelopment Project area, as well as with activities which may occur in the future under the Horton Plaza Redevelopment Plan. No inconsistencies would occur between the proposed project and the Horton Plaza Redevelopment Plan.

c. Marina and Gaslamp Quarter PDOs

The requirements of the proposed Community Plan would be implemented by the Gaslamp Quarter Planned District Ordinance (and the related Urban Design and Development Manual), and the Marina Planned District Ordinance (and the related Urban Design Plan and Development Guidelines), all of which are proposed to remain in effect unchanged. Therefore, similar to the project's relationship with the Marina and Gaslamp Quarter Redevelopment Plans, no inconsistencies would occur between the proposed Community Plan and the adopted Marina and Gaslamp Quarter PDOs.



d. Airport Approach Overlay Zone

Development under the proposed Community Plan would be subject to review under the Airport Approach Overlay Zone. The height restrictions of the zone may limit the height of future development, and/or require markings and lighting according to FAA standards. Since the proposed Community Plan identifies the Airport Approach Overlay Zone as regulating building heights and appearance in applicable parts of the Planning Area, no conflicts with the Overlay Zone would occur.

e. Port Master Plan

The Port District's Port Master Plan contains a vision for the waterfront which is compatible with the portion of the Planning Area adjacent to it. The Port Master Plan proposes the narrowing of Harbor Drive and provision of a continuous pedestrian pathway with commercial and recreational uses and pedestrian access to the bayfront. The Port District participated in the development of the Central Bayfront Design Principles, which discuss the scale and intensity of future waterfront land uses. No inconsistencies would occur between the proposed project and the Port Master Plan.

f. U.S. Navy Broadway Complex Development Plan

The Navy Broadway Complex, which would involve additional office, open space, and mixed commercial/office/hotel land uses, is compatible with the development contemplated in adjacent parts of the Planning Area under the proposed Community Plan. No inconsistencies would occur between the proposed project and the Navy Broadway Complex Development Plan.

g. Draft Comprehensive Land Use Plan for Lindbergh Field

The draft CLUP would allow the construction of new residential and other noise-sensitive development within the Airport Influence Area, even though such land uses would be exposed to significant noise levels, as long as interior building noise levels are mitigated to meet the State of California Noise Standards requirements. Remodeled structures would also be subject to the

same mitigation requirements if the work to be done exceeds \$50,000 (SANDAG 1991, Appendix F). Since noise-sensitive land uses are not precluded under the draft CLUP, and since development in applicable parts of the Planning Area would be governed by the CLUP, no inconsistencies between the proposed Community and Redevelopment Plans and the draft CLUP would occur.

h. California Coastal Act

The proposed Community Plan and the Interim Development and Design Ordinance was certified with modifications by the CCC on November 12, 1991. The CCC certified the Community Plan and Ordinance with the deletion of any and all references to Centre City waterfront areas that are not under the land use jurisdiction of the City of San Diego. The City does not have land use jurisdiction for parcels controlled by the San Diego Unified Port District or U.S. Navy (Broadway Complex). No inconsistencies between the proposed project and the California Coastal Act would occur.

Social and Economic Impacts

The anticipated changes in land use due to the implementation of the proposed Plans are both directly and indirectly linked to social and economic changes in the environment such as; displacement of existing residential and business uses and changes in the jobs/housing balance within the Planning Area. These social and economic changes are discussed below.

a. Displacement of Existing Uses

Residential Displacement. The displacement of residents will result in some degree of economic and social disruption of the community. The identity of specific properties (and hence, individuals) which may be affected by relocation or dislocation is unknown at this time.

The project's relocation effects may disrupt individuals in the community by altering a sense of neighborhood, altering established social ties and affecting daily commuting and shopping patterns. The Planning Area's demographic

base has special implications with respect to the relocation issue. Minority, poor and elderly groups tend to be more greatly impacted by displacement because they often have strong social or community ties, and depend upon support networks that can be altered by displacement. Impacts to low-income residents are significant because of a general shortage of affordable housing which makes relocation more problematic.

Displacement of Affordable Housing. A loss of affordable housing through conversion of properties to their highest and best economic use could have disproportionate effects on minorities, the poor and the elderly. There is a potential resulting burden to other communities which may be absorbing displaced residents. According to SANDAG, the City of San Diego produced a projected total of 6,532 units of low-income housing between 1985-1990, which represents 85.9 percent of its goal. Because the Planning Area contains a large supply of low-income housing, any displacement of such units would have a potentially significant effect on the supply of affordable housing citywide.

Business Displacement. Business displacement can result in permanent business and jobs loss, particularly for small neighborhood businesses serving a small market area. Small businesses with limited trade areas depend upon a localized, established customer base. The same dynamic of community cohesion among minority and elderly groups (discussed in the residential relocation section) influences the local business community. Businesses serving minorities or the elderly depend upon established commuting and shopping patterns.

b. Effect on the Jobs/Housing Balance

The cumulative effect of residential construction downtown is a positive effect on the jobs/housing balance. Currently, there are approximately 72,950 persons employed in the Planning Area, and 6,880 housing units, for a jobs/housing ratio of 10.6:1. The implementation of the proposed Plans would decrease the jobs/housing ratio in the Planning Area, improving the ratio of workers living close to their place of work. (Refer to Section IV.B,

Transportation and Circulation for further discussion of increased downtown trips).

### 3. Significance of Impacts

The potential increase in density in Centre City may result in increased traffic and competition for parking, increased demand for public facilities/services, the potential loss of culturally important existing land uses, and increased noise and air quality impacts.

Potential land use incompatibilities would occur whenever sensitive land uses such as residences, parks or schools are proposed in proximity to land uses such as railroads, freeways, parking structures or industrial land uses that are noisy, hazardous or well-lit at night. Although this could occur in any of the Sub Areas within the Planning Area, based on the proposed Community Plan, potential land use incompatibilities are considered significant primarily in the Columbia Sub Area near the railroad tracks and the SDG&E Substation B; in the Marina Sub Area near the railroad; in the Harborview Redevelopment District near the railroad, Interstate 5, existing industrial land uses or parking structures; in the Cortez Redevelopment District near Interstate 5, SR 163 or near areas designated as Supplemental Parking Areas; and in the Centre City East Redevelopment District near the railroad and LRT tracks, Interstate 5 or existing industrial land uses.

The cumulative effects of the proposed Plans would be the conversion of older, blighted areas into economically more productive uses, so that residential displacement, as an inherent part of that process, would result in significant impacts to area residents. The relocation impacts to residents are adverse and potentially significant because of disproportionate economic and social effects on minorities, low income persons, and the elderly.

There could be potentially significant impacts to minorities and disadvantaged population groups if land use conversion erodes the supply of low-moderate priced rental housing.

The relocation impacts to businesses are adverse and potentially significant impacts because of potential jobs and business loss.

Improvements in the jobs/housing balance would reduce commute distance by locating workers closer to their jobs, and is considered a positive effect of the project.

#### 4. Mitigation

Specific mitigation measures for effects that would result from an overall increase in development density (for example, traffic, impacts to cultural resources, noise and air quality impacts) are discussed in other respective sections of this report.

Mitigation for potential land use incompatibilities between residential land uses and land uses such as railroad and LRT tracks, freeways, parking structures and industrial land uses can be implemented on a project-specific basis as part of the project design. Measures to reduce noise impacts include the construction of noise attenuation walls and/or landscaped berms, the positioning of buildings so that outdoor open space areas are buffered from excessive noise sources as much as possible, physical setbacks from the noise sources and/or the noise-sensitive land uses, and building design measures to reduce interior noise levels. Compliance with existing noise ordinances would also be required.

Mitigation for potential safety impacts can be carried out on a project-specific basis and would be the responsibility of the development creating the hazardous situation. Mitigation measures vary depending on the situation. Examples of potential mitigation include the implementation of a landscaped or fenced barrier along the railroad corridor to prevent pedestrians from crossing the tracks at unsafe places, the posting of signs at the exits of parking structures, conformance to existing health and safety regulations regarding the operation of industry, or the restriction of access to industrial areas.

Land use incompatibilities due to the presence of night lighting can also be mitigated on a project-specific basis as part of the project design. New projects that would require night lighting shall submit a lighting plan as part of their plan submittal. All lighting sources shall be directed downwards or otherwise shielded so as to keep all lighting spillage within the confines of their own project boundary, unless the City determines that additional lighting in the vicinity of the project would have benefits

to the general public in terms of added security. New residential projects that are constructed adjacent to existing sources of night lighting (for example, SDG&E Substation B or existing parking garages) can incorporate landscaping and design features to reduce the intrusion of lighting into the residential units.

The Redevelopment Agency has adopted the rules and regulations for implementation of the California Relocation Assistance Law. Consistent with these regulations, the Redevelopment Agency shall adopt a relocation plan for displacement of residents and businesses. The relocation plan will mitigate the adverse impacts of relocation through moving cost reimbursement, and assistance with relocation to a suitable dwelling or business site. The Redevelopment Agency will administer the relocation plan and will provide advisory and informational assistance, analysis of relocation needs and coordination of its work with the activities of other affected agencies. These measures will mitigate residential and business relocation impacts to below a level of significance.

The use of funds set aside by the Redevelopment Agency and the requirement for the Redevelopment Agency to replace low and moderate income housing it removes from the market will mitigate the impact to affordable housing. The Redevelopment Agency shall serve as the lead agency in coordinating with other implementing agencies such as the Housing Commission, and State and Federal agencies, to expand incentives for low and moderate housing programs downtown. Expanded use of Housing Commission programs for low and moderate income housing in Centre City, establishment of revolving housing credit fund for housing construction assistance, and expanded eligibility for tax benefits for low and moderate income housing are already proposed as part of the proposed Community Plan. Incorporation of these measures will mitigate identified impacts to below a level of significance.

Improvements in the jobs/housing balance within the Planning Area is considered a positive effect, therefore, no mitigation is required.

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## B. TRANSPORTATION AND CIRCULATION

This EIR Section is summarized from a traffic technical report prepared by Korve Engineering, Inc., which analyzes the transportation elements of the proposed Community Plan. The specific transportation components considered include the street system in the Planning Area, the system of freeways and ramps providing access to and from the Planning Area, the vehicle parking element of the proposed Community Plan, the public transportation system, and the pedestrian and bicycle systems in the proposed Community Plan. The traffic analysis contained in this section is based in the first instance on the projected ultimate capacity of development expected to be accommodated within the Planning Area pursuant to the Community Plan and Redevelopment Plan. The ultimate capacity is expected to be reached in year 2025. This analysis is based on a projected mode split (ratio of public transit ridership to all other modes) of 40%. The current mode split is 15%.

Because the traffic impacts caused by the ultimate capacity buildout remain adverse in the year 2025 at a 40% mode split, this EIR also analyzes the potential of mitigating those adverse impacts by significantly increasing the use of public transit. This possible mitigation analysis is based on a mode split of 60% public transit ridership. If it is determined that the 60% mode split is infeasible, this EIR also considers the possibility of reducing the number of significant adverse impacts by analyzing an alternative of reduced density within the Planning Area at ultimate build-out. The reduced density alternative provides information on the traffic impacts at an interim point in the ultimate capacity scenario since the lower density considered for that alternative would be expected to occur at ultimate buildout in the year 2025. The projected transit mode split in the reduced density alternative analysis is 40%. This reduced density alternative is described in Section VI.B.

The method used to establish the traffic volumes projected to arise for the ultimate capacity analysis and reduced density alternative is described and the results are presented.

Specific problems arising in the street system and the freeway/ramps system are identified and potential mitigation strategies are suggested. The interaction of the parking supply and demand is considered, and the pedestrian and bicycle systems are evaluated.



Pertinent portions of the technical report which supplement this EIR discussion are included in Appendix E to this EIR. The traffic technical report in its entirety is available for review and/or purchase at the offices of CCDC and the Redevelopment Agency.

## 1. Existing Conditions

The following is a description of the transportation characteristics of the downtown area. Roadway characteristics, public transit, pedestrian and bicycle circulation are all addressed.

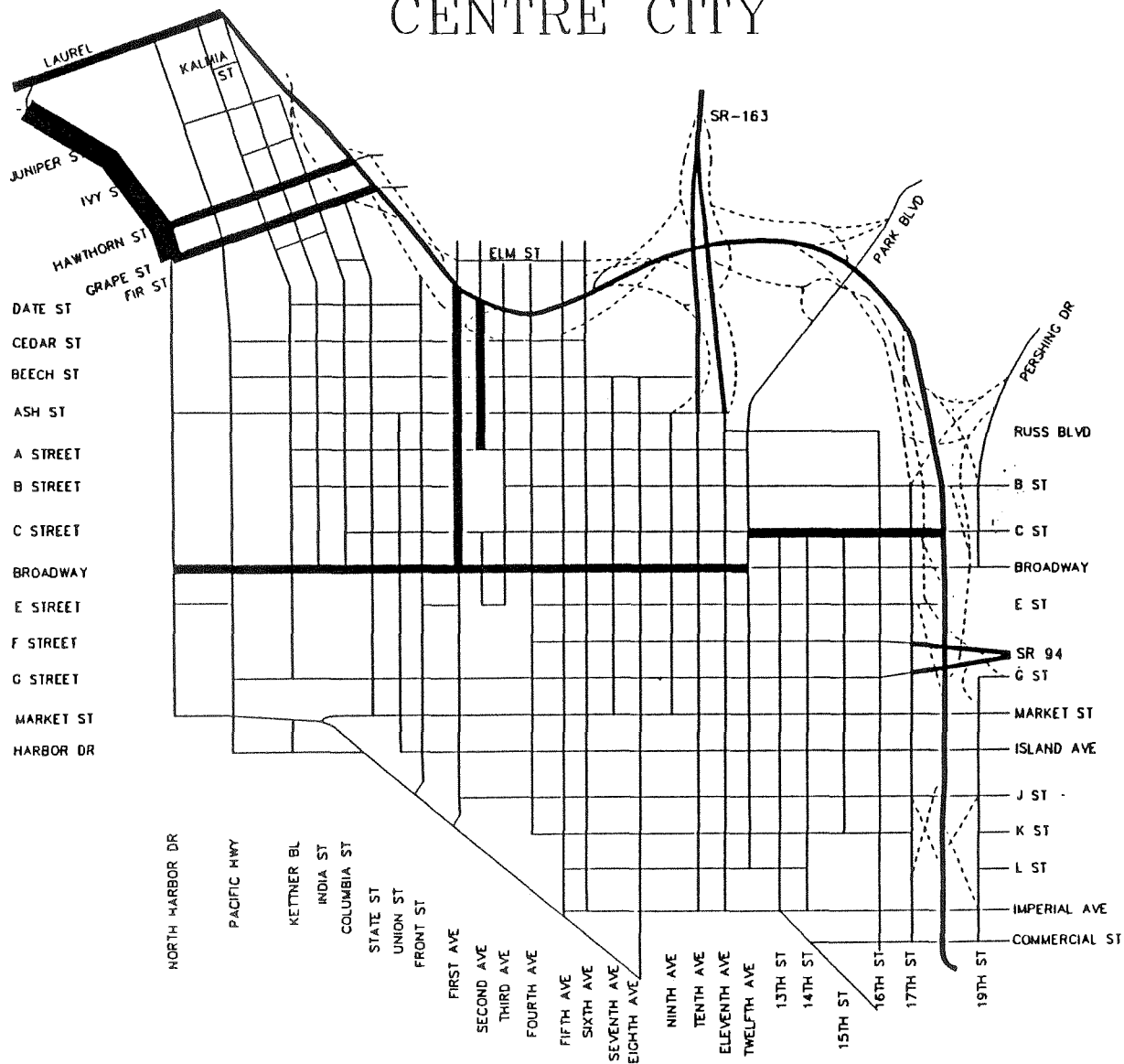
### Street Segments

The following section presents the existing roadway characteristics of the street system in the Planning Area. The streets serving the downtown San Diego area form a grid oriented north/south and east/west. Harbor Drive, Pacific Highway, Kettner Boulevard, Front Street, Fifth Avenue, and Twelfth Avenue are the main north-south streets. Market Street, Broadway and Ash Street are the main east-west streets in the downtown area. Regional access to downtown is provided by I-5, SR-163 and SR-94.

Roadway classification, direction, and number of travel lanes are shown in Appendix E (Figures 3.1-A, 3.1-B, and 3.1-C, respectively). Existing traffic volumes for daily AM and PM peak hours are also displayed in Appendix E. While the peak hour varies by specific location, it generally falls between 7:00 and 9:00 AM in the morning and between 4:00 and 6:00 PM in the evening.

The existing levels of service (LOS) on the streets in the Planning Area are shown in Figure 4.B-1. An acceptable LOS in the Planning Area is considered to be LOS D by the City San Diego. As can be seen from the figure, all street segments currently operate at LOS D or better in both the AM and PM peak hours, except North Harbor Drive from Hawthorn Street to Laurel Street, which is currently operating at LOS F. Information on peak hour traffic volumes and levels of service on the Planning Area street system is included in Appendix E.

# CENTRE CITY



LEGEND	
STUDY AREA ROADWAYS ANALYZED ARE LOS "C" OR BETTER UNLESS OTHERWISE NOTED.	
LOS "D"	
LOS "F"	

4.B-3

SOURCE: .6th Amendment to Columbia Redevelopment Area, February 1989



AM Peak Hour Roadway Link LOS Analysis

FIGURE

**4.B-1**

### Freeways and Ramps

The Planning Area is accessible by three freeway systems (Appendix E, Figure 3.2-A). A total of twenty-five on and off ramps connect the freeway to the Planning Area street system. The most heavily travelled, Interstate-5 (I-5), runs northwest to southeast along the northern and eastern borders of the downtown area. I-5 provides access south to National City, Chula Vista, and the international border. To the north, I-5 provides a link to Route 8, and continues north providing access to the coastal communities in San Diego County.

State Route 163 provides access to the Planning Area from the north. SR-163 runs through Balboa Park, and ends at the I-5 Freeway on the northeast corner of downtown, near Tenth and Eleventh Avenues. Five on and off ramps connect SR-163 with the Planning Area street system.

State Route 94 provides access to the Planning Area from the east. SR-94 runs through the eastern San Diego communities such as Lemon Grove, La Mesa, and El Cajon and provides a link to Interstate 15 (I-15) and I-805. SR-94 ends at the I-5 freeway on the easterly edge of downtown, with two on and off ramps extending to F Street and G Street.

The existing freeway peak hour capacities for each of the above-mentioned freeway systems are between 18,000 and 20,000 on I-5 between Laurel and J Streets, 7,200 on SR-163 between I-5 and Quince Street, and 14,400 on SR-94 between freeway origin and 25th Street. The existing peak hour and daily freeway volumes in the vicinity of the downtown area show the heaviest traffic on I-5 between Pershing Drive and SR-163 both daily and at peak hour.

The existing roadway capacities are such that AM peak hour traffic can be accommodated by the existing freeway system at an LOS of D or better on five of the nine freeway segments serving the area. As shown on Table 4.B-1, the heaviest flow is on SR-163 between I-5 and Quince Street, which has a peak hour traffic flow of 9,200 and a capacity of only 7,200. This results in a peak hour volume to capacity ratio (V/C) of 1.28. Traffic flow breaks down at a V/C of 1.0.

**TABLE 4.B-1  
EXISTING TRAFFIC CONDITIONS ON FREEWAY SEGMENTS AND RAMPS  
IN THE VICINITY OF CENTRE CITY PLANNING AREA**

FREEWAY SEGMENT	AM PEAK HOUR	PK HOUR CAPACITY	PK HOUR V/C	LOS
<b>Interstate 5 Freeway:</b>				
J ST. TO RTE 94	14,900	18,000	0.83	D
RTE 94 TO PERSHING DR.	16,200	18,000	0.90	D
PERSHING DR. TO RTE 163	19,000	19,800	0.96	E
RTE 163 TO SIXTH AVE.	17,300	18,000	0.96	E
SIXTH AVE. TO FIRST AVE.	18,000	19,800	0.91	E
FIRST AVE TO HAWTHORN ST.	15,700	18,000	0.87	D
HAWTHORN ST. TO LAUREL ST.	16,200	18,000	0.90	D
<b>Route 163:</b>				
I-5 TO QUINCE ST.	9,200	7,200	1.28	F
<b>Route 94:</b>				
FREEWAY BEGIN TO 25TH ST.	9,800	14,400	0.68	B

SOURCE; 1985 CCTAP FINAL REPORT

**TABLE 4.B-1 (Cont.)  
EXISTING TRAFFIC CONDITIONS ON FREEWAY SEGMENTS AND RAMPS  
IN THE VICINITY OF CENTRE CITY PLANNING AREA**

RAMP LOCATION:	EXISTING CONDITIONS SCENERIO					
	YEAR	ADT	PK HOUR CAPACITY	AM PEAK VOL	V/C	LOS
<b>Interstate 5:</b>						
NB OFF TO J ST. AND 19TH ST.	1990	8900	1500	630	0.42	A
NB ON FROM IMPERIAL AVE. AND 19TH ST.	1990	6400	1500	590	0.39	A
SB OFF TO IMPERIAL AVE. AND 17TH ST.	1990	5300	1500	450	0.30	A
SB ON FROM J ST. AND 17TH ST.	1990	4800	1500	310	0.21	A
SB ON FROM E ST.	1990	4800	1500	690	0.46	A
NB OFF TO PERSHING DR.	1990	5500	2800	470	0.17	A
NB OFF TO B ST.	1990	5500	1500	970	0.65	B
SB ON FROM PERSHING DR. AND C ST.	1990	7600	1500	510	0.34	A
NB ON FROM PERSHING DR. AND B ST; B ON	1990	4800	1500	430	0.29	A
NB ON FROM PERSHING DR.	1990	7900	1500	830	0.55	A
SB OFF TO PERSHING DR. AND B ST; B ST. OFF	1990	4000	1500	340	0.23	A
SB OFF TO PERSHING DR.	1990	13900	1500	820	0.55	A
NB ON FROM PARK BL	1990	1400	1500	90	0.06	A
SB ON FROM PARK BL AND SR-163	1990	17100	2800	1660	0.59	A
NB ON FROM 11TH AVE.	1989	7400	2800	480	0.17	A
SB OFF TO 10TH AVE.	1990	6900	1500	870	0.58	A
NB OFF TO 6TH AVE.	1990	17000	2800	2150	0.77	C
SB ON FROM 5TH AVE.	1990	9000	1500	570	0.38	A
NB ON FROM 1ST AVE.	1990	32400	1500	2250	1.50	F
SB ON FROM 1ST AVE.	1990	10800	1500	630	0.42	A
SB OFF TO FRONT ST.	1990	13900	2800	2070	0.74	C
SB OFF TO 2ND AVE.	1990	6800	2800	1030	0.37	A
SB ON FROM GRAPE ST.	1990	21000	1500	920	0.61	B
NB OFF TO HAWTHORN ST.	1990	25200	2800	2390	0.85	D
NB ON FROM HAWTHORN ST.	1990	9000	1500	370	0.25	A

RAMP LOCATION:	EXISTING CONDITIONS SCENERIO					
	YEAR	ADT	PK HOUR CAPACITY	AM PEAK VOL	V/C	LOS
<b>State Route 94:</b>						
WB OFF TO F ST.	1989	23400	4300	3230	0.75	C
EB ON FROM G ST.	1989	18200	4300	980	0.23	A
<b>State Route 163:</b>						
NB ON FROM 11TH AVE.	1991	28000	1800	1860	1.03	F
NB ON FROM PARK BL	1989	3200	1500	210	0.14	A
SB OFF TO 10TH AVE.	1991	29000	2800	3400	1.21	F
SB OFF TO 4TH AVE.	1990	6500	1500	800	0.53	A
SB OFF TO PARK BL	1989	17700	1500	1670	1.11	F

Note: ADT = Average Daily Traffic  
Source: Volumes from Caltrans, District 11.  
Capacities from 1985 Final Report

A summary of existing freeway ramp peak hour capacities for all ramps servicing the Planning Area, and daily/peak hour counts for each of the freeway ramps is provided in Appendix E (Table 3.2-D and 3.2-E). Table 4.B-1 is a summary of the existing ramp volumes to capacity ratios for the AM peak hour. Upon review of these data, all ramps serving the Planning Area currently operate at acceptable levels of service except the northbound on-ramp from First Avenue (connecting to I-5), the northbound on-ramp from 11th Avenue (connecting to SR-163), the southbound off-ramp to 10th Avenue and the southbound off ramp to Park Boulevard (connecting to SR-163). All of the above currently operate at LOS F in the AM peak hour.

### Parking

Within the Planning Area, which covers about 400 blocks, there was a total of 50,234 useable parking spaces in 1988. The majority of spaces (81 percent) are located off-street. Of these, about 24,000 (58 percent) are located in surface lots.

The remaining spaces are located in parking structures. There are approximately 9,500 on-street spaces in the Planning Area. Approximately two-thirds of these are unmetered, and are basically unlimited as to the length of time one can park there. Table 4.B-2 presents a breakdown of the types of parking spaces available. Figures 4.B-2 and 4.B-3 present the locations of off-street and on-street spaces, respectively.

### Public Transportation

Public transportation in the Planning Area area is controlled by the Metropolitan Transit Development Board (MTDB). This includes the Light Rail Transit (LRT) and the bus system operated by the San Diego Metropolitan Transit System (MTS) (see Appendix E, Figure 3-4-A). Table 4.B-3 describes the various transit routes, along with the length and type of service available. Amtrak provides rail service to the Santa Fe station. Greyhound also provides bus service to the terminal at Broadway and First Avenue.

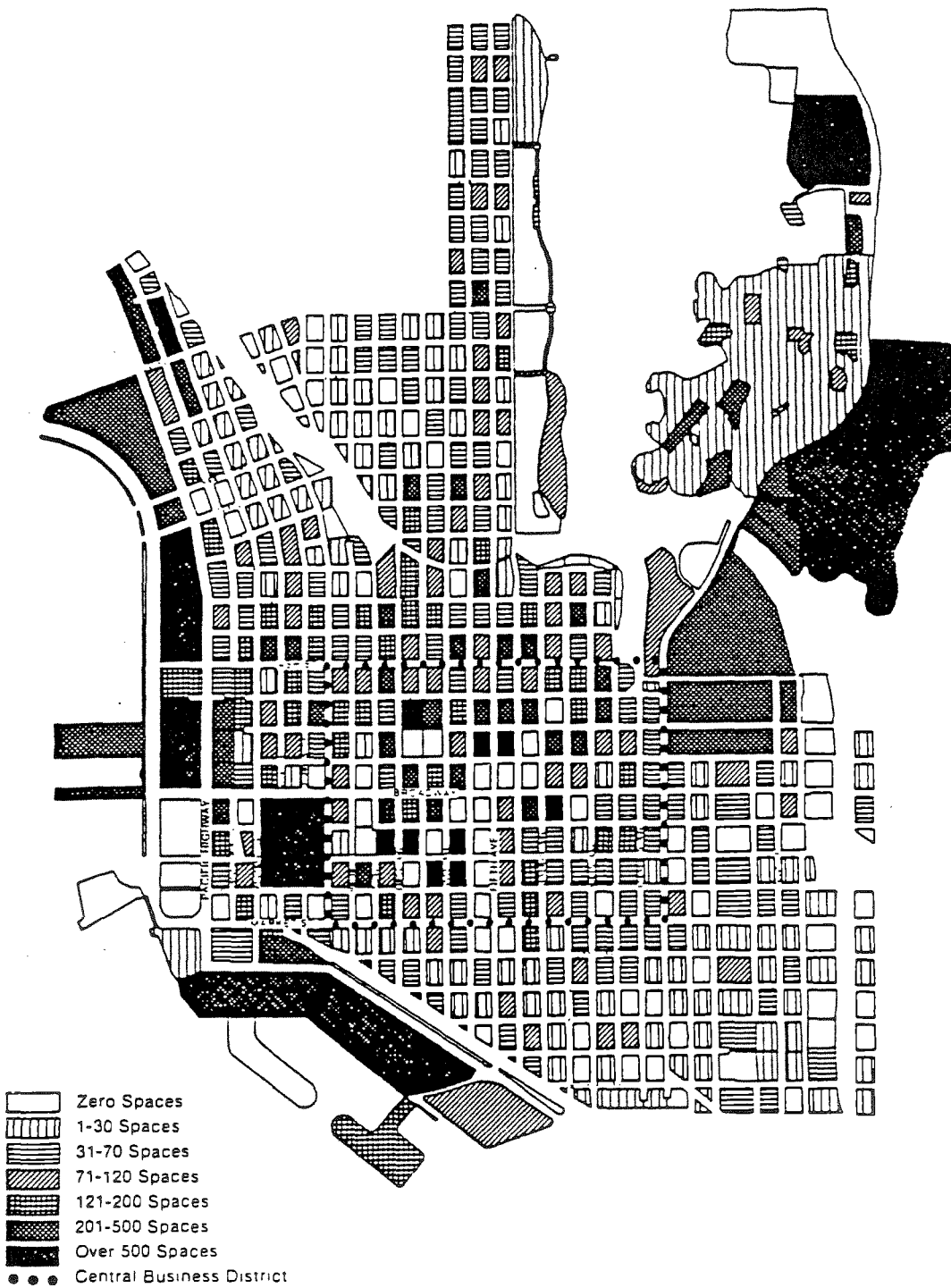
**TABLE 4.B-2  
PARKING SPACES AND VACANT PARKING SPACES BY TYPE  
CENTRE CITY PLANNING AREA 1988**

	<b>NUMBER OF SPACES</b>	<b>PERCENT OF TOTAL</b>	<b>NUMBER OF VACANT SPACES</b>	<b>PERCENT VACANT</b>
<b>ON-STREET</b>				
Metered	3,498	7.0	974	27.8
Unmetered	5,695	11.3	573	10.1
Motorcycle	165	0.3	59	35.8
Other	173	0.3	54	31.2
<b>Total On-Street</b>	<b>9,531</b>	<b>19.0</b>	<b>1,660</b>	<b>17.4</b>
<b>STRUCTURES</b>				
Non-Public Structures	4,423	8.8	1,214	28.3
Public Structures	11,372	22.6	2,793	19.4
Customer-Only Structures	1,169	2.3	364	16.2
<b>TOTAL STRUCTURES</b>	<b>16,964</b>	<b>33.8</b>	<b>4,371</b>	<b>37.4</b>
<b>SURFACE LOTS</b>				
Non-Public Surface Lots	9,855	19.6	2,791	28.3
Public Surface Lots	4,743	11.4	1,114	19.4
Public Lots w/ Attendant	3,854	7.7	624	16.2
Customer-Only Lots	4,287	8.5	1,603	37.4
<b>TOTAL SURFACE LOTS</b>	<b>23,739</b>	<b>47.3</b>	<b>6,132</b>	<b>25.8</b>
<b>TOTAL OFF-STREET</b>	<b>40,703</b>	<b>81.0</b>	<b>10,503</b>	<b>25.8</b>
<b>TOTAL</b>	<b>50,234</b>	<b>100.00</b>	<b>12,163</b>	<b>24.2</b>

CCDC:\REPORTS\Table-3.3A/zhm

NOTE: From SANDAG 1988 Survey of peak parking demand between hours of 10:00 a.m. and 3:00 p.m., Monday through Friday.

SOURCE: Korve Engineering, 1991.



SOURCE: San Diego Association of Governments

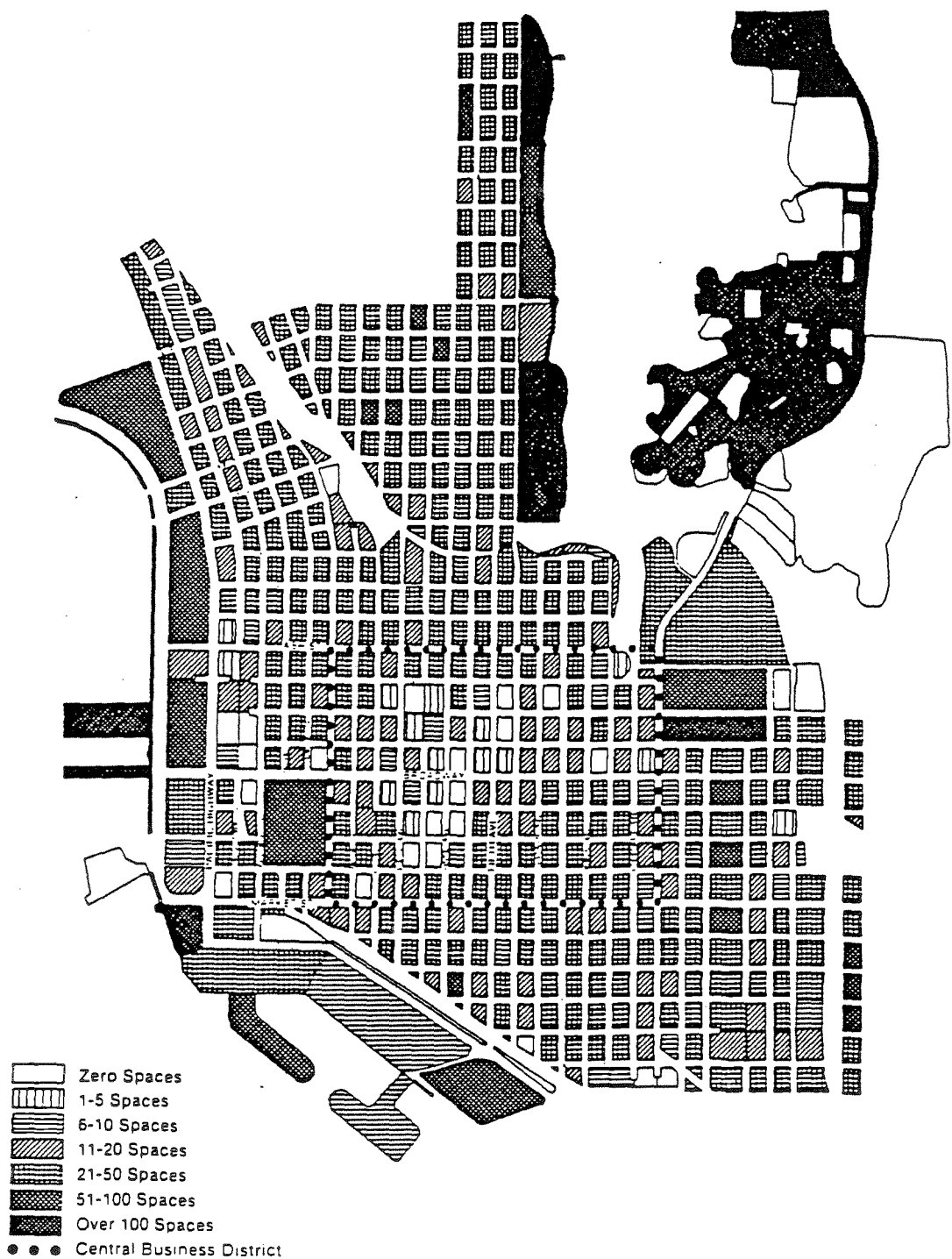


Total Off-street Parking Spaces, 1988

FIGURE

4.B-2





SOURCE: San Diego Association of Governments



Total On-street Parking Spaces, 1988

FIGURE

4.B-3

Table 4.B-3

## EXISTING TRANSIT SERVICE TO CENTRE CITY, 1991

ROUTE NO.	ROUTE DESCRIPTION	ROUTE TYPE *	WEEKDAY SPAN OF SERVICE	PM PEAK HOUR AVERAGE FREQUENCY **
1	DOWNTOWN SAN DIEGO/73RD AND EL CAJON BLVD.	T	4:34 AM - 1:13 AM	30 MIN.
2	30TH ST. & ADAMS/SAN DIEGO INT'L AIRPORT	THRU	4:36 AM - 12:29 AM	10 MIN.
3	MISSION HILLS/EUCLID TROLLEY STATION	THRU	5:30 AM - 10:48 PM	15 MIN.
4	CLAIREMONT/LOMITA VILLAGE	THRU	5:02 AM - 11:24 PM	15 MIN.
5/105	UNIVERSITY CITY/EAST SAN DIEGO	THRU	4:45 AM - 11:41 PM	30 MIN.
6A	POINT LOMA/DOWNTOWN SAN DIEGO	E	6:44 AM - 5:25 PM ***	N/A
7/7B	DOWNTOWN SAN DIEGO/LA MESA	T	4:40 AM - 1:52 AM	6 MIN.
9	PACIFIC BEACH/DOWNTOWN SAN DIEGO	T	5:32 AM - 8:49 PM	30 MIN.
11	SDSU/SOUTH SPRING VALLEY	THRU	4:18 AM - 11:29 PM	15 MIN.
15	DOWNTOWN SAN DIEGO/EL CAJON	T	4:34 AM - 1:26 AM	30 MIN.
16	MARKETPLACE AT THE GROVE/MISSION VILLAGE	THRU	5:27 AM - 11:44 PM	60 MIN.
19	SUBURBAN COMMUNITY/CENTRE CITY E./NAS (CORONADO)	E	5:26 AM - 4:53 PM ***	12 MIN.
20	DOWNTOWN SAN DIEGO/NORTH COUNTY FAIR AND I-15 CORRIDOR	T	4:56 AM - 11:08 PM	15 MIN.
25	CLAIREMONT/KEARNEY MESA/DOWNTOWN SAN DIEGO	T	5:48 AM - 11:33 PM	30 MIN.
29	NTC AND SUB PIER/NATIONAL CITY/CHULA VISTA/OTAY MESA	THRU	4:30 AM - 2:13 AM	30 MIN.
30	DOWNTOWN SAN DIEGO/PACIFIC BEACH/LA JOLLA/SCRIPPS BEACH	T	5:10 AM - 7:52 PM	30 MIN.
34	DOWNTOWN SAN DIEGO/PACIFIC BEACH/LA JOLLA/UNIVERSITY CITY	T	5:12 AM - 1:04 AM	15 MIN.
35	DOWNTOWN SAN DIEGO/OCEAN BEACH	T	5:10 AM - 12:54 PM	30 MIN.
40	FLETCHER HILLS/SAN CARLOS/ALLIED GARDENS/ DOWNTOWN SAN DIEGO	E	6:10 AM - 6:23 PM ***	30 MIN.
43	ALLIED GARDENS/MISSION VALLEY/HILLCREST/DOWNTOWN SAN DIEGO	T	5:34 AM - 11:24 PM	60 MIN.
50	DOWNTOWN SAN DIEGO/CLAIREMONT/UNIVERSITY CITY	T	5:46 AM - 6:34 PM	15 MIN.
70	EAST SAN DIEGO/DOWNTOWN SAN DIEGO	E	6:05 AM - 6:23 PM ***	30 MIN.
115	DOWNTOWN SAN DIEGO/SDSU/EL CAJON	T	5:25 AM - 10:54 PM	30 MIN.
210	DOWNTOWN SAN DIEGO/MIRA MESA EXPRESS	E	5:40 AM - 6:19 PM ***	15 MIN.
220	DOWNTOWN SAN DIEGO/RANCHO PENASQUITOS EXPRESS	E	6:05 AM - 6:09 PM ***	15 MIN.
230	DOWNTOWN SAN DIEGO/RANCHO BERNARDO EXPRESS	E	5:38 AM - 6:39 PM ***	15 MIN.
800	OCEANSIDE/SAN DIEGO EXPRESS	E	5:40 AM - 6:55 PM ***	12 MIN.
810	ESCONDIDO/SAN DIEGO EXPRESS	E	5:49 AM - 6:29 PM ***	18 MIN.
820	POWAY/SAN DIEGO EXPRESS	E	6:23 AM - 6:02 PM ***	30 MIN.
901	IMPERIAL BEACH/DOWNTOWN SAN DIEGO VIA CORONADO	T	4:58 AM - 1:40 PM	30 MIN.
902	CORONADO/DOWNTOWN SAN DIEGO VIA ORANGE AVE.	T	5:45 AM - 6:08 PM ***	30 MIN.
903	N. ISLAND NAS/DOWNTOWN SAN DIEGO VIA 3RD & 4TH ST.	T	5:10 AM - 5:35 PM ***	30 MIN.
932	DOWNTOWN SAN DIEGO/NATIONAL CITY/CHULA VISTA/ SAN YSIDRO INT'L BORDER	T	5:15 AM - 11:18 PM	30 MIN.
945	GAS LAMP TROLLEY	TROLLEY	11:00 AM - 10:54 PM ***	30 MIN.
EASTLINE	EL CAJON/LA MESA/LEMON GROVE/CENTRE CITY - BAYSIDE	TROLLEY	4:04 AM - 2:11 AM	15 MIN.
SOUTHLINE	SAN YSIDRO/CHULA VISTA/NATIONAL CITY/CENTRE CITY	TROLLEY	4:26 AM - 1:43 AM	7.5 MIN.

\* T = TERMINATES IN CENTRE CITY,  
THRU = SERVICE THROUGH CENTRE CITY,  
E = EXPRESS SERVICE.

\*\*\* PEAK HOUR SERVICE ONLY.

SOURCE: METROPOLITAN TRANSIT SYSTEM TIMETABLES

Transit service into the Planning Area uses several major approach corridors. These are mainly Harbor Drive/Pacific Highway, Front Street/First Avenue, Fourth/Fifth/Sixth Avenue, Tenth/Eleventh Avenue, and Broadway, F/G Streets, Market Street, and Logan/National Avenue. Broadway carries the heaviest bus volumes of all those mentioned.

### Pedestrian and Bicycle Systems

Pedestrian Circulation. Currently, the key area of pedestrian activity in the Planning Area is the Core Redevelopment District, including pedestrian circulation north from the core to parking areas and south to the Gaslamp Quarter Sub Area. The principal area of pedestrian activity is along Broadway, due largely to the concentration of bus service along this street, and also to the interaction among the business and retail/commercial activities in the vicinity.

Bicycle Circulation. Figure 4.B-4 shows the existing bicycle routes in the Planning Area. Currently, there are three types of bicycle routes in the city: Class I, Class II, and Class III. They are described as follows:

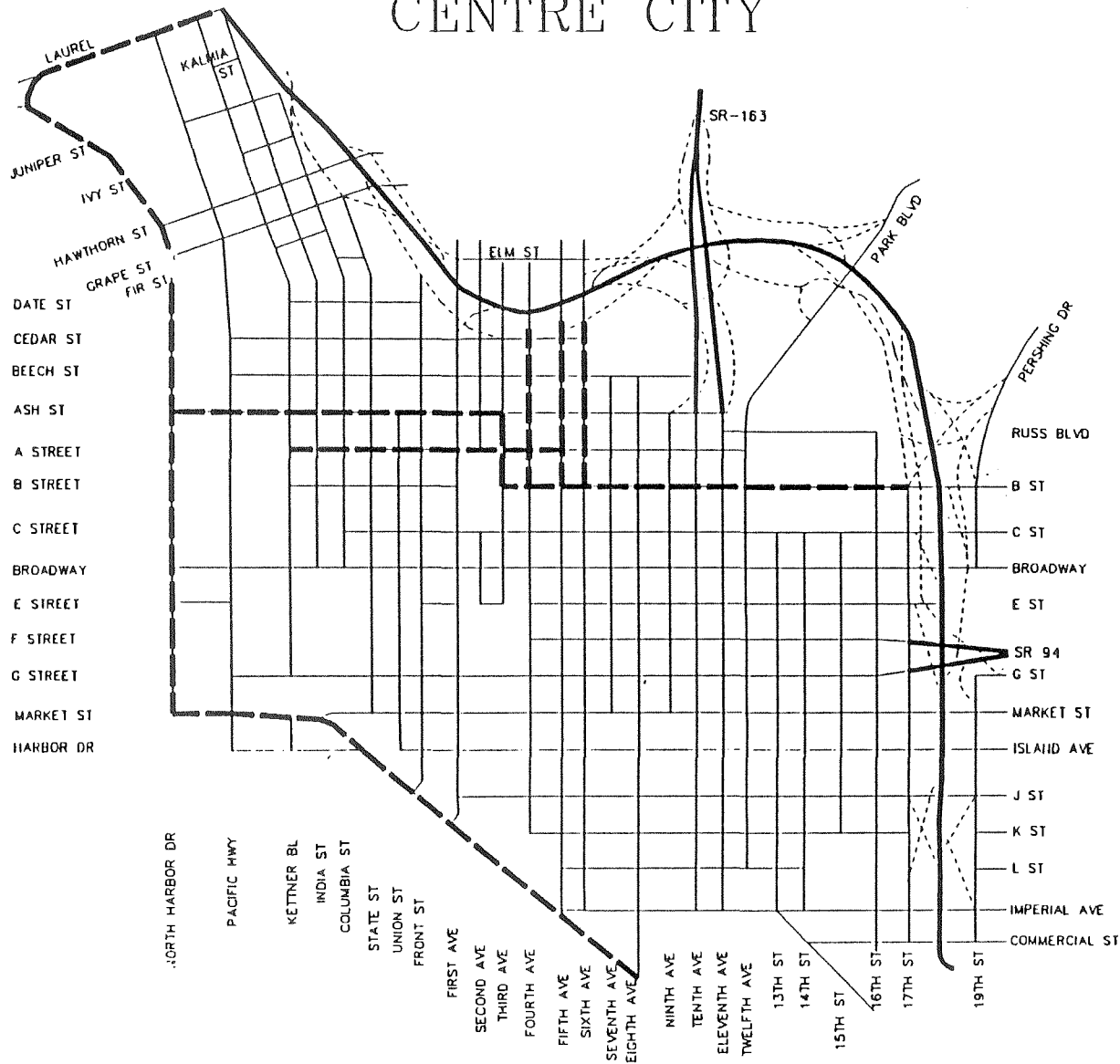
- Class I (Bike Path)

This class provides a completely separated right-of-way for use only by bicycles (with use by pedestrians permitted). In the Planning Area, the existing bike paths are the Embarcadero bike path located in the Embarcadero area and the North Harbor Drive bike path from the Laurel Street to Hawthorn Street.

- Class II (Bike Lane)

In this case, a lane is painted for one-way travel on the pavement for exclusive use by bicycles, with crossings by pedestrians and motorists permitted. An example of this type of facility is the Harbor Drive bike lane from Kettner Boulevard east to the study area limits.

# CENTRE CITY



LEGEND	
FREWAY	
STREET	
FREWAY RAMP	
EXISTING BIKEWAY	

SOURCES: City of San Diego Transportation System Management Section, Traffic Engineering Division  
EIR for the 6th Amendment to Columbia Redevelopment Plan

4.B-13



Existing Bikeways

FIGURE

4.B-4

- Class III (Bike Route)

This type of bikeway is designated solely by signs or other such markings and is shared with motorists and pedestrians. Some examples of this class located within the study area boundaries are the bike routes along Ash Street from North Harbor Drive to 3rd Avenue, 5th Avenue from B Street to I-5, and Laurel Street from North Harbor Drive to I-5.

## 2. Impacts

This section describes the procedures followed to establish the future transportation supply and demand conditions arising from the proposed Community Plan. It also outlines the evaluation criteria used to establish the Level of Service (LOS) on the roadway system under different scenarios.

### Methodology

Land Use Scenarios. As described previously in this EIR, the development under the proposed Community Plan has been analyzed based upon projections to ultimate capacity in year 2025. The work done concerning the transportation and circulation element of the environmental analysis of the proposed Community Plan is also based on that ultimate capacity scenario.

To use the ultimate capacity projections, the amount of land use in each of 28 categories was specified for each of the approximately 400 city blocks in the Planning Area. The definitions of the 28 categories used are indicated in Appendix E (Table 4.1-A). New development is distinguished from retained uses. The blocks are aggregated spatially into a hierarchy of two zoning systems. At the low level of the hierarchy, groups of adjacent blocks go together into specific zones in the Centre City Transportation Analysis Program (CCTAP) zoning system. There are 95 of these CCTAP zones in the Planning Area. At the higher level, groups of CCTAP zones go together into specific zones in the SANDAG (1985) traffic zoning system. There are 16 of these SANDAG zones that together cover the Planning Area. These two zoning systems are depicted in Appendix E (Figure 4.1-A and Figure 4.1-B). Summaries of the volume of land use in each category by SANDAG zone for each scenario are also provided in Appendix E (Table 4.1-B and 4.1-C).

a. Supply

Street Segments. The proposed Community Plan presents the general configuration of the streets making up the street network in the Planning Area. A complete network description showing the specific number of through traffic lanes in each direction and the LOS-related classification at each point along each street consistent with this network was developed. This proposed street network is called the "Future Base Network" in this section and is described below.

Freeways and Ramps. The proposed configuration of freeways and ramps under this traffic analysis was assumed to be the same as what exists at present as outlined in the existing conditions section above.

Parking. The supply of parking at ultimate capacity was determined by adding the retained parking to the permitted number of onsite stalls for each new development according to the rates shown in Table 4.B-4. It is projected that approximately 70,133 additional parking spaces would result through implementation of the proposed Community and Redevelopment Plans, of which 64,883 would be permitted onsite stalls for new developments, and 5,250 would be in remote parking supply (as summarized in Appendix E, Table 4.4-A).

Public Transportation. Current SANDAG Regional Model forecasts indicate the need for a capacity of at least 120 buses and 65 trolley cars in the AM peak hour for routes serving the Planning Area in the year 2010 to achieve a 26 percent transit mode split . Also forecast for the same time is a need for a minimum of 17 commuter rail cars. The existing route structure is assumed to remain into the future, with some restructuring to connect bus services to trolley routes. The objective transit mode split of 40 percent contained in the proposed Community Plan represents a 14 percent increase over that used in the existing SANDAG Regional model.

TABLE 4.B-4  
PARKING RATES: DEMAND AND MAXIMUM PERMITTED ON-SITE

LAND USE CODE	LAND USE CATEGORY	UNITS	PARKING DEMAND PER UNIT	SOURCE CODE	PARKING ON-SITE PER UNIT	SOURCE CODE
1	RESIDENTIAL Multi-family	du	1.1	1	1.1	1
2	Single-family	du	1.1	1	1.1	1
3	Retirement/Senior/SRO	rooms	1.1	4	1.1	3
4	COMMERCIAL Regional Shopping Center	sq.ft.	0.0025	1	0.0025	1
5	Retail/restaurants/child care	sq.ft.	0.0025	1	0.0025	1
6	OFFICES Commercial/Military Office	sq.ft.	0.0014	2	0.00120 - 0.00125*	1
7	Government Office (not library/P.O)	sq.ft.	0.0014	2	0.00120 - 0.00125*	1
8	Library	sq.ft.	0.001	1	0.001	1
9	Post Office	sq.ft.	0.001	1	0.001	1
10	VISITOR SERVING COMMERCIAL Hotel/Motel	room	1	1	0.7	1
11	Meeting Hall/Conventional Center	sq.ft.	0.0005	1	0.0005	1
12	TRANSPORTATION FACILITIES Gasoline Service Station	each	5	2	5	3
13	Auto Repair	sq.ft.	0.0005	1	0.0005	1
14	Car Dealer	sq.ft.	0.0005	1	0.0005	1
15	Auto Rental/Airport Shuttle	sq.ft.	0.0005	1	0.0005	1
16	Transit Depot/Hub	n/a				
17	INDUSTRIAL Industrial (include SDG&E substation)	sq.ft.	0.00032	2	0.00032	3

4.B-16

**TABLE 4.B-4 (continued)**  
**PARKING RATES: DEMAND AND MAXIMUM PERMITTED ON-SITE**

LAND USE CODE	LAND USE CATEGORY	UNITS	PARKING DEMAND PER UNIT	SOURCE CODE	PARKING ON-SITE PER UNIT	SOURCE CODE
18	INSTITUTIONAL House of Worship	each	10	2	10	3
19	Social Services/Transitional Housing	bed	1	1	0.7	1
20	EDUCATIONAL College	students	0.400	2	0.188	3
21	High School (secondary school)	students	0.110	2	0.11	3
22	Elementary School	students	0.018	2	0.018	3
23	RECREATIONAL Park (undeveloped)	n/a				
24	Marina	berth	0.26	5	0.26	4
25	Theaters/Concert Halls	sq.ft.	0.001	1	0.001	1
26	OTHER Fire Station	n/a				
27	Police Station	n/a				
28	Right-of-Way	n/a				

290081x0:\12-23-91.RPT\Table-4.B-6/zhm

**Source Code Key:**

- 1 = Rate taken from Centre City and Balboa Park Parking Management Plan by Wilber Smith Associates, January 1990
- 2 = Rate based on calculations by Korve Engineering
- 3 = Rate determined in discussion with CCDC staff
- 4 = Rate based on analogy
- 5 = Rate taken from ITE Parking Generation, Second Edition
- \* Rate for permitted maximum parking on-site for categories 6 and 7 drops from 0.00125 stalls per square feet in 2010 to 0.00120 stalls per square feet in 2025.



Pedestrian and Bicycle Systems. The future base configurations of the pedestrian and bicycle systems were taken directly from the proposed Community Plan.

b. Demand

Traffic. Forecasts of the traffic demand volumes for the streets in the Planning Area and the freeways and ramps providing access into and out of the Planning Area were developed using a traffic demand modelling process that employed both the SANDAG Tranplan-based Regional Model and an update of the Micro-TRIPS-based CCTAP model.

The City's CCTAP model was used to forecast 2020 and 2025 traffic volumes. As the model had already been previously calibrated, no methodological changes were made to the modeling process. The land use inputs and transportation networks were however updated to represent 2010 and 2025 land use conditions of the proposed Community and Redevelopment Plans.

The SANDAG Regional Model currently uses 2010 as its horizon year. Its trip generation calculations use zonal input values expressed in terms of households and employees. SANDAG trip generation equations were applied in order to get AM period and all day person trip tables. Consistent with the Plans, a mode split with 40 percent of the work trips coming into the Planning Area during the AM using transit and 30 percent using non-drive alone modes is assumed. Both transit and auto driver trip tables are produced for the following trip purposes:

- home to work
- home to shop
- home to other
- work to other
- other to other

A Fratar-style procedure is used to factor the 2010 trip projections into an auto driver trip table for the projected ultimate capacity in year 2025.

Eight screenlines are defined for the Planning Area. A screenline is a cordon line across a number of streets, usually north/southbound or east/westbound to capture volume of traffic over a large area. These screenlines are shown in Figure 4.B-5. The traffic analysis considers the volumes on the links crossing each screenline. At a given screenline, the AM peak hour volumes coming from the model were adjusted to account for traffic seeking alternative routes to avoid congestion.

These adjusted AM peak hour volumes are compared with LOS criteria provided by the City of San Diego Transportation Planning Division in order to establish the resulting LOS at each point along the screenline.

Parking. The demand for parking at ultimate capacity in year 2025 is determined using the rates shown in Table 4.B-4. The rates shown in Table 4.B-4 are for a 40 percent transit mode split.

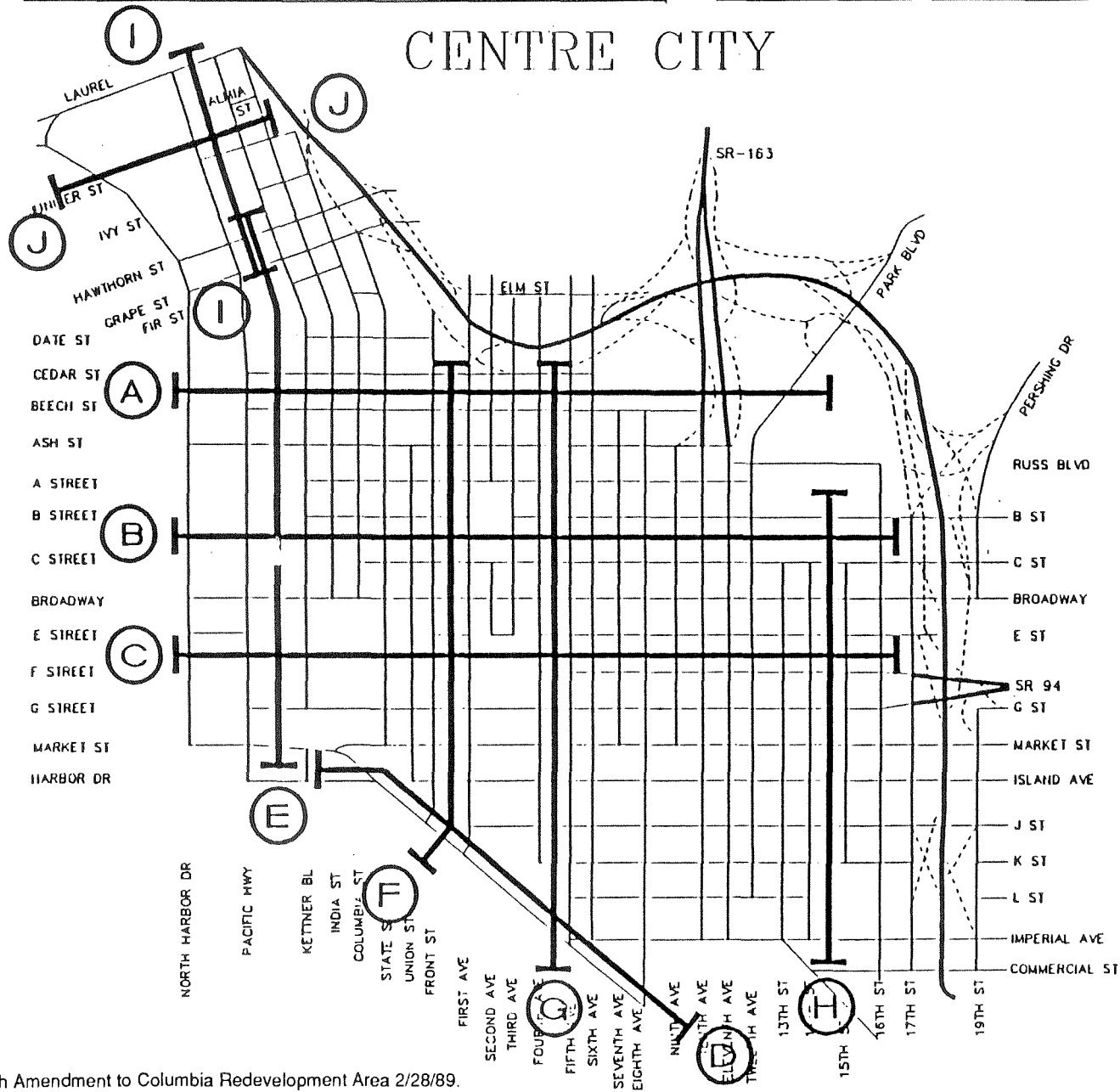
### Street Segment Impacts

The following section describes the forecasted volumes and the levels of service for the streets within the Planning Area at ultimate capacity in year 2025.

Ultimate Capacity Traffic Circulation. Detailed information on the projected ultimate capacity street network for the year 2025 is summarized in Appendix E (Table 4.2-A). This table shows the street classification and the number of lanes for each of the street segments as was recommended by the proposed Community Plan. The changes required in going from existing (1990) to ultimate capacity network are depicted in Appendix E. The roadways are classified into three categories: major street, collector street and local street. An impact analysis was provided which looked at the adequacy of these proposed improvements as discussed below.

Demand Forecasts. Based upon the circulation system in the Community Plan, AM peak hour volumes and daily volumes were calculated for the ultimate capacity conditions in year 2025 with a 40 percent transit mode split. These volumes are included in Appendix E (Tables 4.2-E and 4.2-F. Figures 4.2-D and 4.2-E).

# CENTRE CITY



LEGEND	
FREEWAY	
STREET	
FREEWAY RAMP	
SCREENLINE	
SCREENLINE LABEL	

4.B-20

SOURCE: 6th Amendment to Columbia Redevelopment Area 2/28/89.

FIGURE



Screenlines for Street Analysis

4.B-5

Ultimate Capacity Level of Service. The projected screenline AM peak volumes along with the LOS at ultimate capacity year 2025 conditions are summarized in Table 4.B-5. The corresponding AM peak LOS for 2025 for all the streets with LOS worse than D are depicted in Figure 4.B-6. At ultimate capacity year 2025, an AM peak hour LOS of F would occur on Broadway westbound, Harbor Drive northbound, North Harbor Drive between Laurel and Beech Street, Beech Street westbound at Front/Union, Pacific Highway north and southbound, Laurel Street westbound at Pacific Highway and Second Avenue southbound near Beech Street, Fifth Avenue northbound at E/F Streets. An AM peak hour LOS of E would occur on Ash Street and Broadway eastbound west of Kettner, Imperial Avenue westbound at 14th/15th Streets, and North Harbor Drive between Cedar Street and Market Street, and Third Avenue southbound near C Street, Columbia Street southbound at Beech Street, State Street northbound between E and F Streets, Market Street westbound between Fourth and Fifth Avenues.

#### Freeway and Ramp Impacts

Ultimate Capacity. In the ultimate capacity year 2025 analysis, no improvements to freeway and ramp configurations were assumed. The freeway and ramp capacities were the same as those assumed in the 1985 CCTAP. These numbers were obtained from Caltrans, District 11. The ultimate capacity freeway ramp traffic volumes are shown in Appendix E (Table 4.3-B).

Demand Forecasts. The ultimate capacity freeway counts from the model output for the daily and AM peak are shown in Appendix E (Table 4.3-C). Daily and AM peak traffic volumes are highest on I-5 between Route 94/Pershing Drive and Pershing Drive/SR-163.

The ultimate capacity freeway volume to capacity ratios indicate that several freeway segments will degrade in LOS by the year 2025. A freeway LOS of F would be expected on I-5 between Route 94 and Route 163, on Route 163 between I-5 and Quince Street and on Route 94 between the beginning of the freeway and 25th Street, in the peak hour. The section of I-5 between Hawthorn Street and Laurel Avenue will operate at LOS E in the peak hour by Year 2025 (see Table 4.B-6).

TABLE 4.B-5  
 SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY  
 (40 PERCENT MODE SPLIT)

Screenline A Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	700	700	E
Pac.Hwy	2750	2780	E
India St	600	700	D
State St	1750	2190	D
Union St	250	700	
First Ave	2500	4000	
Second Ave	75	700	
Third Ave	400	2190	
Fifth Ave	1700	4000	
Seventh Ave	50	700	
Eighth Ave	50	700	
Ninth Ave	50	700	
Park Blvd	700	1830	
Overall	11575	21890	

Screenline A Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	800	700	F
Pac.Hwy	2900	2780	F
Kettner Blvd	2300	2990	D
India St	600	700	D
Columbia St	650	700	E
Union St	200	700	
Front Ave	2800	4000	
Second Ave	1550	1430	F
Fourth Ave	3100	4000	D
Sixth Ave.	3050	4000	D
Seventh Ave	400	700	
Eighth Ave	300	725	
Ninth Ave	100	700	
Park Blvd	800	1830	
Overall	19550	25955	

TABLE 4.B-5a

## SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY

## Screenline B Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	600	700	D
Pac.Hwy	2800	2780	F
Kettner Blvd	600	1830	
India St	1000	2990	
State St	1200	2990	
Union St	350	700	
First Ave	2200	2990	
Third Ave	600	1430	
Fifth Ave	1600	2990	
Seventh Ave	450	1430	
Eighth Ave	200	1430	
Ninth Ave	600	700	D
Eleventh Ave	1950	4000	
Fourteenth St	100	725	
Sixteenth St	300	1830	
Overall	14550	29515	

## Screenline B Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	700	700	E
Pac.Hwy	3100	2780	F
Kettner Blvd	1000	1830	
Columbia St	1600	2990	
Union St	300	700	
Front St	1300	4000	
Third Ave	650	700	E
Fourth Ave	2700	4000	
Sixth Ave	2000	2990	
Seventh Ave	550	1430	
Eighth Ave	1300	2990	
Ninth Ave	200	700	
Tenth Ave	1450	4000	
Sixteenth St	700	1830	
Overall	17550	31640	

**TABLE 4.B-5b**  
**SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY**

Screenline C Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	700	700	E
Pac.Hwy	2700	2780	E
Kettner Blvd	1400	1830	D
State St	700	725	E
Union St	650	725	D
First Ave	2000	4000	
Fifth Ave	1500	1450	F
Seventh Ave	900	1430	D
Eighth Ave	500	1430	
Ninth Ave	600	700	D
Eleventh Ave	1900	2990	
Thirteenth St	50	700	
Fourteenth St	100	2190	
Sixteenth St	700	1830	
Overall	14400	23480	

Screenline C Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	600	700	D
Pac.Hwy	2150	2780	D
Kettner Blvd	1000	1830	
State St	400	725	
Union St	50	725	
Front St	1100	4000	
Fourth Ave	700	4000	
Sixth Ave	1100	1430	D
Seventh Ave	400	1430	
Eighth Ave	400	2990	
Ninth Ave	200	700	
Tenth Ave	700	2990	
Thirteenth St	200	725	
Sixteenth St	700	1430	
Overall	9700	26455	

TABLE 4.B-5c  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY

Screenline D Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Harbor Dr	3500	1830	F
First Ave	2800	2990	D
Fifth Ave	600	700	D
Eighth Ave	850	1830	
Overall	7750	7350	

Screenline D Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Harbor Dr	750	1830	
Front St	500	2990	
Fifth Ave	600	700	D
Eighth Ave	1550	1830	D
Overall	3400	7350	



TABLE 4.B-5d  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY

Screenline E Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Grape St	1600	4000	
Fir St	50	700	
Cedar St	100	700	
Beech St	500	700	D
Ash St	2100	2780	D
Broadway	1600	1830	E
G St	1150	1980	
Harbor Dr	950	2780	
Overall	8050	15470	

Screenline E Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Hawthorn St	3300	4000	D
Fir St	50	700	
Cedar St	100	700	
Beech St	250	700	
Ash St	1650	2780	
Broadway	1450	1830	D
G St	600	1830	
Harbor Dr	3800	2780	F
Overall	11200	15320	

**TABLE 4.B-5e**  
**SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY**

Screenline F Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Cedar St	50	725	
Beech St	350	700	
A st	1650	4000	
Broadway	1250	1830	
E St	100	700	
F St	200	1430	
G St	350	4000	
Market St	900	1830	
Island Ave	100	840	
Harbor Dr	950	1830	
Overall	5900	17885	

Screenline F Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Beech St	900	700	F
Ash St	3750	4000	D
B St	3750	4000	D
Broadway	2650	1830	F
E St	450	725	
F St	750	1430	
Market St	2450	2780	D
Island Ave	800	840	E
Harbor Dr	3400	1830	F
Overall	18900	18135	

TABLE 4.B-5f  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY

Screenline G Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Cedar St	850	1450	D
Beech St	200	700	
A st	1550	4000	
Broadway	1550	1830	
E St	400	2190	
G St	250	4000	
Market St	700	1830	
Island Ave	50	700	
J St	350	700	
K St	50	700	
Harbor Dr	950	1830	
Overall	6900	19930	

Screenline G Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Beech St	600	700	D
Ash St	3800	4000	D
B St	3800	4000	D
Broadway	2550	1830	F
F St	2700	4000	
Market St	2700	2780	E
Island Ave	600	700	D
J St	600	700	D
K St	600	700	D
Harbor Dr	2850	1830	F
Overall	20800	21240	

TABLE 4.B-5g  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY

Screenline H Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
C St	800	2190	
Broadway	450	1830	
E St	350	1430	
G St	1250	4000	
Market St	600	1830	
Island Ave	50	700	
J St	250	700	
K St	50	700	
Imperial Ave	300	1830	
Overall	4100	15210	

Screenline H Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
B St	2600	2990	D
Broadway	1900	1830	F
E St	1300	1430	D
F St	3100	4000	D
Market St	2200	2780	D
Island Ave	550	700	D
J St	600	700	D
K St	350	700	
Imperial Ave	1700	1830	E
Overall	14300	16960	

**TABLE 4.B-5h**  
**SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY**

Screenline I Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Laurel St	1100	2780	
Grape St	1600	4000	
Overall	2700	6780	

Screenline I Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Laurel St	3750	2780	F
Hawthorn St	3300	4000	D
Overall	7050	6780	

TABLE 4.B-51  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 ULTIMATE CAPACITY

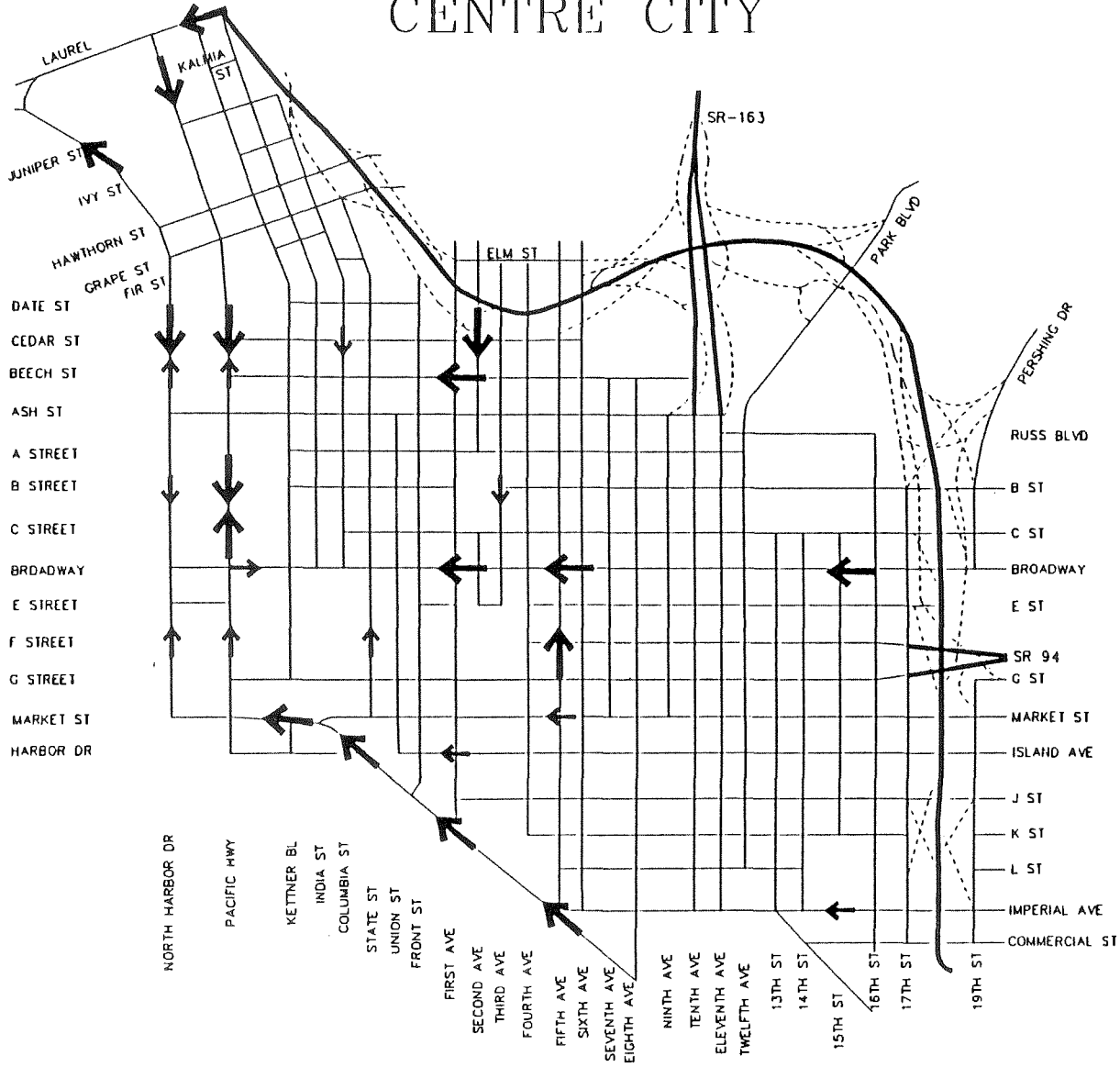
Screenline J Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	4200	2780	F
Pac.Hwy	2800	2780	F
India St	800	2990	
Overall	7800	8550	

Screenline J Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	2400	2780	D
Pac.Hwy	4000	2780	F
Kettner Bl.	2500	2990	D
Overall	8900	8550	

# CENTRE CITY



LEGEND	
FREELWAY	
STREET	
FREELWAY RAMP	
LOS F	
ARROW SHOWS DIRECTION OF TRAVEL	
LOS E	

SOURCE: 6th Amendment to Columbia Redevelopment Area, February 1989



LOS 2025 Ultimate Capacity (AM peak hour)

FIGURE

**4.B-6**

TABLE 4.B-6

ULTIMATE CAPACITY FREEWAY V/C RATIO  
IN THE VICINITY OF CENTRE CITY SAN DIEGO

FREEWAY:	2025 ULTIMATE CAPACITY		
	AM PK	V/C	LOS
Interstate 5 Freeway:			
J ST. TO RTE 94	14,460	0.80	C
RTE 94 TO PERSHING DR.	23,340	1.30	F
PERSHING DR. TO RTE 163	25,010	1.26	F
RTE 163 TO SIXTH AVE.	14,910	0.83	D
SIXTH AVE. TO FIRST AVE.	15,805	0.80	C
FIRST AVE TO HAWTHORN ST.	11,535	0.64	B
HAWTHORN ST. TO LAUREL ST.	17,625	0.98	E
Route 163:			
I-5 TO QUINCE ST.	16,040	2.23	F
Route 94:			
FREEWAY BEGIN TO 25TH ST.	14,880	1.03	F



Unmitigated LOS. The future base ramp capacities were used in conjunction with the future base ramp volumes to generate a volume-to-capacity ratio (V/C) for each ramp. The V/C ratios, along with the level of service associated with them, are shown in Table 4.B-7. In the morning peak hour, there were nine ramps with an LOS of E or worse. In the evening peak hour, there were eight ramps with an LOS of E or worse.

These ramps generally carried the same LOS for AM and PM peak, and included I-5 ramps 1) northbound off to J street and 19th Street, 2) northbound on from Pershing Drive and B Street on, 3) northbound off to 6th Avenue, 4) northbound on from 1st Avenue, and easterly SR-163 northbound ramp on from 11th Avenue. All of the above would operate at LOS F in both AM and PM peak conditions. On I-5, the southbound off ramp to Front Street would operate at LOS E in the AM peak, and the southbound off ramp to 2nd Avenue as well as the northbound off ramp to Hawthorn Street would operate at LOS F in the AM peak. In the PM peak, the southbound on ramp from Grape Street would operate at LOS F and the northbound off ramp to Hawthorn Street would operate at LOS E. Finally, the eastbound SR 94 on ramp from G Street would operate at LOS F in the PM peak hour.

#### Parking Impacts

Ultimate Capacity Parking Demand and Supply. The parking demand was calculated based on the proposed land-use changes to ultimate capacity at 2025. As shown in Table 4.B-8, there would be an increase in the parking demand at ultimate capacity year 2025. This increase is mainly due to the increase in developments that are proposed for the year 2025. A total of 128,182 spaces will be required to accommodate demand in 2025. Parking demand will exceed parking supply by 9,618 spaces (in the best case) and 18,810 spaces (in the worst case). This parking shortage is considered a significant adverse impact. Figure 4.B-7 illustrates the parking demand and supply by TAZ for the the Planning Area at ultimate capacity year 2025. The mode-split assumed for this scenario was 40 percent transit usage.

TABLE 4.B-7

FUTURE BASE FREEWAY RAMP V/C's  
IN THE VICINITY OF CENTRE CITY SAN DIEGO

RAMP LOCATION:	EXISTING CONDITIONS SCENERIO					2025 UNMITIGATED SCENERIO							
	Year	ADT	Peak Hour AM	Peak Hour PM	Peak Hour CAPACITY	ADT	% CHANGE	Peak Hour AM	Peak Hour V/C	Peak Hour LOS	Peak Hour PM	Peak Hour V/C	Peak Hour LOS
NB OFF TO J ST. AND 19TH ST.	1990	8900	630	1110	1500	26742	3.0	1893	1.26	F	3335	2.22	F
NB ON FROM IMPERIAL AVE. AND 19TH ST.	1990	6400	590	650	1500	8190	1.3	755	0.50	A	832	0.55	A
SB OFF TO IMPERIAL AVE. AND 17TH ST.	1990	5300	450	480	1500	9352	1.8	794	0.53	A	847	0.56	A
SB ON FROM J ST. AND 17TH ST.	1990	4800	310	480	1500	9708	2.0	627	0.42	A	971	0.65	B
SB ON FROM E ST.	1990	4800	690	400	1500	3896	0.8	560	0.37	A	325	0.22	A
NB OFF TO PERSHING DR.	1990	5500	470	550	2800	4470	0.8	382	0.14	A	447	0.16	A
NB OFF TO B ST.	1990	5500	970	410	1500	5551	1.0	979	0.65	B	414	0.28	A
SB ON FROM PERSHING DR. AND C ST.	1990	7600	510	720	1500	7317	1.0	491	0.33	A	693	0.46	A
NB ON FROM PERSHING DR. AND B ST; B ST.	1990	4800	430	350	1500	26032	5.4	2332	1.55	F	1898	1.27	F
NB ON FROM PERSHING DR.	1990	7900	830	670	1500	6996	0.9	735	0.49	A	593	0.40	A
SB OFF TO PERSHING DR. AND B ST; B ST.	1990	4000	340	30	1500	5871	1.5	499	0.33	A	44	0.03	A
SB OFF TO PERSHING DR.	1990	13900	820	1300	1500	3390	0.2	200	0.13	A	317	0.21	A
NB ON FROM PARK BL.	1990	1400	90	130	1500	700	0.5	45	0.03	A	65	0.04	A
SB ON FROM PARK BL. AND SR-163	1990	17100	1660	1730	2800	14731	0.9	1430	0.51	A	1490	0.53	A
NB ON FROM 11TH AVE.	1989	7400	480	900	2800	2128	0.3	138	0.05	A	259	0.09	A
SB OFF TO 10TH AVE.	1990	6900	870	480	1500	5964	0.9	752	0.50	A	415	0.28	A
NB OFF TO 6TH AVE.	1990	17000	2150	1190	2800	60710	3.6	7678	2.74	F	4250	1.52	F
SB ON FROM 5TH AVE.	1990	9000	570	1180	1500	8300	0.9	515	0.34	A	1095	0.73	C
NB ON FROM 1ST AVE.	1990	32400	2250	4530	1500	22795	0.7	1583	1.06	F	3187	2.12	F
SB ON FROM 1ST AVE.	1990	10800	630	1480	1500	7646	0.7	446	0.30	A	1048	0.70	B
SB OFF TO FRONT ST.	1990	13900	2070	1000	2800	17566	1.3	2616	0.93	E	1264	0.45	A
SB OFF TO 2ND AVE.	1990	6800	1030	480	2800	19931	2.9	3019	1.08	F	1407	0.50	B
SB ON FROM GRAPE ST.	1990	21000	920	2200	1500	22689	1.1	994	0.66	B	2377	1.58	F
NB OFF TO HAWTHORN ST.	1990	25200	2390	1470	2800	46499	1.8	4410	1.58	F	2712	0.97	E
NB ON FROM HAWTHORN ST.	1990	9000	370	1050	1500	11043	1.2	454	0.30	A	1288	0.86	D

4.B-35

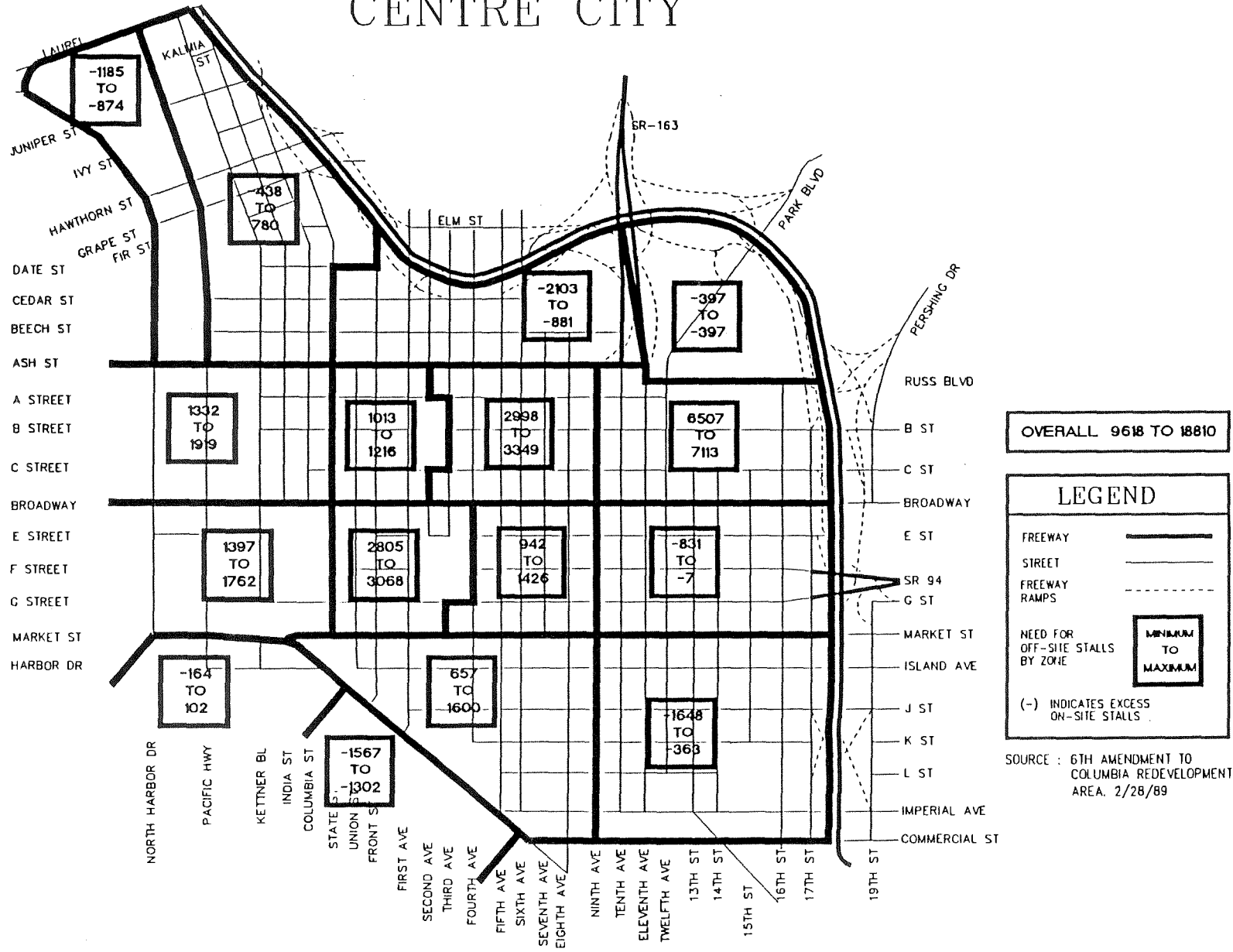
TABLE 4.B-7 (continued)

	EXISTING CONDITIONS SCENERIO					2025 UNMITIGATED SCENERIO							
	Year	ADT	Peak Hour AM	Peak Hour PM	Peak Hour CAPACITY	ADT	% CHANGE	Peak Hour AM	Peak Hour V/C	LOS	Peak Hour PM	Peak Hour V/C	LOS
State Route 94:													
WB OFF TO F ST.	1989	23400	3230	1260	4300	13837	0.6	2315	0.54	A	745	0.17	A
EB ON FROM G ST.	1989	18200	980	2240	4300	46150	2.5	2485	0.58	A	5680	1.32	F
State Route 163:													
NB ON FROM 11TH AVE.	1991	28000	1860	3080	1800	35226	1.3	2340	1.30	F	3875	2.15	F
NB ON FROM PARK BL.	1989	3200	210	380	1500	3352	1.0	220	0.15	A	398	0.27	A
SB OFF TO 10TH AVE.	1991	29000	3400	2030	2800	17016	0.6	1995	0.71	C	1191	0.43	A
SB OFF TO 4TH AVE.	1990	6500	800	510	1500	18103	2.8	2228	1.49	F	1420	0.95	E
SB OFF TO PARK BL.	1989	17700	1670	1610	1500	12379	0.7	1168	0.78	C	1126	0.75	C

TABLE 4.B-8  
PARKING DEMAND AND SUPPLY BY TAZ FOR 2025

SANDAG TAZ	PARKING DEMAND	STALLS ON-SITE RETAINED	STALLS ON-SITE NEW (*)	PRESENT STALLS ON-STREET RESTR'D	PRESENT STALLS ON-STREET UN-RESTR'D	STALLS OFF-SITE MAX	STALLS OFF-SITE MIN
180	1303	1236	640	157	154	-573	-884
181	9086	1476	6831	315	903	780	-438
182	8953	750	9083	344	878	-881	-2103
183	153	550	0	0	0	-397	-397
185	10000	5061	3020	512	75	1919	1332
186	10015	3959	4840	200	3	1216	1013
187	13045	4037	5659	331	20	3349	2998
188	12369	1332	3924	218	388	7113	6507
189	12823	6388	4674	154	211	1762	1397
190	9693	5774	852	239	24	3068	2805
191	5903	1306	3171	468	16	1426	942
192	8828	566	8269	364	460	-7	-831
193	3336	2086	1149	186	79	102	-164
194	1607	2000	908	186	79	-1302	-1567
195	10105	1439	7066	247	696	1600	657
196	10963	1279	10047	108	1177	-363	-1648
TOTAL	128182	39239	70133	4029	5163	18810	9618

# CENTRE CITY



## Public Transportation Impacts

The proposed Community Plan calls for a mode split of 40% transit for work trips into the downtown area in the year 2010. Analysis by MTDB to address this plan policy, using output from the SANDAG model has indicated this would require a total capacity of at least 150 buses, 107 trolley cars and 19 commuter rail cars during the AM peak hour. The transit capacity required to implement a 40 percent mode split represents an additional minimum of 32 buses, 42 trolley cars, and 2 commuter rail cars during the AM peak hour relative to the current SANDAG forecast that assumed a 26% transit split.

At ultimate capacity year 2025, a 40% transit split for work trips into the downtown area is assumed in the proposed Community Plan. A growth factor indicating the growth in forecast trips ends over the Planning Area was applied to project from the year 2010 to the year 2025. It is estimated that a total of at least 290 buses and 205 trolley cars would be required for the routes serving the Planning Area during the AM peak hour, along with at least 35-40 commuter rail cars, in order to provide capacity for the demand consistent with the Plan's assumption of a 40% transit split. This represents an additional minimum of 60 buses, 80 trolley cars and 20 commuter rail cars compared to the total that would be required for a 26% transit split in the year 2010.

Given the long-range nature of the above forecasts, a contingency of  $\pm 25\%$  should also be considered in the estimates for additional transit vehicles.

It should be noted that the 40% transit mode split in the proposed Community Plan is an aggressive policy goal. While the analysis above indicates the general need for additional transit vehicles, MTDB will need to undertake further detailed planning and operations studies in future years to translate this goal in to specific service requirements. This should include detailed studies of bus routes and service frequencies in the downtown area, and coordination with parking strategies and roadway improvement strategies.

## Pedestrian and Bicycle System Impacts

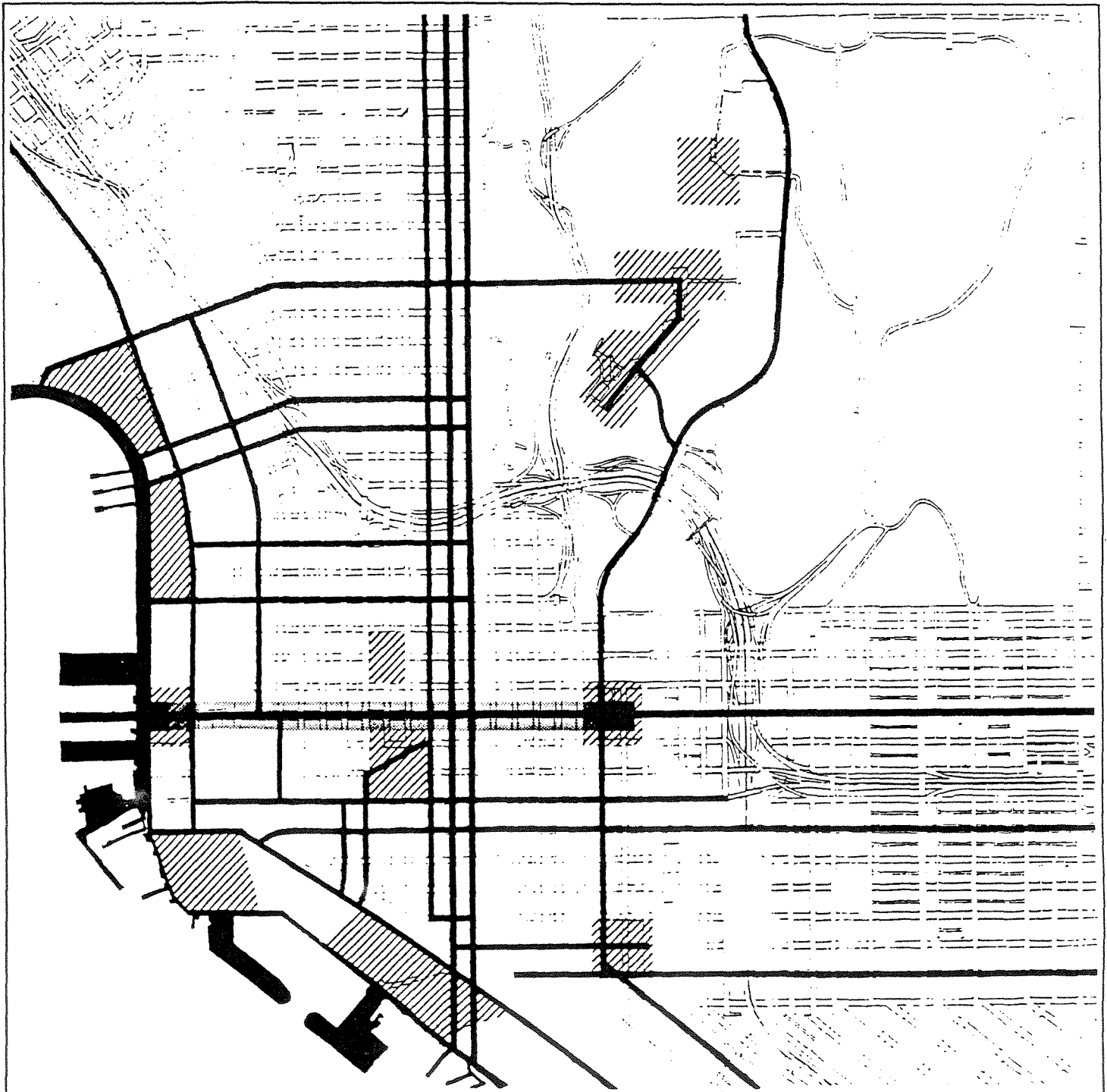
Pedestrian System. Associated with an increase in development in the Planning Area is an increase in the number of people walking to and from and particularly within the downtown. Increased travel by vehicular modes will also bring about an increased number of people walking to and from parking locations and bus and trolley stops.

The proposed Community Plan recommends a minimum width of 15 to 18 feet for sidewalks, except for Type 3 District Streets, where the minimum width is 20 feet, and for Transit Streets, where the minimum width is 27 feet. These various widths are indicated in Appendix E (Table 4.6-A). Those streets designated District Streets are primarily for the less intensively developed areas and for the residential areas outside the Core Redevelopment District. The only Transit Streets are C Street from Kettner Boulevard to Twelfth Avenue and Twelfth Avenue from C Street to south of Imperial Avenue.

The proposed system of pedestrian linkages and the locations of the high activity centers are identified in Figure 4.B-8. All of these high activity centers are connected directly to the system of pedestrian linkages. The area bounded by A Street, C Street, First Avenue and Third Avenue could be connected to the system using both (a) C Street, which is designated a Transit Street and therefore has generous provisions for pedestrian traffic and (b) Second Avenue to the south, in order to cater to the relatively higher volumes of pedestrian traffic that can be expected to flow between this area and the Horton Plaza Redevelopment Project Sub Area immediately to the south; however, this is not considered to be a significant impact.

It should be noted that in the proposed Community Plan, apart from those streets designated Transit Streets, the widest sidewalk widths are recommended for the District Streets, which are primarily for the less intensively developed areas, where the extra capacity associated with the extra width is not required.

Bicycle System. The proposed network of bicycle-related links for the Planning Area is shown in Figure 4.B-9. This network provides good coverage of the entire Planning Area and provides for travel by bicycle into and out of the downtown area



Activity Centers



Broadway Anchors



Broadway Spine



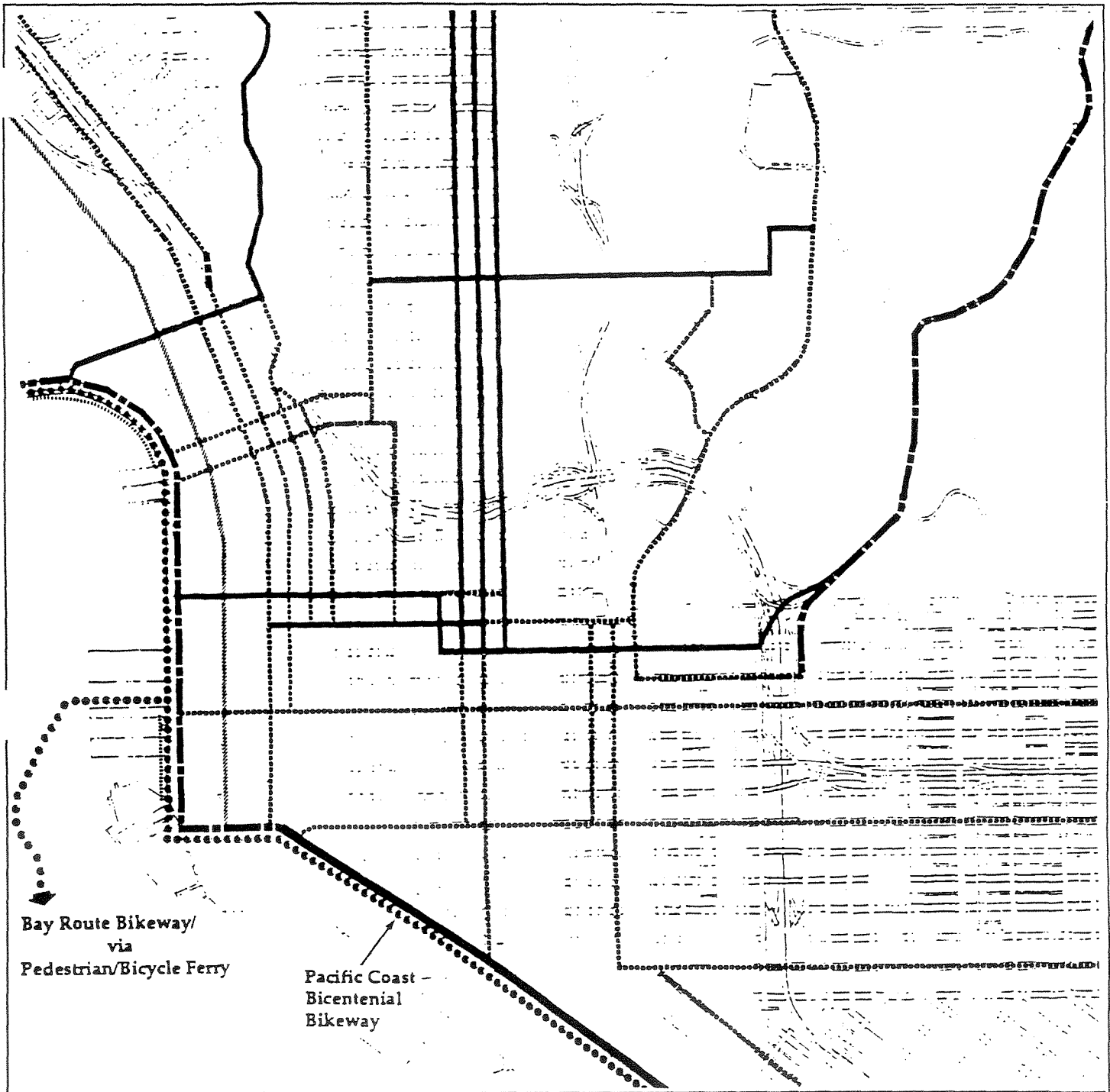
Pedestrian Linkages

SOURCE: Centre City San Diego Community Plan, City of San Diego Planning Department

FIGURE

4.B-8





Bay Route Bikeway/  
via  
Pedestrian/Bicycle Ferry

Pacific Coast -  
Bicentennial  
Bikeway

## BIKEWAY TRANSPORTATION PLAN



- |   |   |
|---|---|
| ----- Existing Class I - BIKE PATH      | ———— Existing Class III - BIKE ROUTE      |
| ===== Existing Class II - BIKE LANE     | - - - - - Proposed Class III - BIKE ROUTE |
| — · — · — Proposed Class II - BIKE LANE | ———— Pacific Highway Corridor Study       |

SOURCE: Centre City San Diego Community Plan, City of San Diego Planning Department



Network of Bicycle-related Links

FIGURE

**4.B-9**

from all directions. A comparison of the proposed network with the locations of the high activity centers identified in the figure indicates that the bicycle system connects all of these centers.

Many of the streets designated to be bikeways are also to be key traffic arteries, such as Ash Street, Broadway, Market Street, Pacific Highway, Kettner Boulevard, Front Street, First Avenue, Tenth Avenue and Eleventh Avenue. In general, bicycle routes are best located away from such key traffic arteries. The mixing of bicycles and auto traffic increases the number of conflicts and thus reduces the capacity available for autos. More importantly, it represents a safety hazard.

Along with the designation of bicycle links discussed in the proposed Community Plan, the provision of bicycle parking lockers at the major activity centers and at office locations provide a more convenient and secure environment for existing users and encourage further bicycle use as a travel mode. In terms of overall travel demand into and out of the Planning Area, the provision of bicycle facilities alone would not be expected to have a significant impact on traffic volumes. They would, however, be compatible with and supportive of other Transportation System Management (TSM) measures.

### 3. Significance of Impact

Street Segments. At ultimate capacity year 2025, an AM peak hour LOS of F would occur on Broadway westbound, Harbor Drive northbound, Beech Street westbound at Front/Union, Pacific Highway north and southbound, Laurel Street westbound at Pacific Highway, Second Avenue southbound near Beech Street, and Fifth Avenue northbound at E/F Streets. An AM peak hour LOS of E would occur on Broadway eastbound west of Kettner, Imperial Avenue westbound at 14th/15th Streets, N. Harbor Drive between Cedar and Market Streets, Third Avenue southbound near C Street, Columbia Street southbound at Beech Street, State Street northbound between E and F Streets, and Market Street westbound between Fourth and Fifth Avenues.

These levels of service would create significant adverse traffic circulation impacts on these roadway segments. The City of San Diego Transportation Planning

Division has indicated that mitigations were to be developed for the locations on the future ultimate capacity network under the proposed Community Plan where conditions are projected to be worse than LOS D.

Freeway and Ramps. A freeway LOS of F would be expected on I-5 between Route 94 and Route 163, on Route 163 between I-5 and Quince Street and on Route 94 between the beginning of the freeway and 25th Street, in the peak hour. The section of I-5 between Hawthorn Street and Laurel Avenue will operate at LOS E in the peak hour by year 2025.

In the morning peak hour, there were nine ramps with an LOS of E or worse. In the evening peak hour, there were eight ramps with an LOS of E or worse. These ramps generally carried the same LOS for AM and PM peak, and included:

1. I-5 Northbound off to J Street and 19th Street,
2. I-5 Northbound on from Pershing Drive and B Street on,
3. I-5 Northbound off the 6th Avenue,
4. I-5 Northbound on from 1st Avenue and
5. SR 163 northbound ramp on from 11th Avenue.

All of the above would operate at LOS F in both AM and PM peak conditions. On I-5, the southbound off ramp to Front Street would operate at LOS E in the AM peak, and the southbound off ramp to 2nd Avenue as well as the northbound off ramp to Hawthorn Street would operate at LOS F in the AM peak. In the PM peak, the southbound on ramp from Grape Street would operate at LOS F and the northbound off ramp to Hawthorn Street would operate at LOS E. Finally, the last bound SR 94 on ramp from G Street would operate at LOS F in the PM peak hour.

Parking. In 2025, 128,182 parking spaces will be required to accommodate all future demand (refer back to Table 4.B-8). If all on-street parking can be retained, parking supply will be 9,618 spaces short. If on-street parking is eliminated, the parking supply will be 18,810 spaces short in the worst case. This is considered a significant adverse impact.

Public Transportation. The proposed Community Plan requires a total of approximately 150 buses and 107 trolley cars during the AM peak hour for routes

serving the Planning Area in the year 2010, along with 19 commuter rail cars. In the year 2025 the 40 percent transit split scenario requires a total of 290 buses, 205 trolley cars and 36 commuter rail cars during the AM peak hour for routes serving the Planning Area. More detailed studies will need to be conducted in future years to evaluate necessary route and service modifications and restructuring to accommodate these increases in transit use of both bus and rail systems.

Pedestrian and Bicycle Systems. Pedestrian linkages are adequate as proposed, with the exception of the area bounded by A Street, C Street, First Avenue and Third Avenue. This is considered a significant adverse impact. A direct connection to the high activity centers via C Street, which is designated a Transit Street and therefore has generous provisions for pedestrian traffic (27 feet), and Second Avenue to the south, would eliminate this impact.

The potential for significant adverse impacts due to safety concerns exists on streets designated to be bikeways but which are also to be key traffic arteries, such as Ash Street, Broadway, Market Street, Pacific Highway, Kettner Boulevard, Front Street, First Avenue, Tenth Avenue and Eleventh Avenue. In general, bicycle routes are best located away from such key traffic arteries.

#### 4. Mitigation

The proposed mitigation for the impacts identified for ultimate capacity year 2025 at 40% transit mode split is to increase peak period transit ridership to 60% and to implement the improvements described below.

One of the principal mitigation strategies proposed for ultimate capacity at year 2025 is to increase transit ridership to a 60% peak hour mode split. This will have the effect of accommodating much of the increased trip making on the transit system. The details of this strategy will need to be closely coordinated with, and developed by MTDB, as it will involve the provision of additional transit service to meet increased passenger demand.

Additional service will need to be provided by reducing service headways which will require additional transit vehicles. A preliminary analysis conducted in

conjunction with MTDB staff to determine additional transit vehicle needs is discussed under Public Transportation, below.

Increased transit service would mitigate congestion on southbound North Harbor Drive, State Street northbound, Third Avenue southbound, Fifth Avenue northbound and Imperial Avenue westbound, Columbia Street southbound, Pacific Highway, Broadway eastbound, Second Avenue southbound and Island Avenue southbound. It would also significantly reduce traffic impacts on other key streets such as Broadway and Harbor Drive.

### Street Segments

In addition to increasing transit service, certain additional roadway and parking mitigation measures will also be necessary to mitigate impacts on specific downtown street segments. Roadway mitigation options are outlined below.

To mitigate the AM peak hour LOS F southbound on Harbor Drive, the following measure is proposed.

- a. Alter the planned configuration of N. Harbor Drive.

Grape St - Broadway  
Planned: Collector; 1 NB, 1 SB  
Mitigation: Collector; 2 NB, 2 SB  
Changes: restripe

#### Comments:

- AM LOS goes from F SB and E NB to D or better along Harbor Drive at Screenlines A, B, and C.
- this mitigation proposes leaving the configuration of Harbor Drive from Grape St to Broadway as it is now
- in combination with the planned configuration of North Harbor Drive (above), AM LOS goes from F to D or better all along Pacific Highway

To mitigate an LOS F on northbound and westbound Harbor Drive, three potential mitigation scenarios were considered as outlined below:

- a. Alter the planned configuration and operation of Harbor Drive to implement peak period reversible lanes:

Pacific Highway - Market Street

Planned: Major; 3 EB, 3 WB

Mitigation: Major; 2 EB, 4 WB (reverse in PM peak)

Changes: reconstruct

Market Street - Fourth Avenue

Planned: Major; 2 EB, 2 WB

Mitigation: Major; 2 EB, 4 WB (reverse in PM peak)

Changes: reconstruct

Fourth Street - Eighth Avenue

Planned: Major; 2 EB, 2 WB

Mitigation: Major; 3 EB, 3 WB

Changes: reconstruct

Comments:

- reversible lanes allow for mitigation of both NB/WB volumes in AM and SB/EB volumes in PM
- requires approximately 78 feet c/c

- b. Reduce amount of permitted development in area bounded by N. Harbor Drive, State Street, Ash Street, and Harbor Drive.

Comments:

- diverts traffic off of Harbor Drive
- volume to remove from Harbor Drive during AM peak in order to provide LOS D or better is approximately 1,450 vehicles per hour WB, which is consistent with a reduction of approximately 2.9 million square feet of office development, determined as follows:

1,450 vehicles per hour x 2 hours = 2,900 vehicles

2,900 vehicles x 1000 square feet per stall = 2,900,000 square feet

- c. Develop facilities for remote parking in southeast corner of Planning Area along with improved transit connections to employment destinations.

Comments:

- diverts traffic off of Harbor Drive
- volume to remove from Harbor Drive during AM peak in order to provide LOS D or better is approximately 1,450 vehicles per hour WB, which is consistent with the provision of approximately 2,900 stalls in the southeast corner of the Planning Area, assuming a 2 hour period for which these vehicles need to be kept from Harbor Drive
- include improved connection between parking facilities and both I-5 and Harbor Drive east of Eighth Avenue
- include program to ensure that those parking in these remote stalls are those who would have otherwise driven along Harbor Dr
- will probably require additional transit (shuttle) connections to central areas.

Note: 60 percent mitigation measure creates a "surplus" of parking.

Scenarios a., b., and c. to improve Harbor Drive or reduce amount of permitted development are not considered feasible.

To mitigate an LOS F on westbound Broadway and an LOS E on eastbound Broadway, the following measures are proposed.

- a. Develop facilities for remote parking within short walking distance of LRT station near Twelfth Avenue and C Street, along with enhanced central transit connections.

Results: divert traffic from Broadway

Comments:

- include improved connection between parking facilities and I-5
- problems along Broadway cannot be mitigated with "modest" traffic engineering treatments and there is not enough capacity for the traffic demand east-west in the vicinity of Broadway; intention here is to encourage use of LRT or other transit rather than private vehicles along the Broadway corridor
- volume to remove from Broadway during AM peak in order to provide LOS D or better is approximately 700, which is consistent with the provision of approximately 1,400 stalls in the southeast corner of the

Planning Area, assuming a 2 hour period for which these vehicles need to be kept from Broadway

- include program to ensure that those parking in these remote stalls are those who would have otherwise driven along Broadway.

- b. Reduce amount of permitted development in area bounded by N. Harbor Drive, State Street, G Street, Eighth Avenue, B Street, State Street, and A Street.

Comments:

- diverts traffic off of Broadway
- volume to remove from Broadway during AM peak in order to provide LOS D or better is approximately 700 vehicles per hour WB, which is consistent with a reduction of approximately 1.4 million square feet of office development, determined as follows:

$700 \text{ vehicles per hour} \times 2 \text{ hours} = 1,400 \text{ vehicles}$

$1,400 \text{ vehicles} \times 1000 \text{ square feet per stall} = 1,400,000 \text{ square feet}$

To mitigate an LOS F on westbound Beech Street, the following measure is proposed.

- a. Alter the planned configuration of Beech St:

Kettner Boulevard - Sixth Avenue  
Planned: Collector; 1 EB, 1 WB  
Mitigation: Collector; 1+1 EB, 1 + 1 WB  
Changes: restripe, ban parking during peaks

Comments:

- with just this, AM WB LOS goes from F to better than D at Screenline F
- fits within the existing c/c
- improves PM conditions along with AM conditions

To mitigate the LOS F projected for westbound Laurel Street, the following measure is proposed:

Alter the planned configuration and operation of Laurel Street to implement peak period reversible lanes:



I-5 to N. Harbor Drive  
Planned: Major; 3 WB, 3 EB  
Mitigation: Major; 4 WB, 2 EB (reverse in PM peak)  
Changes: reconstruct

Comments:

- Provides for LOS D

To mitigate the LOS F projected for northbound N. Harbor Drive between Grape Street and Laurel Street, the following mitigation is proposed. After the planned configuration of N. Harbor Drive:

Grape Street to Laurel Street  
Planned: Major; 3 WB, 3 EB  
Changes: reconstruct (narrow) median and reshape

Comments:

- Provides for LOS D

Both Laurel Street between I-5 and N. Harbor Drive between Laurel and Grape carry significant amounts of traffic that is unrelated to Centre City, and is confined to the airport area and Point Loma. As such, future traffic improvement measures may be most appropriately linked to those areas rather than be required as mitigation measures for the Centre City Community Plan.

Based on the changes made to the planned street network under the proposed Community Plan, and the increase in transit mode split to 60 percent in the peak hour, the mitigated level of service will improve to at least LOS D in all cases. Table 4.B-9 summarizes the screenline AM peak volumes and LOS at ultimate capacity year 2025 mitigated conditions.

**TABLE 4.B-9  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED**

Screenline A Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	575	1430	
Pac.Hwy	2275	2780	D
India St	500	700	D
State St	1450	2190	
Union St	200	700	
First Ave	2050	4000	
Second Ave	50	700	
Third Ave	325	2190	
Fifth Ave	1400	4000	
Seventh Ave	50	700	
Eighth Ave	50	700	
Ninth Ave	50	700	
Park Blvd	575	1830	
Overall	9550	22620	

Screenline A Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	675	1430	
Pac.Hwy	2450	2780	D
Kettner Blvd	2000	2990	
India St	500	700	D
Columbia St	550	700	D
Union St	175	700	
Front Ave	2525	4000	
Second Ave	1200	1430	D
Fourth Ave	2650	4000	
Sixth Ave.	2600	4000	
Seventh Ave	350	700	
Eighth Ave	250	725	
Ninth Ave	100	700	
Park Blvd	700	1830	
Overall	16725	26685	

**TABLE 4.B-9b  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED**

Screenline B Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	550	1430	D
Pac.Hwy	2400	2780	
Kettner Blvd	400	1830	
India St	800	2990	
State St	900	2990	
Union St	300	700	
First Ave	1750	2990	
Third Ave	500	1430	
Fifth Ave	1500	2990	
Seventh Ave	375	1430	
Eighth Ave	175	1430	
Ninth Ave	500	700	
Eleventh Ave	1650	4000	
Fourteenth St	100	725	
Sixteenth St	250	1830	
Overall	12150	30245	

Screenline B Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)	
N.Harbor Dr	675	1430	D	
Pac.Hwy	2350	2780		
Kettner Blvd	900	1830		
Columbia St	1300	2990		
Union St	250	700		
Front St	1075	4000		
Third Ave	550	700		
Fourth Ave	2225	4000		
Sixth Ave	1650	2990		
Seventh Ave	450	1430		
Eighth Ave	1050	2990		
Ninth Ave	175	700		
Tenth Ave	1200	4000		
Sixteenth St	575	1830		
Overall	14425	32370		

TABLE 4.B-9c  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED

Screenline C Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	600	700	D
Pac.Hwy	2250	2780	D
Kettner Blvd	1150	1830	
State St	600	725	D
Union St	550	725	D
First Ave	1700	4000	
Fifth Ave	1250	1450	D
Seventh Ave	750	1430	
Eighth Ave	425	1430	
Ninth Ave	500	700	D
Eleventh Ave	1600	2990	
Thirteenth St	50	700	
Fourteenth St	100	2190	
Sixteenth St	600	1830	
Overall	12125	23480	

Screenline C Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	525	700	D
Pac.Hwy	1900	2780	D
Kettner Blvd	875	1830	
State St	350	725	
Union St	50	725	
Front St	950	4000	
Fourth Ave	600	4000	
Sixth Ave	950	1430	D
Seventh Ave	350	1430	
Eighth Ave	350	2990	
Ninth Ave	175	700	
Tenth Ave	600	2990	
Thirteenth St	175	725	
Sixteenth St	600	1430	
Overall	8450	26455	

**TABLE 4.B-9d  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED**

Screenline D Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Harbor Dr	1550	1830	D
First Ave	2350	2990	D
Fifth Ave	500	700	D
Eighth Ave	700	1830	
Overall	5100	7350	

Screenline D Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Harbor Dr	600	1830	
Front St	400	2990	
Fifth Ave	500	700	D
Eighth Ave	1275	1830	D
Overall	2775	7350	

**TABLE 4.B-9e**  
**CENTRE CITY**  
**SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED**

Screenline E Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Grape St	1250	4000	
Fir St	50	700	
Cedar St	100	700	
Beech St	400	700	
Ash St	1650	2780	
Broadway	1250	1830	
G St	900	1980	
Harbor Dr	750	2780	
Overall	6350	15470	

Screenline E Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Hawthorn St	2750	4000	
Fir St	100	700	
Cedar St	100	700	
Beech St	200	700	
Ash St	1350	2780	
Broadway	1200	1830	
G St	500	1830	
Harbor Dr	2450	2780	D
Overall	8650	15320	

**TABLE 4.B-9f  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED**

Screenline F Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Cedar St	50	725	
Beech St	300	1430	
A st	1400	4000	
Broadway	1050	1830	
E St	100	700	
F St	175	1430	
G St	300	4000	
Market St	750	1830	
Island Ave	100	840	
Harbor Dr	800	1830	
Overall	5025	18615	

Screenline F Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Beech St	775	1430	
Ash St	3200	4000	D
B St	3200	4000	D
Broadway	1550	1830	D
E St	400	725	
F St	650	1430	
Market St	2100	2780	D
Island Ave	700	840	D
Harbor Dr	1550	1830	D
Overall	14125	18865	

TABLE 4.B-9g  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED

Screenline G Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Cedar St	700	1450	D
Beech St	175	1430	
A st	1300	4000	
Broadway	1300	1830	
E St	350	2190	
G St	200	4000	
Market St	600	1830	
Island Ave	50	700	
J St	300	700	
K St	50	700	
Harbor Dr	800	1830	
Overall	5825	20660	

Screenline G Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Beech St	500	1430	D
Ash St	3100	4000	
B St	3100	4000	
Broadway	1550	1830	
F St	2200	4000	
Market St	2200	2780	
Island Ave	500	700	
J St	500	700	
K St	500	700	
Harbor Dr	1550	1830	
Overall	15700	21970	



TABLE 4.B-9h  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED

Screenline H Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
C St	600	2190	
Broadway	350	1830	
E St	275	1430	
G St	950	4000	
Market St	450	1830	
Island Ave	50	700	
J St	200	700	
K St	50	700	
Imperial Ave	225	1830	
Overall	3150	15210	

Screenline H Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
B St	2200	2990	
Broadway	1550	1830	D
E St	1100	1430	D
F St	2700	4000	
Market St	1850	2780	
Island Ave	475	700	D
J St	500	700	D
K St	300	700	
Imperial Ave	1550	1830	D
Overall	12225	16960	

**TABLE 4.B-9I  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED**

Screenline I Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Laurel St	700	1830	
Grape St	1250	4000	
Overall	1950	5830	

Screenline I Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Laurel St	3200	3700	D
Hawthorn St	2750	4000	
Overall	5950	7700	

TABLE 4.B-9j  
CENTRE CITY  
SCREENLINE AM PEAK VOLUMES AND LOS: 2025 MITIGATED

Screenline J Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	3200	3700	D
Pac.Hwy	2400	2780	D
India St	600	2990	
Overall	6200	9470	

Screenline J Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	2150	3700	
Pac.Hwy	2350	2780	D
Kettner Bl.	2650	2990	D
Overall	7150	9470	

### Freeways and Ramps

Increasing the peak hour transit mode split to 60% would significantly reduce traffic congestion at key freeway segments and ramps shown in Tables 4.B-10 and 4.B-11, respectively), for the ultimate capacity in year 2025. Freeway segments would operate at LOS E or better, except Route 163 between I-5 and Quince Street which would operate at LOS F and significantly over capacity. The 60% transit mode split would improve traffic conditions at most ramps to LOS E or better. Four ramps would however operate at LOS F, as shown in Table 4.B-11, the worst being the northbound off to 6th Avenue which would operate significantly above capacity.

Potential additional mitigation strategies include ramp metering, ramp widening, and providing additional lanes for both freeways and ramps. In order to fully mitigate freeway impacts, certain significant mitigation measures would be required. These would include the addition of one to two lanes in each direction on SR-163 between I-5 and Quince Street, the addition of one to two lanes on the northbound off-ramp from I-5 to 6th Avenue, and the addition of one lane to the northbound on ramp to I-5 from Pershing Drive/B Street, one lane to the northbound off-ramp from I-5 to Hawthorn Street, and one lane to the southbound off-ramp to 4th Avenue. Clearly, these levels of improvements may not be feasible due to right-of-way limitations or other reasons, particularly the widening of SR-163. In the long term, other mitigation strategies should be explored such as transportation demand management to reduce peak hour trips, telecommuting, increased transit service, or reduced land use development densities.

### Parking

It is anticipated that there will be a shortfall of parking supply in 2025, which suggests that additional offsite remote parking is required beyond what is indicated in the proposed Community Plan. At ultimate capacity 2025, with a 60 percent transit split, the proposed Community Plan provides for an over-supply of stalls. This would allow for a significant reduction in the volume of on-street supply in 2025 and other parking related measures consistent with the treatments proposed to mitigate the anticipated problems on the street system.

TABLE 4.B-10

FUTURE FREEWAY SEGMENTS WITH  
LEVELS OF SERVICE E OR WORSE

FREEWAY:	2025 UNMITIGATED WITH 40% TRANSIT AM PK HOUR		2025 WITH 60% TRANSIT AM PK HOUR	
	V/C	LOS	V/C	LOS
Interstate 5 Freeway:				
RTE 94 TO PERSHING DR.	1.30	F	0.94	E
PERSHING DR. TO RTE 163	1.26	F	0.93	E
HAWTHORN ST. TO LAUREL ST.	0.98	E	0.75	C
Route 163:				
I-5 TO QUINCE ST.	2.23	F	1.77	F
Route 94:				
FREEWAY BEGIN TO 25TH ST.	1.03	F	0.79	C

TABLE 4.B-11

2025 FREEWAY RAMPS WITH  
LEVELS OF SERVICE E OR WORSE

RAMP LOCATION:	2025 UNMITIGATED		2025	
	WITH 40% TRANSIT AM PEAK HOUR		WITH 60% TRANSIT AM PEAK HOUR	
	V/C	LOS	V/C	LOS
Interstate 5:				
NB OFF TO J ST. AND 19TH ST.	1.26	F	0.98	E
NB ON FROM PERSHING DR. AND B ST; B ON	1.55	F	1.33	F
NB OFF TO 6TH AVE.	2.74	F	2.10	F
NB ON FROM 1ST AVE.	1.06	F	0.91	E
SB OFF TO FRONT ST.	0.93	E	0.80	C
SB OFF TO 2ND AVE.	1.08	F	0.92	E
NB OFF TO HAWTHORN ST.	1.58	F	1.24	F
State Route 163:				
NB ON FROM 11TH AVE.	1.30	F	0.99	E
SB OFF TO 4TH AVE.	1.49	F	1.53	F

The parking demand generated and the required parking supply with a mode-split of 60 percent transit usage are calculated and are summarized in Table 4.B-12. Parking demand and supply rates would change in going from 40 percent to 60 percent transit as shown in Table 4.B-13. The 60 percent mode split mitigation will reduce the parking demand by about 30,000 spaces. This will result in a surplus of parking supply in 2025 of about 11,500 spaces. This surplus could be eliminated by reducing the (onsite) parking requirements for office and other land uses.

The maximum allowable onsite parking supply for new office development could be reduced substantially without causing an overall deficit in parking supply. A range of maximum onsite rates could result in an adequate range of required stalls offsite overall.

With the mode-split of 60 percent transit usage being adopted, the on-street parking restrictions could be introduced for most streets, without concern about a deficit in parking supply overall.

### Public Transportation

The suggested mitigation strategy of going to a 60 percent transit split for work trips into the downtown area in the year 2025 would increase transit demand by 50 percent overall. This would require further transit capacity in order to avoid severe overcrowding on the transit system. A total of at least 440 buses, 305 trolley cars and 55 commuter rail cars would be required for the routes serving the Planning Area during the AM peak hour, which represents an additional minimum of 150 buses, 100 trolley cars and 18 commuter rail cars relative to the year 2025 with a 40% transit split.

Clearly this would be a significant increase in the number of transit vehicles accessing the downtown. Further detailed operations planning will be required in the future by MTDB to evaluate route and service modifications and restructuring to achieve the 60% transit mode split. The relative use of rail versus bus modes will need to be explored, along with potential use of articulated buses, more frequent bus and rail service, the use of dedicated bus lanes and/or transit streets in the downtown to facilitate bus movements, and the provision of transit centers and/or

TABLE 4.B-12  
 PARKING DEMAND AND SUPPLY BY TAZ FOR 2025 - 60% TRANSIT SPLIT

SANDAG TAZ	PARKING DEMAND	STALLS ON-SITE RETAINED	STALLS ON-SITE NEW(*)	PRESENT STALLS ON-STREET RESTR'D	PRESENT STALLS ON-STREET UN-RESTR'D	STALLS OFF-SITE MAX	STALLS OFF-SITE MIN
180	622	1236	640	157	154	-1254	-1565
181	8028	1476	6831	315	903	-279	-1497
182	7982	750	9083	344	878	-1851	-3073
183	59	550	0	0	0	-491	-491
185	6038	5061	3020	512	75	-2043	-2630
186	5889	3959	4840	200	3	-2910	-3113
187	7562	4037	5657	331	20	-2132	-2483
188	7122	1332	3924	218	388	1866	1260
189	8360	6388	4623	154	211	-2651	-3016
190	7840	5774	852	239	24	1214	951
191	4956	1306	3171	468	16	479	-5
192	8478	566	8269	364	460	-357	-1181
193	3336	2086	1149	186	79	101	-164
194	1607	2000	908	186	79	-1301	-1566
195	9681	1439	7045	247	696	1197	254
196	10252	1279	10047	108	1177	-1074	-2359
TOTAL	97812	39239	70059	4029	5163	-11486	-20678



**TABLE 4.B-13  
CHANGES IN PARKING SUPPLY AND DEMAND RATES**

<b>Land Use Code</b>	<b>Land Use Category</b>	<b>Unit</b>	<b>With 40% Transit (Spaces per Unit)</b>	<b>With 60% Transit (Spaces per Unit)</b>
6	Commercial/military office	1000 square feet	1.4	0.6
7	Government office	1000 square feet	1.4	0.6
17	Industrial	1000 square feet	0.32	0.14
20	College	Students	0.400	0.130
21	High School	Students	0.110	0.0360
22	Elementary School	Students	0.0180	0.0060

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transfer stations in the downtown area. The possibility of additional rail routes into the Planning Area will also need to be studied in future years as transit ridership increases towards these goals. Future studies by MTDB and/or SANDAG will need to focus on these implementation issues of achieving the 60% transit mode split.

### Bicycle Systems

Bicycle System. Bicycle routes should be oriented toward minor streets and transit/pedestrian oriented streets. For example, the bicycle treatment proposed for the length of Broadway could be moved to C Street. Redesignating bikeways from key traffic arteries would reduce potentially significant auto/bicycle conflicts to a level below significance.

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## C. AIR QUALITY

### 1. Existing Conditions

#### Applicable Regulations, Plans, and Policies

Ambient Air Quality Standards (AAQS) represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The five primary pollutants of concern for which standards have been established are ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), and particulate matter smaller than 10 microns in diameter (PM<sub>10</sub>). National Ambient Air Quality Standards (NAAQS) were set by the Federal Clean Air Act of 1970 (which was amended in 1977 and 1990), with states retaining the option to develop different (i.e., more stringent) standards. Because of unique air quality problems in California, the California Air Resources Board (CARB) has developed additional AAQS. Table 4.C-1 lists the applicable state and federal standards. The federal standards are not to be exceeded more than once per year. The CARB policy for determining violations of a state standard is a "not to be exceeded" policy for O<sub>3</sub>, CO, SO<sub>2</sub> (1-hour), NO<sub>2</sub>, and PM<sub>10</sub>. The remaining standards are not to be equalled or exceeded.

In 1979, the U.S. Environmental Protection Agency (EPA) required each state to prepare a State Implementation Plan (SIP). A SIP is a compilation of goals, strategies, schedules, and enforcement actions designed to lead the state (including the San Diego Air Basin) into compliance with all federal air quality standards. Every change in a compliance schedule or plan must be incorporated into the SIP. The SIP outlines the measures by which the state will attain the NAAQS for O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, and PM<sub>10</sub>. The NAAQS originally were targeted to be achieved in each air basin by 1982; however, extensions to 1987 were granted to many air basins (including the San Diego Air Basin) that had incorporated available emission control strategies but nevertheless could not attain some standards by 1982.

In order to meet federal air quality standards in California, the CARB required each air basin to develop its own strategy for achieving the NAAQS. The original Regional Air Quality Strategy (RAQS) for San Diego County was developed for inclusion in the SIP in the early 1970s and was updated in 1979 and 1982.

**Table 4.C-1  
CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS**

POLLUTANT	AVERAGING TIME	CALIFORNIA STANDARDS (1)		NATIONAL STANDARDS (2)		
		Concentration	Method	Primary	Secondary	Method
Ozone	1 Hour	0.09 ppm (180 ug/m <sup>3</sup> )	Ultraviolet Photometry	0.12 ppm (235 ug/m <sup>3</sup> )	Same as Primary Standards	Ethylene Chemilumi- escence
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	Nondispersive Infrared Spectroscopy	9.0 ppm (10 mg/m <sup>3</sup> )	Same as Primary Standards	Nondispersive Infrared Spectroscopy
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (45 mg/m <sup>3</sup> )		
Nitrogen Dioxide	Annual Average	—	Gas Phase Chemilumi- nescence	0.053 ppm (100 ug/m <sup>3</sup> )	Same as Primary Standards	Gas Phase Chemilumi- escence
	1 Hour	0.25 ppm (470 ug/m <sup>3</sup> )	—	—	—	—
Sulfur Dioxide	Annual Average	—	Ultraviolet Fluorescence	0.03 ppm (80 ug/m <sup>3</sup> )	—	Pararosaniline
	24 Hour	0.05 ppm (131 ug/m <sup>3</sup> )	—	0.14 ppm	—	—
	3 Hour	—	—	—	0.5 ppm	—
	1 Hour	0.25 ppm (655 ug/m <sup>3</sup> )	—	—	—	(1300 ug/m <sup>3</sup> )
Suspended Particulate Matter	Annual Geometric Mean	PM <sub>10</sub> 30 ug/m <sup>3</sup>	Size Selective High Volume Sampler and Gravimetric Analysis	PM <sub>10</sub> (3) 50 ug/m <sup>3</sup>	Same as Primary Standards	Inertial Separation and Gravimetric Analysis
	24 Hour	PM <sub>10</sub> 50 ug/m <sup>3</sup>		PM <sub>10</sub> (3) 150 ug/m <sup>3</sup>		
Sulfates	24 Hour	25 ug/m <sup>3</sup>	Turbidimetric Barium Sulfate	—	—	—
Lead	30 Day Average	1.5 ug/m <sup>3</sup>	Atomic Absorption	—	—	Atomic Absorption
	Calendar Quarter	—	—	15 ug/m <sup>3</sup>	Same as Primary Standards	—
Hydrogen Sulfide	1 Hour	0.03 ppm (42 ug/m <sup>3</sup> )	Cadmium Hydroxide Stractan	—	—	—
Vinyl Chloride (chloro- ethene)	24 Hour	0.010 ppm (26 ug/m <sup>3</sup> )	Tedlar Bag Collection, Gas Chroma- tography	—	—	—
Visibility Reducing Particles	1 Observation	Insufficient amount to reduce the prevailing visibility to less than 10 miles when the relative humidity is less than 70%		—	—	—

ppm – parts per million  
ug/m<sup>3</sup> – micrograms per cubic meter  
mg/m<sup>3</sup> – milligrams per cubic meter

- (1) CO, SO<sub>2</sub> (1 Hour), NO<sub>2</sub>, O<sub>3</sub>, and PM<sub>10</sub> Standards are not to be exceeded. All other Standards are not to be equaled or exceeded.  
(2) Not to be exceeded more than once a year.  
(3) Annual arithmetic mean.

Responsibility for preparation of the county's RAQS and its revisions has been delegated to the San Diego Air Pollution Control District (SDAPCD), which is also responsible for pollution control from stationary sources, air pollution monitoring, emissions inventories, meteorological and air quality analyses, implementation of abatement plans in the event of severe smog problems, and smog episode forecasts. No further revisions to the 1982 RAQS were made by the SDAPCD until recently, as Congress failed to enact new amendments until 1990. Because of this delay, the California Clean Air Act (CCAA) was adopted in 1988. This Act calls for each district in the state to comply with state air quality standards by the earliest practicable date. It further requires each district to develop an air quality management plan.

The 1991 management plan (called the 1991 Regional Air Quality Strategy) for San Diego County was issued in draft form in July 1991, with formal adoption expected in early 1992. While provisions contained in the 1991 RAQS generally meet federal requirements (in addition to those of the CCAA), it will be necessary to make further revisions in subsequent years to address unique federal mandates.

The goal of the 1991 RAQS is to reduce local pollutant emissions such that state air quality standards are achieved as expeditiously as possible. The CCAA's main requirement is a 5 percent per year reduction in emissions. However, in San Diego County, where significant emissions reduction programs are already in place, it is not anticipated that this level of annual emissions reductions can be achieved. Consequently, the CCAA requires that all feasible measures be implemented on a practical, expeditious schedule. These measures, identified in the RAQS, include the following:

- **Clean Fuel Vehicles:** This measure is designed to increase the use of low emission motor vehicles in fleets.
- **Stationary and Areawide Control Measures:** These emission control measures will affect a wide variety of sources, ranging from specific industries such as electrical power generation, fiberglass manufacturing, and bakeries to consumer products such as barbecue lighter fluid and deodorants. These measures will likely affect some of the industries locating in the Planning Area. Such

individual sources will be subject to specific industry requirements established in the RAQS and the APCD rules and regulations.

- **Transportation Control Measures:** These measures include trip reduction programs, alternative transportation mode capacity expansion, transportation system management, indirect source review, and land use. The SDAPCD is primarily responsible for the trip reduction and indirect source review programs. A variety of other agencies take the lead in developing other measures in accordance with their area of responsibility. The indirect source review program (which will directly affect residential and commercial development projects) is currently being developed, and land use policy options are being researched to identify those which will reduce dependence on automobiles and improve energy efficiency. The program is expected to be sent to the Air Pollution Control Board in late 1992.

It should be noted that the 1991 RAQS does not estimate when or if attainment of the state standards will be achieved; research is currently being conducted to provide data for this attainment demonstration. However, it is not anticipated that San Diego County will meet the standards by 1997. The failure of earlier versions of the RAQS to meet federal or state standards can be attributed to several factors, the principal one of which is population growth (and with it, growth in vehicular travel) higher than that predicted by SANDAG's growth forecasts. The current forecast (Series 7) projects a county population of 2,585,134 in 1995. However, by the end of 1990, the actual population was already very close (2,498,016) to the 1995 projection. Estimates of emission trends and control technique effectiveness contained in the RAQS will clearly be incorrect if the Series 7 forecasts on which they are based underestimated population growth in the county. Nonetheless, since the RAQS is based on the Series 7 forecast, significance of impacts is defined by the SDAPCD in terms of whether or not the growth induced by a particular development project has been accounted for in the Series 7 forecast. If the growth is consistent with the forecast, the impacts are not considered significant, as the RAQS has incorporated growth assumptions in the development of measures to reduce air pollutants to acceptable levels. The CCAA requires that the RAQS be revised every 3 years in order to reflect, among other things, changes in regional growth patterns.

## Meteorology/Climate

The climate of San Diego County is typical of the Mediterranean-type climates found throughout coastal Southern California. San Diego experiences warm summers and mild winters with an average maximum temperature of 71°F and average minimum temperature of 55°F in downtown San Diego. Temperatures below freezing and above 90°F rarely occur. Rainfall is concentrated between November and April and averages 10 inches along the coast. Winds are light and variable and generally consist of onshore breezes at an average of 7 mph. Sunshine is usually plentiful in coastal San Diego, but night and morning cloudiness is common during the spring and summer. Fog can occur frequently during the fall and winter.

Two common temperature inversions affect air quality in the San Diego Air Basin. The marine subsidence inversion occurs on summer afternoons when a cool, onshore flow of marine air undercuts a large dome of warm air. The resultant inversion layer, whose boundary at 1000 to 2000 feet above the ground creates a barrier to vertical motions, traps most pollutants within the layer of marine air. As this stagnant, shallow layer moves inland, more pollutants are added from below. These pollutants react with sunlight to form photochemical smog (expressed and measured in terms of ozone), and adversely affect ambient air quality, especially in the foothill regions of the county. Another common inversion is the radiation inversion, which occurs on 60 percent of the winter nights in San Diego. A radiation inversion is formed when the air near the ground cools by heat radiation and the undisturbed air aloft remains warm. If prolonged, this shallow inversion layer traps surface-based emissions such as carbon monoxide and oxides of nitrogen.

Advection, the inter-basin transport of pollutants, also affects air quality in the coastal regions of San Diego. Advection typically occurs after Santa Ana weather conditions when pollutant-laden air masses from Los Angeles, Orange, Riverside and San Bernardino counties are transported to the San Diego area.



## Air Quality Trends

The entire San Diego Air Basin has not met state and federal standards for O<sub>3</sub>. In addition, the basin is currently designated as a federal nonattainment area for particulate, although it is in the process of being redesignated as an attainment area for federal standards. For the remaining criteria pollutants (CO, SO<sub>2</sub>, H<sub>2</sub>S, and NO<sub>2</sub>), the San Diego region is designated as a federal attainment area. The basin, however, is classified as a state nonattainment area for PM<sub>10</sub>. Furthermore, the western portion of the basin is also classified as nonattainment for the state NO<sub>2</sub> and CO standards.

San Diego County APCD operates eight air quality monitoring stations. The closest station to the project site is the downtown station, previously located at 1111 Island Avenue. Its new location is 330 12th Avenue. This station monitors ozone (UV photometric), nitrogen oxides (chemiluminescent), carbon monoxide (non-dispersive infrared), lead (x-ray fluorescence), hydrocarbons, sulfur dioxide (fluorescence), total suspended particulate matter, winds, temperature, and humidity. Table 4.C-2 summarizes the concentrations of the major pollutants at the downtown monitoring station over the past five years.

Ozone. As shown on Table 4.C-2, federal ozone standards were violated during two days in 1986, one day in 1987, two days in 1988, two days in 1989 and six days in 1990 at the downtown San Diego monitoring station. However, state ozone standards were violated 12 days in 1986, 8 days in 1987, 9 days in 1988, 4 days in 1989 and 26 days in 1990. Some of San Diego's ozone problem comes from emissions generated in the South Coast Air Basin to the north of San Diego. Therefore, San Diego's ozone control strategies will only be fully effective when the South Coast Air Basin achieves the NAAQS. Based on the latest Air Quality Management Plan (AQMP) developed for the South Coast Air Basin (SCAQMD 1991), attainment of ozone standards is expected to occur by the year 2010.

When reviewing violations of ozone levels it is important to consider emissions of reactive hydrocarbons (RHC), a precursor to ozone. Approximately 40 percent of reactive hydrocarbon emissions come from motor vehicles and 60 percent are emitted from stationary sources (SDAPCD 1989). Emissions of reactive

**Table 4.C-2**  
**AMBIENT AIR QUALITY SUMMARY**  
**SAN DIEGO (DOWNTOWN)<sup>f</sup> MONITORING STATION**

Pollutant	Average Time	California Air Quality Standards	Federal Primary Standards	Maximum Concentrations (a)					Number of Days Exceeding Federal Standard (b)					Number of Days Exceeding State Standard (b)				
				1986	1987	1988	1989 <sup>(e)</sup>	1990	1986	1987	1988	1989 <sup>(e)</sup>	1990	1986	1987	1988	1989 <sup>(e)</sup>	1990
Oxidants (Ozone) (c)	1 hr	0.09 ppm	0.12 ppm	0.16	0.14	0.18	0.16	0.17	2	1	2	2	6	12	8	9	4	26
Carbon Monoxide	1 hr	20 ppm	35 ppm	16	12	17	12.0	13	0	0	0	0	0	0	0	0	0	0
	8 hrs	9.0 ppm	9 ppm	9.0	9.4	9.3	8.8	9.1	0	0	0	0	1	0	1	1	0	1
Nitrogen Dioxide	1 hr	0.25 ppm	N/A	0.18	0.22	0.28	0.21	0.16	N/A	N/A	N/A	N/A	N/A	0	0	1	0	0
	Annual	N/A	0.053 ppm	0.033	0.032	0.035	0.038	0.027	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A
Sulfur Dioxide	1 hr	0.25 ppm	N/A	0.05	0.05	0.07	0.04	0.05	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0
	24 hrs	0.05 ppm	0.14 ppm	0.027	0.026	0.023	0.020	0.015	0	0	0	0	0	0	0	0	0	0
	Annual	N/A	0.03 ppm	0.004	0.004	0.004	0.005	0.004	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A
Total Suspended Particulates (TSP) (d)	24 hrs	N/A	260 µg/m <sup>3</sup>	214	194	217	131	133	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Annual	N/A	75 µg/m <sup>3</sup>	77	74	78	75	65	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PM <sub>10g</sub>	24 hrs	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	N/A	N/A	58	69	67	0	N/A	N/A	0	0	N/A	N/A	3	3	7
	Annual	30 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>	N/A	N/A	30.4	34.5	0	0	N/A	N/A	0	0	N/A	N/A	1	1	0

Source: San Diego County APCD and California Air Resources Board, 1985, 1986, 1987, 1988, 1989

**Notes:**

- (a) Maximum concentration units for ozone, carbon monoxide, nitrogen dioxide, and sulfur dioxide are in parts per million (ppm). Concentration unit for total suspended particulates (TSP) is in micrograms per cubic meter (µg/m<sup>3</sup>).
- (b) For annual standards, a value of 1 indicates the standard has been exceeded.
- (c) California standard for ozone was 0.10 ppm for the year 1985-1988. The standard has been changed to 0.09 ppm in 1989.
- (d) In July 1987, the federal standards for TSP were replaced by standards for fine particulate matter less than 10 microns (PM-10). PM-10 has not been monitored at the downtown San Diego monitoring station.
- (e) Not all data from the monitoring station had been received at this time.
- (f) Monitoring station moved from Island Avenue to 12th Street in 1989.
- (g) Monitoring data from Chula Vista monitoring station; PM<sub>10</sub> not measured at Downtown monitoring station.

hydrocarbons have been significantly reduced in recent years as a result of pollution controls on industry and motor vehicles.

Carbon Monoxide. Federal standards for carbon monoxide have not been exceeded for several years in San Diego County. The California 8-hour standard for CO was exceeded once at the downtown station during each of the years 1987, 1988 and 1990. As in most urban areas, high short-term concentrations of carbon monoxide, known as "hot spots," can be a problem in San Diego County. Hot spots typically occur in areas of high motor vehicle use, such as in parking lots and along highways. Since CO build-up typically occurs at locations where traffic is congested, CO concentrations are correlated with levels of service on street segments. Significant concentrations of carbon monoxide sometimes occur (depending on temperature, wind speed, and other variables) where level of service (LOS) is rated as D or worse.

The Transportation Element for the proposed Community Plan and Redevelopment Plan EIR (1991) reports current operational levels for street segments in the Planning Area. Of the 75 street segments analyzed, only three street segments (Hawthorn Street between Kettner Boulevard and India Street, North Harbor Drive between Hawthorn Street and Laurel Street, and 2nd Avenue between Beech Street and Cedar Street) currently have the potential to operate with congestion due to the morning peak rush hour. In addition, five freeway ramp segments and eight freeway segments currently operate at LOS D or worse during the AM peak hour. These ramps and segments that experience LOS D or worse have the potential for being CO hot spots which may adversely affect localized air quality conditions.

Other Pollutants. Three other pollutants are monitored extensively throughout the San Diego air basin: nitrogen oxides (NO<sub>x</sub>), SO<sub>2</sub>, and total suspended particulate matter (TSP). The NAAQS for NO<sub>2</sub> has not been exceeded since 1981 and the levels of SO<sub>2</sub> have been well below the NAAQS for many years. The annual federal standard for TSP was exceeded during the year 1986. However, the California Air Resources Board and the EPA have both recognized that TSP (especially large diameter, inert soil particles), are not a good indicator of potential health effects of airborne dust exposure. Therefore, in July 1987, the federal standards for TSP were replaced by new standards for fine particulate matter less than 10 microns (PM<sub>10</sub>). Monitoring of PM<sub>10</sub> concentrations has not been

conducted at the downtown station. However, PM<sub>10</sub> concentrations from the Chula Vista Monitoring Station are shown in Table 4.C-2.

Atmospheric lead is monitored at the downtown station. The levels have steadily declined since the mid-1970s, falling to approximately 5 percent of the federal quarterly standard of 1.5 µg/m<sup>3</sup> in 1988. It is expected that this trend will continue throughout this decade as more cars use unleaded fuel.

### Health Effects of Air Pollutants

Air pollutants are recognized to have a variety of health effects on humans. Effects range from eye irritation to respiratory diseases such as emphysema. Carbon monoxide, ozone, and nitrogen oxides, when absorbed into the bloodstream, reduce the oxygen-carrying ability of hemoglobin. Suspended particulate matter, sulfur dioxide, nitrogen dioxide and ozone can trigger respiratory diseases such as asthma, bronchitis, and lung cancer.

## 2. Impacts

Air quality impacts for the Planning Area have been assessed for both construction and vehicular impacts. The construction impacts address demolition, grading and construction, while the vehicular impacts relate to air quality conditions associated with build-out traffic conditions.

### Construction Impacts

Demolition and construction in the Planning Area would produce exhaust emissions from construction activities. It is unlikely that ambient air quality standards would be exceeded due to construction emissions alone, however, construction equipment exhaust emissions would contribute to the area's cumulative emissions load during construction. Exhaust emissions from construction activities include those associated with the transport of workers and machinery to the site, as well as those produced onsite by construction equipment.

Construction activities are also a source of fugitive dust emissions that may have a substantial temporary impact on local air quality. Emissions are associated with

demolishing existing buildings, land clearing, ground excavation and/or filling, grading operations, and construction of the structures. Dust emissions vary substantially from day to day, depending on the level of activity, the specific operations, and the prevailing weather. The quantity of fugitive dust generated is proportional to the area of land being worked and associated construction activity.

Fugitive dust emissions associated with construction can be estimated by using the EPA's emission factor of 1.2 tons/acre/month of activity (U.S. EPA 1985). A control efficiency of 50 percent was assumed to be achieved by onsite watering, which reduces the effective emission factor to 0.6 tons/acre/month of activity. It could be expected that the 451-acre Project Area would generate a total of approximately 0.56 tons of fugitive dust over the life of the project. This result reflects the assumption of a uniform development rate of 487,000 ft<sup>2</sup>/year over a 35-year period. The amount of dust generated in any given time period (such as daily, weekly, monthly, or annually) will depend on the specific construction activities taking place at that time. This number does not include fugitive dust from demolition activities which can be substantial. It should be noted that the bulk of construction-related fugitive dust emissions occur during the demolition of existing buildings, the grading of the site, and the construction of roads, sewer, water, and storm drains. Large-diameter construction dust, which settles out on nearby buildings, parked cars, foliage, and other surfaces is more a soiling nuisance than a potential health impact.

#### Vehicular Impacts

Motor vehicle emissions not only contribute to the degradation of regional air quality, they also adversely affect local air quality near street segments within the Planning Area with poor levels of service. As mentioned previously, three street segments currently operate at LOS D or worse. Under the ultimate capacity development scenario in the year 2025, forty-six street segments are projected to operate at LOS D or worse during the morning peak hours (see Table 4.B-5). In addition, nine and eight freeway ramp segments are expected to operate at LOS D or worse in the AM and PM peak hours, respectively (see Table 4.B-7). Six freeway segments along I-5, Route 163 and Route 94 will also operate at an LOS of D or worse in the AM peak hours (see Table 4.B-6). All the freeway

segments, ramps, and street segments projected to operate at LOS D or worse will be potential CO hot spots which may lead to adverse air quality conditions.

Specific mitigations have been proposed including striving for a 60 percent transit mode split, as well as implementing various roadway and freeway improvements (see Section IV.B, Traffic and Circulation). These measures, if incorporated fully, would reduce the severity of impacts due to CO hotspots by increasing LOS to at least D on all street segments (see Table 4.B-9). If freeway and ramp modifications can be achieved along with the 60 percent mode split, significant traffic impacts on Planning Area ramps and freeway segments would be mitigated to a level below significance. While these traffic mitigations would fully mitigate traffic impacts and would reduce the severity of CO hotspot occurrence, they would not eliminate all localized CO hotspots associated with the proposed project.

#### Methodology

The California Air Resources Board's URBEMIS 3 Model and the EMFAC7E version of the San Diego County vehicle burden mix were used to estimate emission rates of the five main vehicular pollutants from traffic that would be associated with the proposed Community Plan in the years 1990 (existing conditions, the base year) and 2025. In the 2025 analysis, the Ultimate Capacity land use projections were incorporated in the URBEMIS 3 model runs to project trips generated and the corresponding vehicular emissions. It should be noted that URBEMIS, as currently configured, incorporates emission factors only through the year 2020. Thus an element of uncertainty is introduced by using 2020 rather than 2025 emission factors, but this is considered to be a minor source of error, given the long-range nature of the projection. The county vehicle burden mixes for the years 1990 and 2010 were used to provide both "Percent of Trips" and "Percent of Fuel" for each vehicle type. CARB does not provide burden forecasts beyond 2010; therefore, the 2010 burden mix was used for the 2025 analysis. The trip generation rates for each land use category (i.e., residential, commercial, industrial, schools, etc.) were based on SANDAG's *San Diego Traffic Generators* (January 1990) and the updated Centre City trip rates (Korve Engineering, Inc. 1991).

The Centre City trip generation rates used the SANDAG zonal input values expressed in socioeconomic units. Because the updated Centre City trip generation

rates were not compatible with inputs in the URBEMIS 3 Model, a simple proportional equation was used to determine the appropriate trip generation rates for the model. By using the proportion of each land use category to the total daily trips from the Traffic Report, estimated trip generation rates were developed for each land use category and used as inputs in the URBEMIS 3 Model. This proportional calculation is shown in Appendix F.

The average temperature used for each year was 70°F. The URBEMIS 3 Model default inputs for cold start percentages by trip type, trip speed (30 mph), trip length by trip type, and the percentages for the PM<sub>10</sub> and sulfur emissions were used. Emissions were calculated for total organic gases (TOG), CO, NO<sub>x</sub>, SO<sub>x</sub>, and PM<sub>10</sub>. For the purpose of estimating O<sub>3</sub> precursor emissions, TOG was converted to Reactive Organic Compounds (ROC) by multiplying the TOG emissions by a conversion rate of 0.91 (a reasonably conservative estimate of the ROC/TOG ratio).

### Results

Output data from the URBEMIS 3 Model are provided in Appendix F-1. The results reported in Table 4.C-3 show that the proposed project would incrementally increase emissions of NO<sub>x</sub> by 5.7 percent, PM<sub>10</sub> by 34.1 percent and SO<sub>x</sub> by 6.8 percent to the regional airshed. However, ROC and CO emissions are predicted to decrease by 30 percent and 6.8 percent respectively, largely due to the future use of cleaner vehicles assumed in the model.

### 3. Significance of Impacts

As indicated earlier, construction impacts are considered significant, temporary impacts and require mitigation measures.

Implementation of the proposed Community Plan and Redevelopment Plan would result in a net increase of NO<sub>x</sub>, PM<sub>10</sub> and SO<sub>x</sub> pollutant emissions. The Plans are expected to produce adverse local-scale CO impacts on street and freeway segments

**Table 4.C-3**  
**VEHICULAR POLLUTANT EMISSIONS**  
**(TONS/YEAR)**

Year	ROC	CO	NO <sub>x</sub>	PM <sub>10</sub> (a)	SO <sub>x</sub> (a)
1990	2,290.7	22,512.8	1,953.0	3,002.6	142.8
2025	1,604.1	20,973.6	2,063.7	4,026.8	152.5
Percent Change	-30%	-6.8%	+5.7%	+34.1%	+6.8%
Difference	-686.6	-1539.2	+110.7	+1024.2	+9.9

(a) The URBEMIS3 model predicted anomalously high PM10 and SOx values in the year 2025. There is no apparent reason for this model to predict PM10 and SOx values of 38,305.7 T/yr and 23,823.2 T/yr, respectively, for year 2025. All of the other pollutant emissions increased or decreased in proportion to fuel use (as estimated by the model), as would reasonably be expected. Therefore, the PM10 and SOx results reported in the table for year 2025 were obtained by running the same 2010 emission factors for the analysis year 2025.



as well as on ramps in the vicinity of the Planning Area where the level of service is predicted to be LOS D even after traffic mitigations are implemented.

As O<sub>3</sub> is the most serious pollutant problem in the region, the addition of the O<sub>3</sub> precursor (NO<sub>x</sub>) emissions into the air basin is likely to make compliance with state and federal air quality standards more difficult to achieve. Similarly, the addition of PM<sub>10</sub> will affect the county's ability to attain the state standard for this pollutant.

The proposed Community Plan and Redevelopment Plan would have a higher density (2.4 percent) than assumed in the existing plan. Traffic (and its related air pollutant emissions) will be higher than what is currently assumed in the SANDAG Series 7 forecasts on a local level. The Series 7 forecasts were used to develop the RAQs, and therefore the vehicle trips and emissions generated by the proposed project would exceed the assumptions in the county's RAQs. While air pollutant emissions from implementation of the proposed project would be higher in the vicinity of the Planning Area, on a regional basis no significant impacts would be anticipated because the project is not regionally growth inducing, but rather would constitute a redistribution of SANDAG projected growth county-wide. Therefore, while increased emissions would be expected locally, emissions would also be expected to be less than projected regionally and therefore, no significant adverse impacts are identified. The upcoming SANDAG Series 8 forecasts (which are expected in 1992) will reflect the proposed Community Plan assumptions.

#### 4. Mitigation

Mitigation measures are required to offset the expected air quality impacts of the proposed Plans. However, because of the nature of the proposed Plans and the air pollutant sources associated with them, mitigation for air quality impacts is limited primarily to minimizing emissions from construction activities and reducing, to the extent practical, the impacts from vehicular traffic associated with the proposed Plans such as adoption of the reduced density alternative (see Section VI.B).

Construction Activities: The following techniques should be used to the extent possible to reduce vehicular and fugitive dust emissions from construction activities:

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

Traffic Reduction Measures: Mitigation of the increased trip generation expected for the proposed Plans consists primarily of upgrading available mass transit alternatives and implementing all available Transportation Control Measures. While the effectiveness of reducing dependency on single vehicle passenger automobiles will depend on a number of factors, the adoption of all feasible measures is important in achieving the goals outlined in the RAQS.

The proposed Parking and Transit Ordinances include parking and transportation demand management techniques to reduce the number of peak period single occupant vehicle trips to the Planning Area. Parking and transportation demand management measures include: onsite parking limitations, the provision of preferential car-and vanpool parking, bicycle storage facilities, shower and locker facilities, onsite transit amenities, transit pass sales and information areas, commuter and carpool waiting areas, and a transit improvement fee to improve transit facilities serving the Planning Area.

Implementation of the following additional measures will reduce localized air quality impacts although impacts will remain significant.

- The Redevelopment Agency shall implement the traffic improvement measures identified in Section IV.B for street and freeway segments, and freeway ramps with poor LOS.
- The Redevelopment Agency shall encourage carpools, vanpools, etc. through employer-sponsored participation or subsidies.

- The Redevelopment Agency shall encourage employers to implement staggered work hours in offices and other businesses to shift travel times to off-peak hours.
- The Redevelopment Plan/Community Plan shall include a bicycle path plan, and the Agency shall encourage building owners to provide bike storage facilities and shower and locker facilities on the premise.

## D. NOISE

### Background

Noise is generally defined as unwanted sound. For most people, the usual consequences of noise are associated with speech interference, distractions at home and at work, disturbance with rest and sleep, and the disruption of recreational pursuits. The long term effects of excessive noise exposure are physical as well as psychological. Physical effects may include headaches, nausea, irritability, constriction of blood vessels, changes in the heart and respiratory rate and increased muscle tension. Prolonged exposure to high noise levels may result in hearing damage. Psychological effects may result from the stress and irritability associated with a change in sleeping patterns due to excessive noise.

Airborne sound is a small scale fluctuation of instantaneous air pressure above and below the local barometric pressure. Sound levels are usually measured and expressed in decibels (dB). Most of the sounds we hear in the environment do not consist of a single frequency, but rather a mixture of frequencies, with each frequency differing in sound level. The intensities of each frequency add to generate sound.

The methodology commonly used to quantify environmental sound evaluates all of the frequencies of a sound in accordance with a weighting system designed to reflect the decreased sensitivity of human hearing at low frequencies and at extremely high frequencies relative to the mid-range frequencies. This is the "A" weighting scheme, and the decibel level measured is called the A-weighted sound level (dBA). The decibel level of a sound source is measured using a sound level meter that includes a filter corresponding to the dBA curve.

Although the A-weighted sound level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noises from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ , are commonly used. They are the noise levels equaled or exceeded during 10 percent,

50 percent, and 90 percent of a stated period of time. A single descriptor called the  $L_{eq}$ , (equivalent sound level) is also used.  $L_{eq}$  is the energy mean A-weighted sound level during a stated measured time interval. The  $L_{min}$  and  $L_{max}$  are the lowest and highest A-weighted sound level, respectively, measured during a stated period of time.

The CNEL (Community Noise Equivalent Level) is the "A" weighted average sound level for a 24-hour day. It is calculated by adding 5 decibels to sound levels in the evening (7:00 pm to 10:00 pm), and 10 decibels to sound levels in the night (10:00 pm to 7:00 am) to compensate for the increased sensitivity to noise during the quieter evening and nighttime hours. Appendix C defines additional acoustical terminology and contains a table of familiar noise sources and their measured noise levels (in decibels).

#### Applicable Standards

The City of San Diego recognizes the relationship between noise and noise sensitive land uses, and emphasizes the need to control noise through land use regulation. The City of San Diego Transportation Element of the General Plan establishes noise standards for various land uses, Figure 4.D-1. The City requires a maximum exterior noise level for all required useable outdoor living space (including patios, balconies, courtyards, seating areas, children's play areas, picnic and barbecue areas, and swimming pools) of 65 dBA CNEL or below (City of San Diego 1979). The maximum acceptable exterior noise level is 70 dBA CNEL for business and professional office land uses, and is 75 dBA CNEL for industrial and commercial land uses.

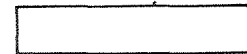
The California Administrative Code, Title 24, Noise Insulation Standards (Title 24) requires that the interior noise level of all new multifamily residences, hotels, and motels must be 45 dBA CNEL or below. If the exterior sound level exceeds the threshold of 60 dBA CNEL, Title 24 requires the preparation of a site specific acoustical analysis showing that the proposed design will limit interior noise to less than 45 dBA CNEL. The City of San Diego also applies the Title 24 standard to single-family residences (Dugan 1986). In addition, the City of San Diego planning department's policy is that interior noise levels at business and professional office land uses are not to exceed 50 dBA CNEL.

		Annual Community Noise Equivalent Level in Decibels					
Land Use		50	55	60	65	70	75
1	Outdoor Amphitheaters (may not be suitable for certain types of music.	COMPATIBLE			INCOMPATIBLE		
2	Schools, Libraries	COMPATIBLE			INCOMPATIBLE		
3	Nature Preserves, Wildlife Preserves	COMPATIBLE			INCOMPATIBLE		
4	Residential-Single Family, Multiple Family, Mobile Homes, Transient Housing	COMPATIBLE			INCOMPATIBLE		
5	Retirement Home, Intermediate Care Facilities, Convalescent Homes	COMPATIBLE			INCOMPATIBLE		
6	Hospitals	COMPATIBLE			INCOMPATIBLE		
7	Parks, Playgrounds	COMPATIBLE			INCOMPATIBLE		
8	Office Buildings, Business and Professional	COMPATIBLE			INCOMPATIBLE		
9	Auditoriums, Concert Halls, Indoor Arenas, Churches	COMPATIBLE			INCOMPATIBLE		
10	Riding Stables, Water Recreation Facilities	COMPATIBLE			INCOMPATIBLE		
11	Outdoor Spectator Sports, Golf Courses	COMPATIBLE			INCOMPATIBLE		
12	Livestock Farming, Animal Breeding	COMPATIBLE			INCOMPATIBLE		
13	Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters	COMPATIBLE			INCOMPATIBLE		
14	Commercial-Wholesale, Industrial Manufacturing, Utilities	COMPATIBLE			INCOMPATIBLE		
15	Agriculture (except Livestock), Extractive Industry, Farming	COMPATIBLE			INCOMPATIBLE		
16	Cemeteries	COMPATIBLE			INCOMPATIBLE		



**COMPATIBLE**

The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.



**INCOMPATIBLE**

The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

SOURCE: Progress Guide and General Plan, City of San Diego 1979

FIGURE



Land Use Compatibility with Annual Community Noise Equivalent Levels

**4.D-1**

The Planning Area consists of a mix of various land uses from residential, to commercial, to heavy industrial; all within close proximity to each other. Therefore, it is important to evaluate sound levels at the boundaries of differing land use zones. The City of San Diego Noise Ordinance Section 59.5.0401 establishes hourly sound level limits for various land use zones, Table 4.D-1. According to the noise ordinance, the noise level limit on the boundary of differing land use zoning districts shall not exceed the arithmetic mean of the respective limits for the two districts.

1. Existing Conditions

Existing noise sources within the Planning Area include automobiles, trucks and buses, aircraft, freight and commuter trains, light rail transit (trolley), and various industrial noise sources. Sensitive land uses within the Planning Area include single and multi-family residences, schools, libraries, offices, and places of worship. Due to the complex nature of this urban environment, many of the noise sources and noise sensitive land uses occur in close proximity to each other. To quantify the existing noise environment, existing noise levels were measured throughout the Planning Area during peak traffic hours (6:00 am–9:00 am and 3:pm–6:00 pm). The measurement locations are depicted on Figure 4.D-2 and the measured existing noise levels are summarized in Table 4.D-2. The peak hour sound level is generally consistent with the CNEL (i.e., the 24-hour weighted average). The existing noise levels produced by these various noise sources are discussed below.

Existing Automobile, Truck and Bus Noise

Although the sensitive land uses in the area are impacted by many noise sources, the most prevalent and consistent source of noise is generated by vehicular traffic. Many of the sensitive land uses in the Planning Area are subjected to vehicular noise levels in excess of the City's 65 dBA CNEL standard. There are many bus routes running through the Planning Area. The majority of bus traffic occurs on Broadway; Market Street; Pacific Highway; Harbor Drive; Front Street; and First, Fourth, Fifth, Tenth, Eleventh, and Imperial Avenues.

**Table 4.D-1**

**TABLE OF APPLICABLE LIMITS  
CITY OF SAN DIEGO NOISE ORDINANCE**

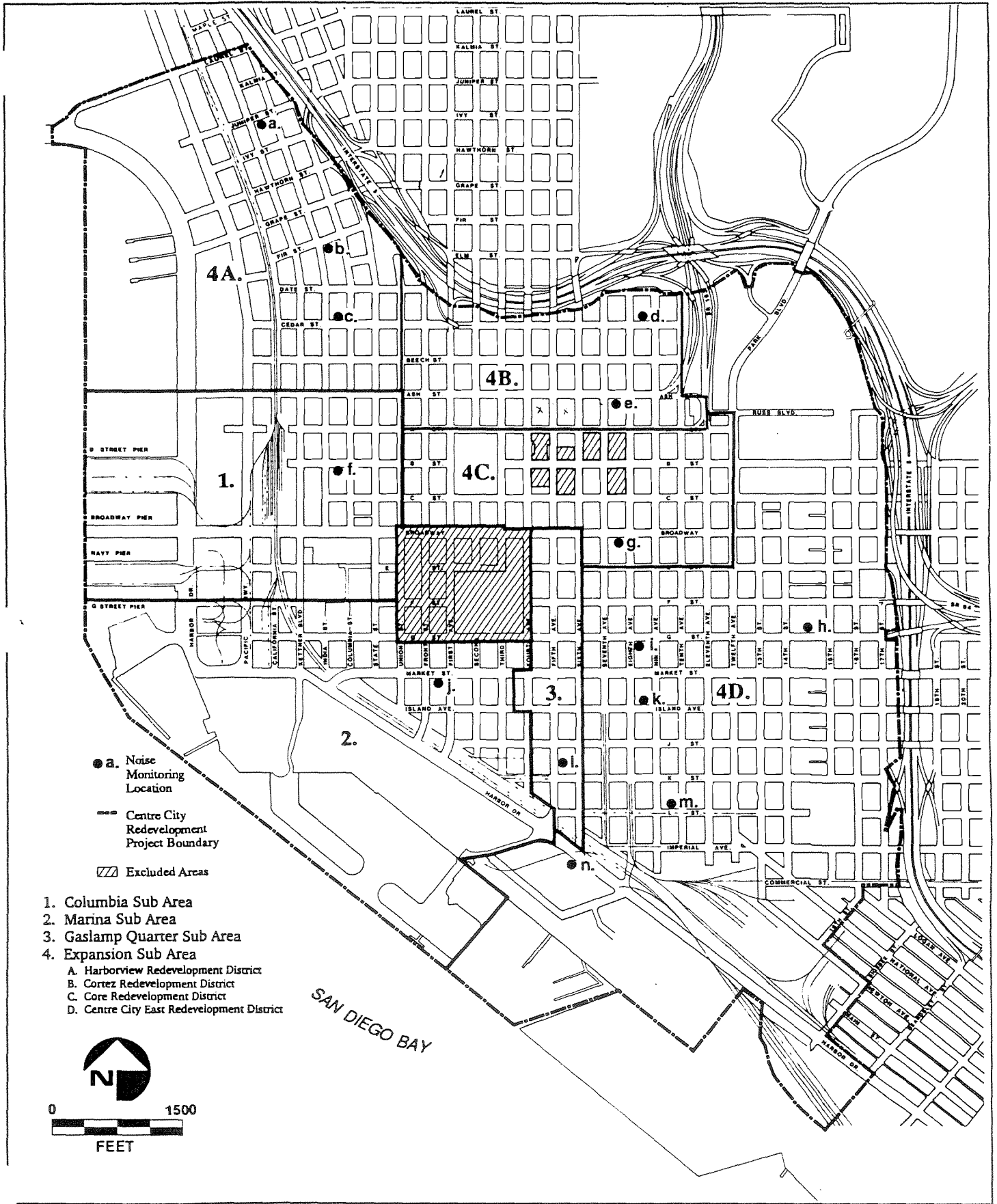
It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table, at any location in the City of San Diego on or beyond the boundaries of the property on which the noise is produced. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person.

Land Use Zone	Time of Day	One-Hour Average Sound Level (decibels)
1. Residential All R-1	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
2. All R-2	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
3. R-3, R-4 and all other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
4. All Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
5. Manufacturing all other Industrial. including Agricultural and Extractive Industry	any time	75

The sound level limit at a location on a boundary between zoning districts is the arithmetic mean of the respective limits for the two districts.

Source: San Diego Municipal Code Section 59.5.0401.





FIGURE

**4.D-2**



Approximate Noise Monitoring Locations

**Table 4.D-2**  
**Measured Ambient Noise Levels (dBA)**

Measurement Location <sup>+</sup>	Leq <sup>*</sup>	L90	L50	L10	Lmax	Lmin	Time of Measurement
a. † Juniper St (Kettner to India)	67	55	59	65	96	--	6:20 am - 7:20 am
b. † Fir St (India to Columbia)	65	58	62	67	83	--	7:40 am - 8:40 am
c. † Cedar St (India to Columbia)	67	58	61	68	83	--	4:30 pm - 5:30 pm
d. Cedar St (8th to 9th)	59	52	57	62	72	48	8:10 am - 9:10 am
e. Ash St (7th to 8th)	66	57	65	70	78	52	7:00 am - 8:00 am
f. "B" St (India to Columbia)	69	59	61	65	82	57	4:00 pm - 5:00 pm
g. Broadway (7th to 8th)	71	58	66	75	90	52	6:15 am - 7:15 am
h. "G" St (14th to 15th)	66	58	62	68	82	55	8:30 am - 9:30 am
i. "G" St (8th to 9th)	66	55	60	69	85	50	7:45 am - 8:45 am
j. Market St (Front to 1st)	66	57	61	68	83	--	5:30 pm - 6:30 pm
k. Island Ave (8th to 9th)	66	54	59	66	82	--	8:20 am - 9:20 am
l. Fifth Ave (“J” to “K”)	65	60	62	67	83	--	6:50 am - 7:50 am
m. "L" St (9th to 10th)	63	54	59	65	82	--	3:45 pm - 4:45 pm
n. Harbor Dr. (5th to 6th)	66	60	64	69	83	56	7:10 am - 8:10 am

\* Each monitoring period was 60 minutes.

+ Measurement locations were 50 feet from the nearest roadway centerline and are depicted on Figure 4.D-2.

† High aircraft noise impact area.

Existing vehicular noise levels were calculated, based on current traffic volumes along 74 roadway segments within the Planning Area using the San Francisco Highway Traffic Noise Prediction Model, Version 2.5 (based on FHWA-RD-77-108). The model input included existing Average Daily Traffic volumes (ADT), vehicle mix and average vehicle speeds. The ADT was obtained from the Redevelopment Project traffic study (Korve Engineering 1991). Receiver elevations reflect the roadway elevation plus 5-feet to approximate the height of the human ear. Roadways were modeled with a vehicle mix of 96 percent cars and 4 percent trucks. The model was used to estimate the worst-case conditions and therefore did not consider the effects of intervening barriers such as walls or buildings. The results of the modeling are summarized in Table 4.D-3.

Assuming the existing adjacent land use occurs within 50 feet of the centerline of the nearest lane in most portions of the Planning Area, the existing noise levels generated by traffic in the Planning Area are estimated to exceed the 65 dBA CNEL standard at the property adjacent to 47 of the 74 segments and are estimated to exceed the 60 dBA CNEL threshold (Title 24) for new construction at the property adjacent to 69 of the 74 segments (see Table 4.D-3).

#### Existing Aircraft Noise

Air traffic from Lindbergh Field is the primary source of aircraft noise in the project vicinity of the Planning Area, although some aircraft noise is generated by navy and coast guard operations in the area, as well as occasional traffic, news, medical, and law enforcement aircraft. The existing noise contours generated by air traffic from Lindbergh Field are depicted in Figure 4.D-3. All of the Harborview Redevelopment District, most of the Cortez Redevelopment District, and the northern portions of the Centre City East Redevelopment District, the Core Redevelopment District and the Columbia Sub Area are within the 60 dBA CNEL for Lindbergh Field. Only the northern half of the Harborview Redevelopment District (north of Cedar Street) and the northeast corner of the Cortez Redevelopment District are within the 65 dBA CNEL (San Diego Unified Port District 1990).

Table 4.D-3

## EXISTING CNEL NOISE CONTOURS

Roadway	Segment	ADT	75 CNEL 70 CNEL 65 CNEL 60 CNEL Distance to Contours (Feet) from Centerline of Nearest Lane			
A Street	Columbia-State	6,800	--	--	--	125
	4th-5th	11,800	--	--	70	225
	8th-9th	13,600	--	--	80	250
Ash Street	North Harbor-Pacific Highway	11,000	--	--	65	210
	8th-9th	10,400	--	--	60	190
B Street	4th-5th	8,200	--	--	45	155
	9th-10th	12,900	--	--	75	240
Beech Street	Pacific Highway-Kettner	1,500	--	--	--	--
Broadway	Pacific Highway-Kettner	12,700	--	--	75	240
	Front-1st	24,600	--	45	145	455
	9th-10th	18,200	--	--	110	340
	14th-15th	8,400	--	--	45	155
C Street	14th-15th	10,500	--	--	60	190
Cedar Street	5th-6th	5,900	--	--	--	110
Columbia Street	Cedar-Date	3,500	--	--	--	65
E Street	4th-5th	2,300	--	--	--	--
	9th-10th	4,300	--	--	--	80
F Street	4th-5th	7,600	--	--	45	145
	9th-10th	14,100	--	--	85	265
	14th-15th	15,800	--	--	95	300
Front Street	F Street-E Street	8,500	--	--	50	160
	B Street-A Street	13,900	--	--	85	265
	Beech-Cedar	12,500	--	--	75	240
G Street	4th-5th	14,200	--	--	85	265
	9th-10th	14,000	--	--	85	265
	14th-15th	15,100	--	--	90	280
Grape Street	Pacific Highway-Kettner	25,100	--	45	145	455
Harbor Drive	4th-5th	14,100	--	--	85	265
Hawthorne Street	Kettner-India	23,300	--	45	145	455
Imperial Avenue	14th-15th	6,500	--	--	--	120
India Street	B Street-A Street	4,300	--	--	--	80
	Cedar-Date	5,000	--	--	--	95
	Juniper-Kalmia	4,800	--	--	--	95

Table 4.D-3 (Continued)

## EXISTING CNEL NOISE CONTOURS

Roadway	Segment	ADT	75 CNEL 70 CNEL 65 CNEL 60 CNEL Distance to Contours (Feet) from Centerline of Nearest Lane			
J Street	9th-10th	2,200	--	--	--	--
K Street	19th-10th	2,400	--	--	--	--
Kettner Boulevard	F Street-E Street	3,800	--	--	--	70
	Cedar-Date	4,600	--	--	--	--
	Juniper-Kalmia	7,200	--	--	--	95
L Street	5th-6th	1,800	--	--	--	--
Laurel Street	Pacific Highway-Kettner	29,400	--	55	175	550
Market Street	4th-5th	15,700	--	--	95	300
	13th-14th	17,000	--	--	100	315
North Harbor Drive	Broadway-Ash	16,100	--	--	95	300
	Hawthorn-Laurel	53,600	--	105	330	1050
Pacific Highway	F Street-E Street	10,100	--	--	60	190
	Broadway-Ash	14,500	--	--	85	165
	Cedar-Elm	17,300	--	--	100	315
	Hawthorn-Juniper	14,900	--	--	85	265
Park Boulevard	Russ-Interstate 5	15,500	--	--	95	300
State Street	C Street-B Street	4,100	--	--	--	65
	Cedar-Date	3,300	--	--	--	60
1st Avenue	F Street-E Street	10,300	--	--	60	190
	Beech-Cedar	20,500	--	--	120	380
2nd Avenue	Beech-Cedar	5,100	--	--	--	95
3rd Avenue	Beech-Cedar	3,300	--	--	--	60
4th Avenue	F Street-E Street	11,000	--	--	65	205
	Beech-Cedar	14,700	--	--	85	260
5th Avenue	A Street-Ash	11,500	--	--	70	225
	Beech-Cedar	12,500	--	--	75	240
6th Avenue	C Street-B Street	10,400	--	--	60	190
	Beech-Cedar	12,600	--	--	75	235
7th Avenue	E Street-Broadway	5,300	--	--	--	95
8th Avenue	Island-Market	5,300	--	--	--	95
9th Avenue	A Street-Ash	3,900	--	--	--	70
10th Avenue	C Street-B Street	17,000	--	--	100	315

Table 4.D-3 (Continued)

## EXISTING CNEL NOISE CONTOURS

Roadway	Segment	ADT	Distance to Contours (Feet) from Centerline of Nearest Lane			
			75 CNEL	70 CNEL	65 CNEL	60 CNEL
11th Avenue	F Street-E Street	9,400	--	--	55	175
	C Street-B Street	14,100	--	--	85	265
12th Avenue	F Street-E Street	2,900	--	--	--	55
	C Street-B Street	10,600	--	--	60	190
13th Street	F Street-E Street	3,700	--	--	--	70
14th Street	F Street-E Street	3,000	--	--	--	55
15th Street	F Street-E Street	2,800	--	--	--	55
16th Street	E Street-Broadway	10,300	--	--	60	190
17th Street	Imperial-L Street	8,400	--	--	50	160

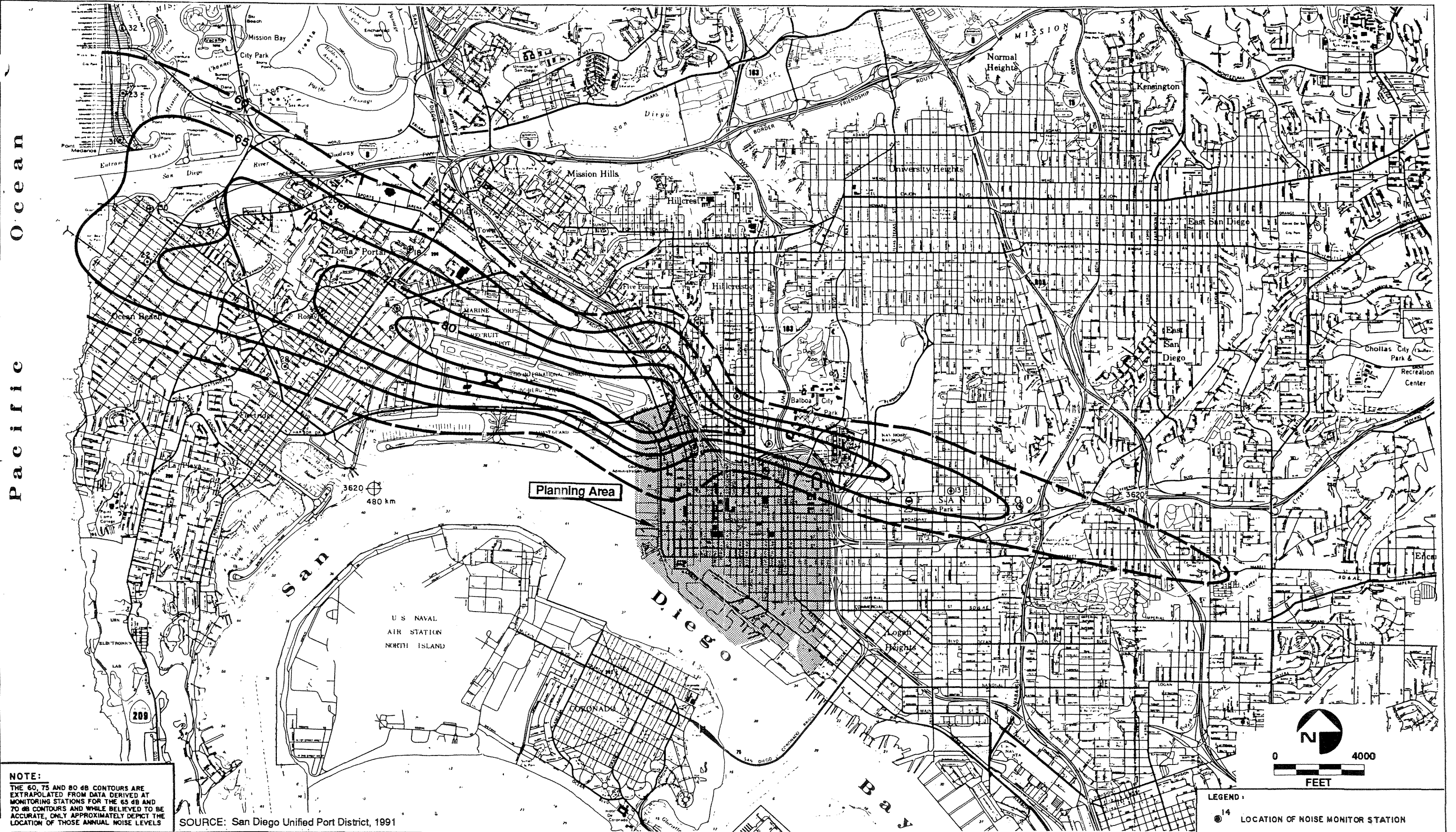
## Existing Railroad and Light Rail Transit (LRT) Noise

Railroad Noise. The Santa Fe Railroad and Amtrak use the tracks located between Pacific Highway and Kettner Boulevard north of the Santa Fe Depot (at Broadway). Only the Santa Fe Railroad uses the tracks south of the depot, but both the Santa Fe Railroad and the San Diego-Imperial Valley Railroad operate on the tracks and switching yard in the southeast corner of the Planning Area at Eighth and Imperial Avenues.

Typical Amtrak operations consist of approximately eight to ten arrivals and eight departures daily between 5:00 a.m. and midnight. The Amtrak trains consist of 1 operating locomotive and average 570 feet in length (Stearns 1990). Amtrak operating speeds are estimated to be less than 35 mph in the Planning Area and maximum pass by noise levels are estimated to be between 90 and 100 dBA at 100 feet from the tracks.

Typical daily Santa Fe freight rail operations consist of one pass by in the afternoon and one pass by at approximately 3:00 a.m. north of the Santa Fe depot (Rock 1990) and one pass by after 10:00 p.m. on Mondays thru Saturdays south of the depot (Graham 1990). Freight trains in the Planning Area travel at approximately 20 miles per hour.

The San Diego-Imperial Valley (SDIV) Railroad also uses the tracks and switching yard in the southeast corner of the Planning Area at Eighth and Imperial Avenues. Two SDIV freight train operations occur nightly after 10:00 p.m. on Mondays thru Fridays. These trains average 2,000 feet in length and also travel approximately 20 miles per hour (Macnab 1990). Noise associated with the freight trains was calculated using a model developed by Wyle Laboratories (Wyle 1973). The model did not consider the effects of intervening barriers such as walls or buildings. Table 4.D-4 summarizes the noise contours produced by operations of the freight railroad companies.





**Table 4.D-4**  
**EXISTING RAILROAD CNEL NOISE CONTOURS**

Railroad Operations	Distance from Centerline of Tracks to Contour (feet)	
	65 dBA	60 dBA
Santa Fe Railroad*	100	290
San Diego-Imperial Valley Railroad*	160	520

\* Wyle Laboratories, 1973. Assessment of Noise Environments Around Railroad Operations.

The horn on the engine is occasionally sounded during operations in the Planning Area and has been measured at 105 dBA at 50 feet perpendicular to the track.

Light Rail Transit (LRT) Noise. The South line, the East line, and the Bayside line of the San Diego Trolley run through the Planning Area. LRT operations within the Planning Area occur on "C" Street, Twelfth Avenue, Commercial Street, and Harbor Drive (see Figure 4.A-1 in the Land Use section of this report). LRT headway intervals are approximately 15 minutes during daytime operating hours. The hours of operation are 5:30 a.m. thru 1:30 a.m. everyday. The headway frequency decreases from once every 15 minutes to once every half-hour after 10:30 p.m. everyday, and before 7:30 a.m. weekends (MTS 1990). The maximum pass by sound level at 50 feet from the track for a 3-car LRT train at 45 miles per hour is 82 dBA (WESTEC 1984). Based on the operation parameters the noise associated with trolley is expected to be less than 65 dBA CNEL at 50 feet from the track (WESTEC 1984). Noise from LRT at-grade crossing bells may produce maximum sound levels as high as 70 dBA at 25 feet (WESTEC 1984). Noise from the crossing bells has the potential to significantly impact noise sensitive land uses (single and multi-family residences, hotels, and motels) within 50 feet of the crossing bells.

### Existing Industrial Noise

There are numerous industrial land uses scattered throughout the Planning Area. The noise generated by these industrial sources is varied and is a function of the type of industrial activity, hours of operation, and intensity of activity on the site. Existing industrial activities in the Planning Area include, but are not limited to, various manufacturing activities; auto repair, metal recycling; and ship repair yard activities.

## 2. Impacts

Noise levels under the ultimate capacity development (2025) will remain high throughout the Planning Area. The most prevalent and consistent source of noise will continue to be generated by vehicular traffic in the area and many of the sensitive land uses in the Planning Area will be subjected to noise levels in excess of the City's 65 dBA CNEL standard. Areas where the useable outdoor living space of sensitive land uses (including patios, balconies, courtyards, seating areas, children's play areas, picnic and barbecue areas, and swimming pools) are impacted by future exterior noise levels in excess of the 65 dBA CNEL standard are considered a significant noise impact. Business and professional office land uses will also be significantly impacted where the future exterior noise level exceeds 70 dBA CNEL and industrial and commercial land uses will be significantly impacted where the future exterior noise level exceeds 75 dBA CNEL.

In addition, if the exterior sound level at sensitive land uses (such as single and multi-family residences, hotels, and motels) exceeds the threshold of 60 dBA CNEL, CAC Title 24 and the City of San Diego requires the preparation of a site specific acoustical analysis showing that the building design will limit interior noise to less than 45 dBA CNEL. Significant interior noise impacts will occur where the site specific acoustical analyses indicate that future interior noise levels will exceed 45 dBA CNEL.

### Future Automobile, Truck and Bus Noise

Future vehicular noise levels were calculated, based on the ultimate capacity traffic volumes (2025) along 107 roadway segments within the Planning Area. The San

Francisco Highway Traffic Noise Prediction Model was used (as described above) to determine the future vehicular noise impacts in the area. Future traffic noise levels were calculated for the ultimate capacity development scenario without traffic mitigations and the ultimate capacity development scenario with traffic mitigations (including 60 percent transit mode split) being implemented. Model input included both the unmitigated and mitigated ultimate capacity development ADT (Korve Engineering 1991), vehicle mix, and vehicle speeds. The model did not consider the effects of intervening barriers such as walls or buildings.

Ultimate Capacity. The results of the modeling of unmitigated ultimate capacity development traffic conditions are summarized in Table 4.D-5. Assuming the future adjacent land use will occur within 50 feet of the centerline of the nearest lane in most portions of the Planning Area, the future noise levels generated by unmitigated traffic in the Planning Area are estimated to exceed the 65 dBA CNEL standard at the property adjacent to 74 of the 107 segments and are estimated to exceed the 60 dBA CNEL threshold (Title 24) for new construction at the property adjacent to 92 of the 107 segments (see Table 4.D-5).

Mitigated Ultimate Capacity. The results of the modeling of mitigated ultimate capacity development traffic conditions are summarized in Table 4.D-6. Assuming the future adjacent land use will occur within 50 feet of the centerline of the nearest lane in most portions of the Planning Area, the future noise levels generated by mitigated traffic in the Planning Area are estimated to exceed the 65 dBA CNEL standard at the property adjacent to 74 of the 107 segments and are estimated to exceed the 60 dBA CNEL threshold (Title 24) for new construction at the property adjacent to 94 of the 107 segments (see Table 4.D-6).

Significant impacts will occur where the useable outdoor living space of sensitive land uses are exposed to future traffic noise levels in excess of the 65 dBA CNEL exterior noise standard. A site specific noise analysis will be required for all proposed noise sensitive land uses (such as single and multi-family residences, hotels, and motels) within the Planning Area where the future noise levels exceed the 60 dBA CNEL threshold for Title 24.

Table 4.D-5

**FUTURE (2025) CNEL NOISE CONTOURS  
(UNMITIGATED TRAFFIC CONDITIONS)**

Roadway	Segment	ADT	75 CNEL	70 CNEL	65 CNEL	60 CNEL
			Distance to Contours (Feet) from Centerline of Nearest Lane			
North Harbor Drive	Grape-Ash	20,400	--	--	120	375
	Ash-Broadway	5,100	--	--		95
	Broadway-Market	7,700	--	--	45	145
Harbor Drive	at Columbia	27,600	--	50	165	510
	Pacific Highway-Kettner	57,000	--	105	340	1050
	Front-First	57,300	--	105	340	1050
	Fourth-Fifth	72,700	--	135	440	1250
Pacific Highway	Grape-Ash	87,700	55	170	510	1500
	Ash-Broadway	77,500	--	145	450	1400
	Broadway-Market	68,700	--	130	400	1225
Kettner Boulevard	Cedar-Beech	22,000	--	--	130	410
	B Street-C Street	17,500	--	--	105	330
	Broadway-G Street	34,300	--	65	200	650
India Street	Cedar-Beech	8,600	--	--	50	160
	B Street-C Street	13,300	--	--	80	250
Columbia Street	Cedar-Beech	3,100	--	--	--	60
	B Street-C Street	15,400	--	--	90	290
State Street	Cedar-Beech	16,600	--	--	100	310
	B Street-C Street	10,500	--	--	65	200
	Broadway-G Street	9,300	--	--	55	175
Union Street	Cedar-Beech	4,800	--	--	--	90
	B Street-C Street	2,600	--	--	--	--
	Broadway-G Street	5,300	--	--	--	100
Front Street	Cedar-Beech	24,500	--	45	145	450
	B Street-C Street	21,500	--	--	125	400
	Broadway-G Street	17,600	--	--	105	330
	North of Harbor Drive	11,400	--	--	70	215
First Street	Cedar-Beech	36,900	--	70	215	700
	B Street-C Street	28,200	--	55	165	530
	Broadway-G Street	27,200	--	50	160	570
	North of Harbor Drive	23,500	--	45	145	450
Second Street	Cedar-Beech	11,400	--	--	105	330
Third Street	Cedar-Beech	29,400	--	55	175	550
	B Street-C Street	6,700	--	--	--	125
Fourth Street	Cedar-Beech	28,200	--	55	175	550
	B Street-C Street	18,400	--	--	110	350
	Broadway-G Street	6,300	--	--	--	120

Table 4.D-5 (Continued)

**FUTURE (2025) CNEL NOISE CONTOURS  
(UNMITIGATED TRAFFIC CONDITIONS)**

Roadway	Segment	ADT	Distance to Contours (Feet) from Centerline of Nearest Lane			
			75 CNEL	70 CNEL	65 CNEL	60 CNEL
Fifth Street	Cedar-Beech	35,500	--	65	200	650
	B Street-C Street	29,300	--	55	175	550
	Broadway-G Street	19,700	--	--	115	360
	North of Harbor Drive	8,500	--	--	50	160
Sixth Street	Cedar-Beech	23,600	--	45	145	450
	B Street-C Street	14,900	--	--	90	290
	Broadway-G Street	11,500	--	--	65	215
Seventh Street	Cedar-Beech	0,900	--	--	--	--
	B Street-C Street	9,500	--	--	55	175
	Broadway-G Street	10,000	--	--	60	190
Eighth Street	Cedar-Beech	0,800	--	--	--	--
	B Street-C Street	13,000	--	--	75	240
	Broadway-G Street	10,400	--	--	60	190
	North of Harbor Drive	26,400	--	50	150	570
Ninth Street	Cedar-Beech	0,900	--	--	--	--
	B Street-C Street	6,200	--	--	--	115
	Broadway-G Street	4,100	--	--	--	75
Park Boulevard	Cedar-Beech	4,500	--	--	--	85
Tenth Street	B Street-C Street	14,200	--	--	85	270
	Broadway-G Street	11,400	--	--	70	215
Eleventh Street	B Street-C Street	21,900	--	--	130	400
	Broadway-G Street	21,300	--	--	125	390
Thirteenth Street	Broadway-G Street	2,400	--	--	--	--
Fourteenth Street	B Street-C Street	1,400	--	--	--	--
	Broadway-G Street	1,200	--	--	--	--
Sixteenth Street	B Street-C Street	8,000	--	--	45	150
	Broadway-G Street	19,300	--	--	115	360
Hawthorne	Pacific Highway-Kettner	22,300	--	--	130	400
Grape	Pacific Highway-Kettner	16,900	--	--	100	320
Fir	Pacific Highway-Kettner	1,400	--	--	--	--
Cedar	Pacific Highway-Kettner	2,600	--	--	--	--
	Front-First	0,500	--	--	--	--
	Fourth-Fifth	5,200	--	--	--	95

Table 4.D-5 (Continued)

**FUTURE (2025) CNEL NOISE CONTOURS  
(UNMITIGATED TRAFFIC CONDITIONS)**

Roadway	Segment	ADT	75 CNEL	70 CNEL	65 CNEL	60 CNEL
			Distance to Contours (Feet) from Centerline of Nearest Lane			
Beech	Pacific Highway-Kettner	8,800	--	--	50	160
	Front-First	15,300	--	--	90	290
	Fourth-Fifth	9,200	--	--	55	175
A Street	Front-First	21,200	--	--	125	400
	Fourth-Fifth	27,400	--	50	165	570
B Street	Front-First	26,800	--	50	165	570
	Fourth-Fifth	15,500	--	--	90	290
	14th-15th	19,600	--	--	115	360
C Street	14th-15th	22,400	--	--	130	400
Broadway	Pacific Highway-Kettner	32,000	--	60	190	600
	Front-First	70,500	--	130	420	1275
	Fourth-Fifth	75,400	45	140	440	1330
	14th-15th	50,800	--	95	300	950
E Street	Front-First	4,800	--	--	--	90
	Fourth-Fifth	4,100	--	--	--	75
	14th-15th	10,300	--	--	60	190
F Street	Front-First	7,300	--	--	--	135
	Fourth-Fifth	14,600	--	--	85	275
	14th-15th	16,600	--	--	100	310
G Street	Pacific Highway-Kettner	13,200	--	--	80	250
	Front-First	2,000	--	--	--	--
	Fourth-Fifth	2,700	--	--	--	--
	14th-15th	6,000	--	--	--	115
Market	Front-First	31,100	--	60	190	605
	Fourth-Fifth	27,300	--	50	165	570
	14th-15th	24,200	--	45	145	450
Island	Front-First	4,100	--	--	--	75
	Fourth-Fifth	1,400	--	--	--	--
	14th-15th	6,800	--	--	--	125
J Street	Fourth-Fifth	5,300	--	--	--	100
	14th-15th	8,900	--	--	55	165
K Street	Fourth-Fifth	1,400	--	--	--	--
	14th-15th	1,700	--	--	--	--
Imperial Avenue	14th-15th	19,200	--	--	115	360

Table 4.D-6

**FUTURE (2025) CNEL NOISE CONTOURS  
(MITIGATED TRAFFIC CONDITIONS)**

Roadway	Segment	ADT	Distance to Contours (Feet) from Centerline of Nearest Lane			
			75 CNEL	70 CNEL	65 CNEL	60 CNEL
North Harbor Drive	Grape-Ash	23,200	—	—	110	350
	Ash-Broadway	8,600	—	—	—	105
	Broadway-Market	7,700	—	—	—	95
Harbor Drive	at Columbia	45,500	—	130	440	1225
	Pacific Highway-Kettner	44,200	—	115	370	1150
	Front-First	44,300	—	110	350	1125
	Fourth-Fifth	53,400	—	145	450	1400
Pacific Highway	Grape-Ash	82,100	60	190	600	1600
	Ash-Broadway	69,500	45	150	460	1420
	Broadway-Market	68,700	45	140	440	1330
Kettner Boulevard	Cedar-Beech	16,600	—	—	100	310
	B Street-C Street	25,900	—	—	115	360
	Broadway-G Street	34,300	—	60	190	600
India Street	Cedar-Beech	8,000	—	—	55	175
	B Street-C Street	15,400	—	—	85	265
Columbia Street	Cedar-Beech	3,100	—	—	—	60
	B Street-C Street	15,400	—	—	95	300
State Street	Cedar-Beech	18,000	—	—	110	350
	B Street-C Street	15,400	—	—	80	250
	Broadway-G Street	9,300	—	—	60	190
Union Street	Cedar-Beech	4,800	—	—	—	90
	B Street-C Street	1,300	—	—	—	—
	Broadway-G Street	5,300	—	—	—	110
Front Street	Cedar-Beech	24,500	—	45	145	450
	B Street-C Street	21,500	—	—	120	380
	Broadway-G Street	17,600	—	—	110	350
	North of Harbor Drive	11,400	—	—	70	225
First Street	Cedar-Beech	36,900	—	80	250	800
	B Street-C Street	28,200	—	55	175	550
	Broadway-G Street	27,200	—	50	165	510
	North of Harbor Drive	23,500	—	50	165	540
Second Street	Cedar-Beech	11,400	—	—	80	250
Third Street	Cedar-Beech	1,200	—	—	—	—
	B Street-C Street	6,700	—	—	45	150
Fourth Street	Cedar-Beech	28,200	—	55	175	550
	B Street-C Street	18,400	—	—	125	400
	Broadway-G Street	6,300	—	—	45	145

Table 4.D-6 (Continued)

FUTURE (2025) CNEL NOISE CONTOURS  
(MITIGATED TRAFFIC CONDITIONS)

Roadway	Segment	ADT	Distance to Contours (Feet) from Centerline of Nearest Lane			
			75 CNEL	70 CNEL	65 CNEL	60 CNEL
Fifth Street	Cedar-Beech	35,500	—	65	200	650
	B Street-C Street	29,300	—	55	175	550
	Broadway-G Street	19,700	—	—	120	380
	North of Harbor Drive	8,500	—	—	—	—
Sixth Street	Cedar-Beech	23,600	—	—	—	90
	B Street-C Street	14,900	—	—	100	315
	Broadway-G Street	11,500	—	—	80	250
Seventh Street	Cedar-Beech	900	—	—	—	—
	B Street-C Street	12,500	—	—	85	270
	Broadway-G Street	10,000	—	—	70	225
Eighth Street	Cedar-Beech	800	—	—	—	—
	B Street-C Street	13,000	—	—	100	315
	Broadway-G Street	10,400	—	—	65	205
	North of Harbor Drive	26,400	—	55	165	530
Ninth Street	Cedar-Beech	900	—	—	—	—
	B Street-C Street	6,200	—	—	45	145
	Broadway-G Street	4,100	—	—	—	75
Park Blvd	Cedar-Beech	4,500	—	—	—	85
Tenth Street	B Street-C Street	14,200	—	—	100	310
	Broadway-G Street	11,400	—	—	75	240
Eleventh Street	B Street-C Street	21,900	—	45	145	450
	Broadway-G Street	21,300	—	45	145	450
Thirteenth Street	Broadway-G Street	1,500	—	—	—	55
Fourteenth Street	B Street-C Street	1,400	—	—	—	—
	Broadway-G Street	1,200	—	—	—	—
Sixteenth Street	B Street-C Street	8,000	—	—	55	175
	Broadway-G Street	19,300	—	—	125	390
Hawthorne	Pacific Highway-Kettner	22,300	—	—	130	400
Grape	Pacific Highway-Kettner	16,900	—	—	125	400
Fir	Pacific Highway-Kettner	1,400	—	—	—	—
Cedar	Pacific Highway-Kettner	2,600	—	—	—	—
	Front-First	500	—	—	—	—
	Fourth-Fifth	5,200	—	—	—	1100
Beech	Pacific Highway-Kettner	8,800	—	—	55	175
	Front-First	15,300	—	—	110	350
	Fourth-Fifth	9,200	—	—	60	190



Table 4.D-6 (Continued)

**FUTURE (2025) CNEL NOISE CONTOURS  
(MITIGATED TRAFFIC CONDITIONS)**

Roadway	Segment	ADT	Distance to Contours (Feet) from Centerline of Nearest Lane			
			75 CNEL	70 CNEL	65 CNEL	60 CNEL
Ash	Pacific Highway-Ketner	44,800	—	90	280	900
	Front-First	21,400	—	—	125	400
	Fourth-Fifth	16,800	—	—	100	320
A St	Front-First	21,200	—	—	115	360
	Fourth-Fifth	27,400	—	55	175	550
B St	Front-First	26,800	—	50	165	570
	Fourth-Fifth	25,500	—	50	165	570
	14th-15th	19,600	—	—	115	360
C St	14th-15th	22,400	—	45	145	450
Broadway	Pacific Highway-Ketner	32,000	—	65	200	650
	Front-First	57,400	45	140	440	1330
	Fourth-Fifth	64,500	55	170	510	1500
	14th-15th	25,100	—	115	360	1090
E St	Front-First	4,800	—	—	—	110
	Fourth-Fifth	4,100	—	—	—	75
	14th-15th	10,300	—	—	70	215
F St	Front-First	7,300	—	—	55	165
	Fourth-Fifth	14,600	—	—	—	—
	14th-15th	16,600	—	—	95	300
G St	Pacific Highway-Ketner	13,200	—	—	55	165
	Front-First	2,000	—	—	—	55
	Fourth-Fifth	2,700	—	—	—	85
	14th-15th	6,000	—	—	—	125
Market	Front-First	31,100	—	60	190	600
	Fourth-Fifth	27,300	—	55	175	550
	14th-15th	24,200	—	45	145	455
Island	Front-First	4,100	—	—	—	75
	Fourth-Fifth	1,400	—	—	—	—
	14th-15th	6,800	—	—	—	95
J St	Fourth-Fifth	5,300	—	—	—	120
	14th-15th	8,900	—	—	60	190
K St	Fourth-Fifth	1,400	—	—	—	—
	14th-15th	1,700	—	—	—	—
Imperial Ave	14th-15th	19,200	—	—	115	360

### Future Aircraft Noise

Future noise contours for Lindbergh Field are not available. The future level of operations at the airport are presently undecided and could vary significantly from the existing level. Two general scenarios are under consideration:

Scenario 1: As a "noise problem airport" Lindbergh Field currently operates with a variance that includes a number of Port District operational restrictions, limiting departures to only Stage 3 aircraft between 6:30 and 7:00 a.m. and between 10:00 p.m. and 11:30 p.m., and permitting no departures from 11:30 p.m. until 6:30 a.m. To further reduce aircraft noise, the Port Commission adopted the Lindbergh Field Airport Use Regulations that require a yearly increase in percentage of all operations to be those of certified Stage 3 aircraft, so that all operations will be Stage 3 aircraft by January 1, 1999. The effect on the noise footprint will be to steadily reduce the noise impact area each year.

Scenario 2: The current level of operations at Lindbergh Field could be decreased as commercial and freight air operations are moved to another airport. If this occurs the existing noise impact area depicted in Figure 4.D-3 would also decrease accordingly and a fewer number of sensitive land uses would be significantly impacted by exterior noise levels greater than the 65 dBA CNEL standard.

### Future Railroad and Light Rail Transit (LRT) Noise

Freight rail operations are not expected to change significantly as a result of the proposed Community Plan or Redevelopment Plan. Therefore, future freight railroad CNEL contours are not expected to change from those described in Table 4.D-4. Although future wayside pass-by sound levels for Amtrak and LRT operations will be similar to existing levels, it is likely that future CNEL contours may increase due to the possible increase in the frequency of Amtrak and LRT operations. In addition, sensitive land uses within 50 feet of the LRT at-grade crossing bells may be significantly impacted by noise. Sensitive land uses adjacent to the Amtrak, Santa Fe, or San Diego-Imperial Valley rail operations have the potential to be significantly impacted by railroad noise levels that exceed the 65 dBA CNEL standard. These potential impacts must be assessed in a site-specific acoustical analysis which must show that the future exterior noise level in

the useable outdoor living space is at or below 65 dBA CNEL and that the interior noise level is at or below 45 dBA CNEL for all new developments.

#### Future Industrial Noise

Future industrial land use and the associated industrial activities in the Planning Area will decrease from current levels by approximately 40 percent (CCDC 1991a). Consequently, the number of areas impacted by industrial noise will also decrease by approximately 40 percent. Industrial noise levels will remain relatively unchanged, however, in those areas where industrial activity is continued. The noise generated by these industrial sources is varied and is a function of the type of industrial activity, hours of operation, and intensity of activity on the site. All industrial activities must comply with the City's noise ordinance.

### 3. Significance of Impacts

Automobile, Truck, and Bus Ultimate Capacity Noise. The useable outdoor living space of sensitive land uses on 74 of the 107 roadway segments will be significantly impacted by exterior noise levels above 65 dBA CNEL standard. Significant interior noise impacts may occur to proposed sensitive land uses (such as single and multi-family residences, hotels, and motels) on 92 of the 107 roadway segments where exterior noise levels exceed 60 dBA CNEL, therefore, site-specific acoustical analyses will be required.

Mitigated Automobile, Truck, and Bus Ultimate Capacity Noise. The useable outdoor living space of sensitive land uses on 74 of the 107 roadway segments will be significantly impacted by exterior noise levels above 65 dBA CNEL standard. Significant interior noise impacts may occur to proposed sensitive land (such as single and multi-family residences, hotels, and motels) uses on 94 of the 107 roadway segments where exterior noise levels exceed 60 dBA CNEL, therefore, site-specific acoustical analyses will be required.

Future Aircraft Noise. Significant noise impacts will occur to the useable outdoor living space of sensitive land uses within the future 65 dBA CNEL aircraft noise contour. Since the future level of operation at Lindbergh Field is currently undecided, it is not possible to determine the location of the future aircraft noise

contours. Any proposed sensitive land use (such as single and multi-family residences, hotels, and motels) within the future 60 dBA CNEL aircraft noise contour will require a site specific acoustical analysis.

Future Railroad and Light Rail Transit (LRT) Noise. Sensitive land uses adjacent to the Amtrak, Santa Fe, or San Diego-Imperial Valley rail operations have the potential to be significantly impacted by railroad noise levels that exceed the 65 dBA CNEL standard. In addition, sensitive land uses within 50 feet of the LRT at-grade crossing bells may be significantly impacted by bell noise. These potential impacts must be assessed in a site-specific acoustical analysis which must show that the future exterior noise level in the useable outdoor living space is at or below 65 dBA CNEL and that the interior noise level is at or below 45 dBA CNEL.

Future Industrial Noise. The number of industrial noise sources is expected to be reduced by 40 percent in the future (CCDC 1991a). Industrial noise levels will remain relatively unchanged, however, in those areas where industrial activity is continued. The noise generated by these industrial sources is varied and is a function of the type of industrial activity, hours of operation, and intensity of activity on the site.

#### 4. Mitigation

##### Automobile, Truck, and Bus Noise

Noise from roadway traffic is considered a potentially significant impact to noise sensitive land uses constructed adjacent to roadways. All required usable exterior living areas at residential units, hotels and motels exposed to an exterior noise level of 65 dBA CNEL or greater, will require mitigation. Mitigation may be achieved by setbacks or barriers such as a noise wall, earthen berm, architectural treatments, or a combination of these. A site-specific acoustical analysis will be required to identify appropriate mitigation measures.

All proposed residential units, hotels and motels exposed to an exterior noise level of 60 dBA CNEL or greater, are required to have an interior acoustical analysis to ensure that the building design would limit interior noise to 45 dBA CNEL or below as specified by CAC Title 24, and the City of San Diego. In general, closed

window conditions and mechanical ventilation will provide the necessary mitigation. In some cases a change in the window glazing may also be required.

Similar mitigation measures may be necessary to provide professional office and commercial business land uses with exterior and interior noise levels at or below 70 and 50 dBA CNEL respectively. Site-specific acoustical analyses will be required to identify exact mitigation measures.

#### Railroad and Light Rail Transit (LRT) Noise

Noise associated with the railroads and LRT will have the potential to impact noise sensitive receivers near the tracks. Mitigation of railroad and LRT noise may be achieved similarly to vehicular noise. The locomotive engine noise, however, is dominated by the exhaust components that are located atop the engine. The height of the locomotive noise source is such that a high noise wall (25 feet) may be required to mitigate sound levels for nearby sensitive land uses. A similar problem is likely to occur with the mitigation of crossing bell noise due to the bell height. Therefore, potential noise impacts to the very sensitive land uses such as residences may require setbacks to mitigate the impact.

Mitigation measures for professional office and commercial business land uses impacted by rail noise may be mitigated by setbacks, barriers, and appropriate mitigating structural design. Site-specific acoustical analyses will be required to identify exact mitigation measures.

#### Aircraft Noise

Aircraft noise is likely to significantly impact all proposed useable outdoor living space within the 65 dBA CNEL aircraft noise contour. These impacts may possibly be mitigated by the orientation of the useable outdoor living space away from the noise source so that it is shielded from direct exposure, although in many cases the impact may be unmitigable. Interior noise levels for all proposed sensitive land uses (such as single and multi-family residences, hotels, and motels) within the 60 dBA CNEL aircraft noise contour shall be mitigated by appropriate structural design. Site-specific acoustical analyses will be required to identify exact mitigation measures.

## Industrial Noise

As mentioned previously, the noise generated by industrial sources is varied and is a function of the type of industrial activity, hours of operation, and intensity of activity on the site. These factors must be assessed by site specific noise analyses. Mitigation for industrial noise sources are primarily achieved by the placement of industrial noise generators at distances great enough from sensitive receptors to eliminate significant noise impacts. Other mitigation measures may include but are not limited to, enclosure of noise generating operations; construction of on-site noise barriers; limitation of noise generating operations to normal business hours (weekdays from 7:00 a.m. to 7:00 p.m.); and the routing of industry and commercial related truck traffic away from sensitive land use area. Site-specific acoustical analyses will be required to identify exact mitigation measures.

## E. CULTURAL RESOURCES

The following section of this EIR is based on a Cultural Resources Technical Report prepared for this project by ERCE. ERCE, in response to the requirements of the California Environmental Quality Act (CEQA), conducted a literature search and records review at the South Coastal Information Center at San Diego State University and at the San Diego Museum of Man. Reviews of other existing data regarding cultural resources of the Planning Area included the historic resources inventories for the Planning Area, Sanborn Map Company fire insurance maps from 1883 to 1962 and aerial photographs from the late 1920s, produced by Tax Factor, Incorporated.

### 1. Existing Conditions

The Planning Area possesses a wealth of cultural resources, as it is composed of the historic areas of what began as New Town San Diego. The cultural resources are not limited to historic buildings and districts, but include archaeological sites, both recorded sites and those areas that have the potential to yield archaeological materials.

#### Prehistoric Resources

Numerous studies have examined the incidence of prehistoric resources within the Planning Area. These have been primarily limited to studies along corridors of new or planned development, including the Marina/Columbia Residential Development project, the San Diego Bay Route Bikeway (Harbor Drive to Coronado for CALTRANS (Corum 1978), alterations of street alignments along the harbor, the development of Seaport Village (Carrico 1977), the construction of a light rail transit system (the San Diego/San Ysidro Trolley), the MTDB East Urban Transit Corridor project (Crotteau 1983), and the MTDB LRT Extension for the City of San Diego (Gallegos 1987). Since the passage of CEQA in 1972, there have been 24 surveys for prehistoric resources within the Planning Area boundaries. Twenty-one prehistoric sites and three historic sites were identified as a result of these surveys. During the years prior to the surveys undertaken in compliance with CEQA, archaeologists such as Malcolm Rogers identified other sites during the decades of the 1920s and 1930s.

The Planning Area, unlike other portions of what is now urban San Diego, has been thoroughly developed for over 100 years. There is, however, a potential for prehistoric cultural deposits as well as historic deposits within the strata underlying Centre City. In addition, the coastal areas along the original tide line of the Bay, an area roughly defined as those lands lying on the east and northeast sides of Pacific Highway between Laurel and Market, and Harbor Drive between Kettner and Eighth Avenue, have a potential for prehistoric resources. This is particularly true where development has not included extensive grading or excavation for basements and foundations.

### Historic Resources

The historic resources previously identified within the Planning Area are numerous, and are limited primarily to buildings, although there is a potential for historic archaeological resources as well. In 1978, CCDC entered into contract with Wirth Associates, Inc., for archaeological testing and data retrieval in the Marina and Columbia Redevelopment areas. Wirth Associates prepared an archaeological overview of the Horton House sites. The investigations resulted in a published/report, "Horton House, an Archaeological Overview," dated September 17, 1979. CCDC's completion of its Section 106 responsibilities for Horton House was acknowledged by the SHPO on September 24, 1979. Subsequent work provided the following: (1) background archival research and formulation of an archaeological overview for the Marina and Columbia Redevelopment areas; (2) inventory and determination of archaeological significance for Parcels A, B and C; and (3) inventory and determination of archaeological significance of the San Diego Barracks site. These activities resulted in the preparation of "An Archaeological and Historical Inventory of the Marina/Columbia Residential Development: Parcels A, B and C" and "Developing the Bay, an Archaeological and Historical Overview of the Marina/Columbia Redevelopment Areas" (1980). These documents were accepted by the State Historic Preservation Officer.

In March 1980, CCDC entered into a contract with Charles Hall Page and Associates of San Francisco to conduct individual reports on 12 buildings determined eligible for listing on the National Register (Page and Associates 1980). The report contained an assessment of significance for each of the buildings in



terms of the development of architecture in San Diego, recommendations for alternative mitigation measures, and costs and economic viability of relocating the structures. The following buildings were included:

- Armed Services YMCA (500 West Broadway, between India and Columbia)
- Plants and Fireproofing Building (540-546 Third, between Market and Island)
- Ying-On Labor and Merchants Building (500-504 Third, NW corner Third and Island)
- Chinese Benevolent Society Building (428 Third, between Island and J Streets)
- Stingaree Bordello Building (demolished) (SE corner Third and Island)
- Commodore Hotel/Lyceum Theatre (subsequently demolished)
- Frost Lumber Corner Building (subsequently demolished) (SW corner Market and Columbia Streets, bounded by RR tracks)
- Horton Grand Hotel (removed from original site at 322 F Street to Island and Fourth)
- Knights of Pythias Building (subsequently demolished)
- Pacific Soap Factory (301 West Market, SW corner Market & Union Street), bounded by RR tracks)
- Senator Hotel (formerly Panama Hotel) (105 W. F Street, between First and Front)
- Tower Bowl (subsequently demolished) (630 W. Broadway, between Kettner and India)

CCDC was directed to work with the U.S. Department of Housing and Urban Development (HUD), State Office of Historic Preservation (SHPO) and the National Advisory Council on Historic Preservation (Department of the Interior, National Park Service). In order to receive federal funding for the individual implementation projects within the Marina Redevelopment area, CCDC satisfied the requirements outlined in Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f).

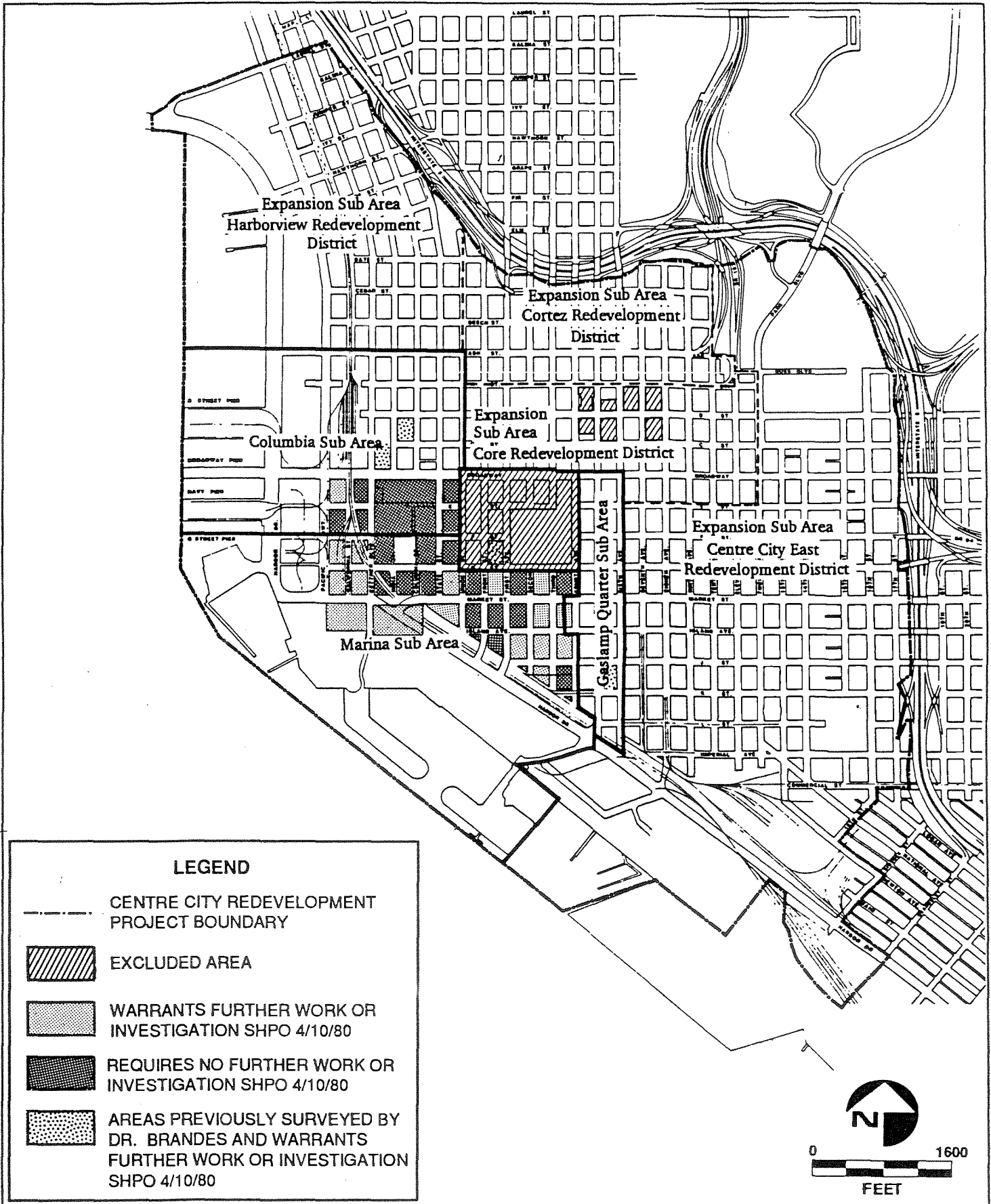
Concurrently in April 1979, a "Historical Review" of 27 of the sites that were listed in the Report on Significant Structures was conducted by CCDC (CCDC 1979). This report included only those structures within the proposed Marina/Columbia Residential Development where federal funding was sought through HUD's Community Development Block Grant (CDBG). This document formed the basis

for the Request for Determination of Eligibility prepared in May 1979 that identified fifteen (15) sites located in the Marina/Columbia Residential Development area and twelve (12) sites located in the area of influence (i.e., within 300 feet of the project). The request for eligibility was prepared for the 27 sites in accordance with the "Environmental Review Procedures for Community Development Block Grant Programs" (24 CFR 58) which requires examination of the project area and surrounding area of impact to find historical, architectural, and culturally significant structures and obtain a determination of the eligibility for listing in the National Register. In August 1979, Determination of Eligibility Notifications were received from the Keeper of the National Register for 25 of the 27 sites. The remaining two sites had already been listed on the National Register. As a result, 12 buildings were identified as eligible for listing on the National Register of Historic Places.

With the results of the report prepared by Page and Associates and the "Report on Significant Structures" prepared by CCDC in 1979, the State Historic Preservation Officer (SHPO) identified those blocks in the Marina and Columbia Redevelopment Projects which may require further investigation for subsurface cultural resources. On April 10, 1980 the SHPO wrote a letter to CCDC confirming the degree of further investigation required for the remaining blocks in the Marina and Columbia Redevelopment areas.

The SHPO's April 1980 letter identified those blocks in the Marina and Columbia Project areas which (1) "require no further cultural resource investigation," (2) "warrant further work or investigation," and (3) "warrant further investigation specifically regarding extent of previous ground disturbance" (Figure 4.E-1)

Subsequently, Dr. Ray Brandes entered into contract with CCDC to conduct the "further investigation" required by the SHPO. The blocks surveyed by Dr. Brandes include 3 blocks in the Columbia Sub Area, 19 in the Marina Sub Area, 1 in the Gaslamp Quarter Sub Area and 1 in the excluded area (Figure 4.E-1). The following is a list of blocks surveyed.



Areas Previously Surveyed by Dr. R. Brandes  
(1980-1990)

FIGURE  
**4.E-1**

Davidson Block	B Street, C Street, India, Columbia
Barbee Tract	C Street, Broadway, India, Kettner
SD-18	California, Kettner, West Market, West Island
SD-19	Pacific Highway, California, West Market, West Island
SD-21	Kettner, West Market, India, West Island
SD-22	India, West Market, Columbia, West Island
SD-23	Railroad tracks, West Market, Columbia
SD-24	Railroad tracks, West Market, Union, West Island
SD-27	State, West G Street, Union, West Market
SD-31	California, West G Street, Kettner, Market Street
SD-32	Pacific Highway, Market, G Street, California
SD-35	Pacific Highway, California, West F Street, West G Street
SD-36	California, Kettner, West F Street, West G Street
SD-50	Broadway, E Street, California, Pacific Highway
H-C	First, West G Street, Front, West Market
H-D	First, Front, West F Street, West G Street
H-90	Second, Third, G Street, Market Street
H-94	West 1/2 only - Third, Market, Island
H-115	Third, Island, Fourth, J Street
H-116	Second, Island, Third, J Street
H-117	First, Island, Second, J Street
H-118	First, J Street, Second, Railroad tracks
H-119	Second, J Street, Third, Railroad tracks
H-122	Fifth, J Street, Sixth, K Street

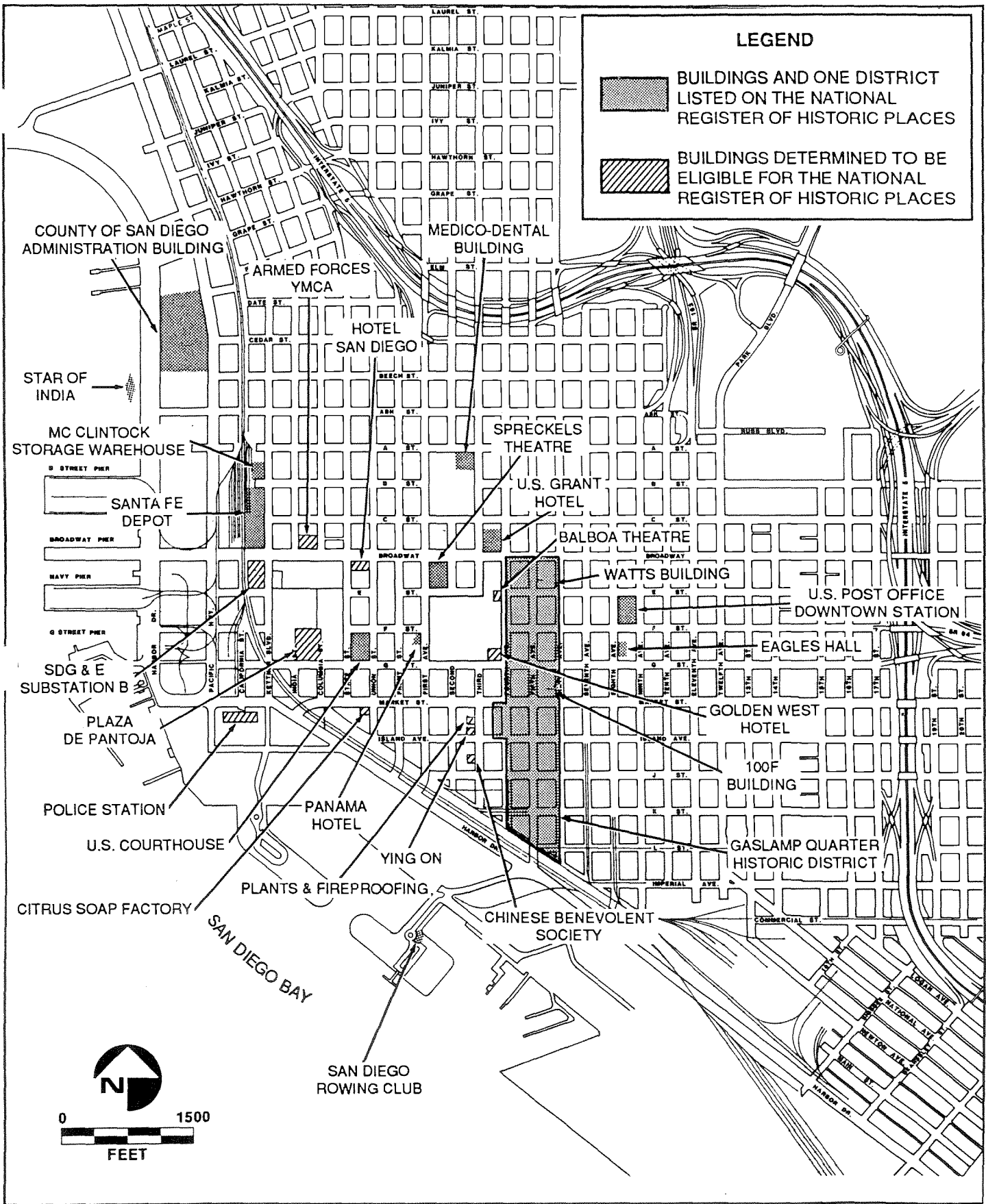
Historical archaeological materials in these blocks would most likely be found in features such as pit privies, trash deposits, and wells. Most residences, hotels, restaurants, and business establishments maintained privies and over the years acquired trash deposits. These were common components found associated with all types of businesses during the 19th and 20th centuries. These types of resources are widely encountered in the urban areas of the City and would be repeated many times over in each block. The installation of sewer lines in 1889 slowed the use of privies, however the presence of many privies within the Project Area is highly likely. These trash pits and privies would be expected to yield information regarding lifestyles, economic levels, and associated information for both business classes and residents of various ethnic origins.

The expanded Project Area contains potentially similar information as the original areas surveyed by Dr. R. Brandes. Historically, both the expanded Project Area and the Brandes areas have contained similar types of businesses, and a mix of residences and small shops, all with a variety of uses. Judging from a review of Sanborn maps and City Directories, there appears to be a high potential for subsurface remains and potentially significant cultural resources within the expanded Project Area.

To produce a ranking of probable sensitivity regarding the intercorrelation between the hazardous material areas with the potentially significant blocks is not possible at this time without testing and additional research. However, the location of an early city dump site was derived from a review of historic materials used in the hazardous materials study. The rest of the hazardous materials research produced data about modern, non-historic gas stations, dry cleaners, tanks, and other related nonsignificant resources. Under CEQA, cultural resources are considered to be potentially significant until testing and research determines the level of significance of each individual site.

The known historic buildings of the Planning Area have been deemed of either historic or architectural significance, or both. There are lists and registers of historic buildings generated at the federal, state, and local level, both County and City. As of 1990, 27 properties and one district within the Centre City Planning Area were included on the National Register or deemed eligible for the National Register (Figure 4.E-2). This list of National Register sites in the Planning Area does not include properties that may have achieved National Register status or been determined eligible since 1990 (Appendix B of the technical report).

Properties that have achieved local significance, and possibly significance on the state or federal level as well, are listed as landmarks by the City of San Diego's Historical Site Board. These properties may or may not include some of those that are also listed on the National Register of Historic Places. The technical report (Appendix C and D) identifies 98 properties and two historic districts that have been designated as local landmarks within the Planning Area. These properties and figures are referenced in Figures 4.E-3A and 4.E-3B. Those buildings recorded in the Historic American Buildings Survey are indicated by the initials HABS.



Properties and One Historic District Listed and Eligible for the National Register of Historic Places

FIGURE

4.E-2

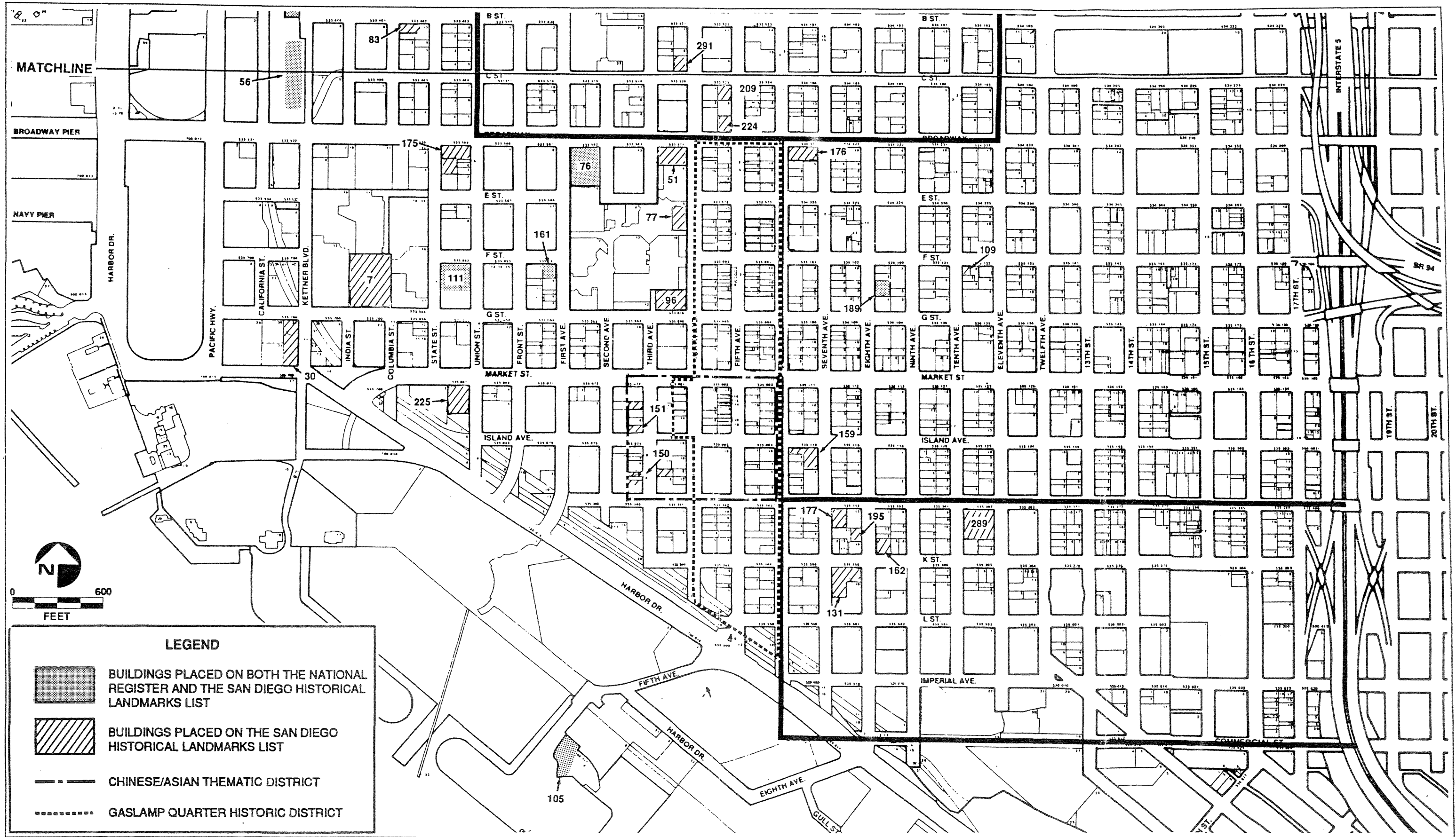




Buildings Placed on the National Register and  
the San Diego Historical Landmarks List  
(North)

FIGURE

4.E-3A



Buildings Placed on the National Register and  
the San Diego Historical Landmarks List  
(South)

FIGURE

4.E-3B



In addition, a survey of five areas within the Planning Area boundaries was conducted in 1989 by Dr. Brandes and Marie Burke Lia, using a team of researchers familiar with urban San Diego. At the time the survey was conducted, the Historical Sites Board ranked resources as to their importance. They have since discontinued the grading system and now only list resources without categorizing their importance.

The Brandes/Lia survey team ranked buildings into the following categories:

- #1 Eligible for the National Register of Historic Places;
- #2 Eligible for the San Diego Historical Site Register; and
- #3 Architecturally interesting buildings which do not merit inclusion on the local Register.

The survey identified 28 buildings within the Planning Area that fell into Category 1, i.e., potentially eligible for the National Register of Historic Places. To date, six of these buildings have been placed on the National Register: the Medico-Dental Building, U.S. Grant Hotel, Eagles Hall, County Administration Building, Star of India, and the Main Post Office, making a total of 27 properties and one historic district on the national register (Figure 4.E-2). The remaining 22 Category 1 buildings have not been nominated to the National Register of Historic Places as of this time.

Properties were also evaluated for local significance by the Brandes/Lia survey and 127 properties were placed in Category 2 (potentially locally significant). Sixty buildings have been designated and placed on the San Diego Historical Site Register. Designation of 19 of the 60 buildings is currently undergoing the appeal process and the designation of some may be reversed in the final analysis. The remaining 67 properties have not come before the San Diego Historical Site Board for review at this time.

### Historic Districts

The Centre City Planning Area includes two historic districts. The first of these is the Gaslamp Quarter Sub Area, a National Register Historic District placed on the

National Register of Historic Places in 1980. The Gaslamp Quarter Sub Area was initially developed in the 1870s, and grew to become the commercial center of town up until the years just prior to the First World War. The Sub Area includes structures that contribute to the character of the district and are considered to be of primary significance and those structures that are of secondary significance. Within the boundaries of the Planning Area, the Gaslamp Quarter Sub Area has the most resources of the greatest age, dating to the late 1870s and the early 1880s. Resources of the early 1880s may also be found in those areas which border the Gaslamp Quarter Sub Area: the east side of the Marina Sub Area, the south edge of the Core Redevelopment District, the south edge of the Core Redevelopment District, and the west sides of Centre City East Redevelopment District.

The second historic district is the Chinese/Asian Thematic Historic District, located within the Marina and Gaslamp Sub Area. This district was established locally in 1987, and is composed of 22 individual buildings, some of which have been determined to be eligible for the National Register. The thematic nature of this district is an attempt to recognize that the blocks between Second and Sixth Avenues and south of Market Street to J Street were those historically occupied by Chinese and Asian Americans during the late nineteenth and early twentieth centuries. The significant aspect or theme of the Chinese/Asian Thematic Historic District is that the structures involved are the remnant buildings which are directly related to the Chinese/Asian community and its role in the commercial, historical, architectural, and cultural development of the city.

## 2. Impacts

The proposed Community Plan includes preservation of historic structures and districts of downtown among its stated goals. Other goals of the Community Plan may conflict with historic preservation goals. Historic properties may be located on sites which are designated for greater intensities of development than the existing properties.

Incentives provided in the Community Plan include:

1. Floor Area Ratio Exception

A floor area ratio exception is available to designated sites. For development infilled on sites which contain designated historic structures and/or where these structures are rehabilitated and integrated into the proposed new development, the floor area ratio of the designated historic structure will not be calculated in the total FAR of the site.

2. Land Use and Property Development Regulations

Owners of designated historic buildings are eligible to apply for uses of the property that may not otherwise be permitted within that Land Use District. Exceptions to the Street Level Development Standards, Off-Street Parking Requirements, and Parking Design Standards of the Plan may also be permitted.

3. Alternative Building Code Provisions

The State of California Historic Building Code may be used in place of the Uniform Building Code. The Historic Building Code offers alternative provisions to meet code requirements for older structures.

This FAR exception may assist in the retention or rehabilitation of historic structures, but it would not result in the maintenance of the historic vertical scale of the block containing the historic structure, representing a potentially significant adverse impact on architectural theme and sense of time and place. The overall integrity of size and scale could be affected.

The Urban Conservation section of the proposed Community Plan addresses the treatment of designated historic structures in the Planning Area. The intent of the proposed Community Plan is "to achieve a balance between redevelopment and urban conservation" with an emphasis on the rehabilitation and reuse of sites determined to be important to San Diego and the nation. The Historical Site Board

reviews any actions related to these sites that are protected through the Resource Protection Ordinance.

Historic sites of local importance that contribute to the character of Centre City are subject to redevelopment. The adaptive reuse of these sites is encouraged through incentive programs, but these programs are comparatively weak when viewed against incentives to redevelop pursuant to other goals of the proposed Community Plan.

Determining potential impacts to buried cultural resources presents a problem largely unaddressed by the proposed Community Plan. However, it is possible to delineate those areas of Centre City that have the highest potential for subsurface historic cultural resources (details, including a resource sensitivity map, are provided in the Cultural Resources Technical Report). The current analysis does not, however, preclude the potential for encountering important resources, historic or prehistoric, on downtown blocks that have not been identified as sensitive, such a possibility always exists in an urban setting.

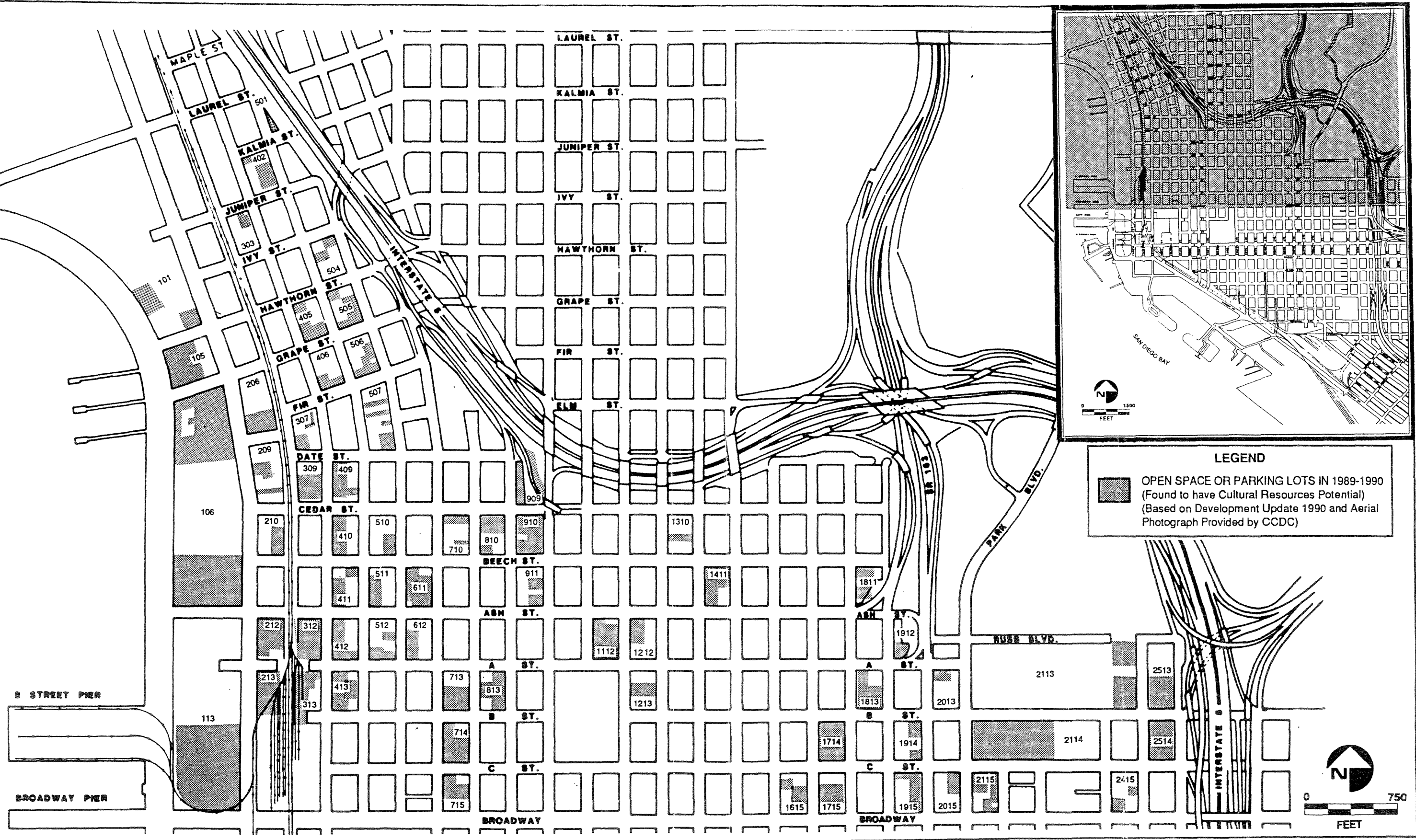
### 3. Significance of Impacts

Demolition of buildings previously identified as historically significant would constitute a significant impact. There exists a potential for subsurface historic archaeological remains under existing buildings or parking lots, and significant impacts to subsurface archaeological remains may occur during redevelopment. Implementation of the mitigation measures will reduce impacts to below a level of significance.

### 4. Mitigation

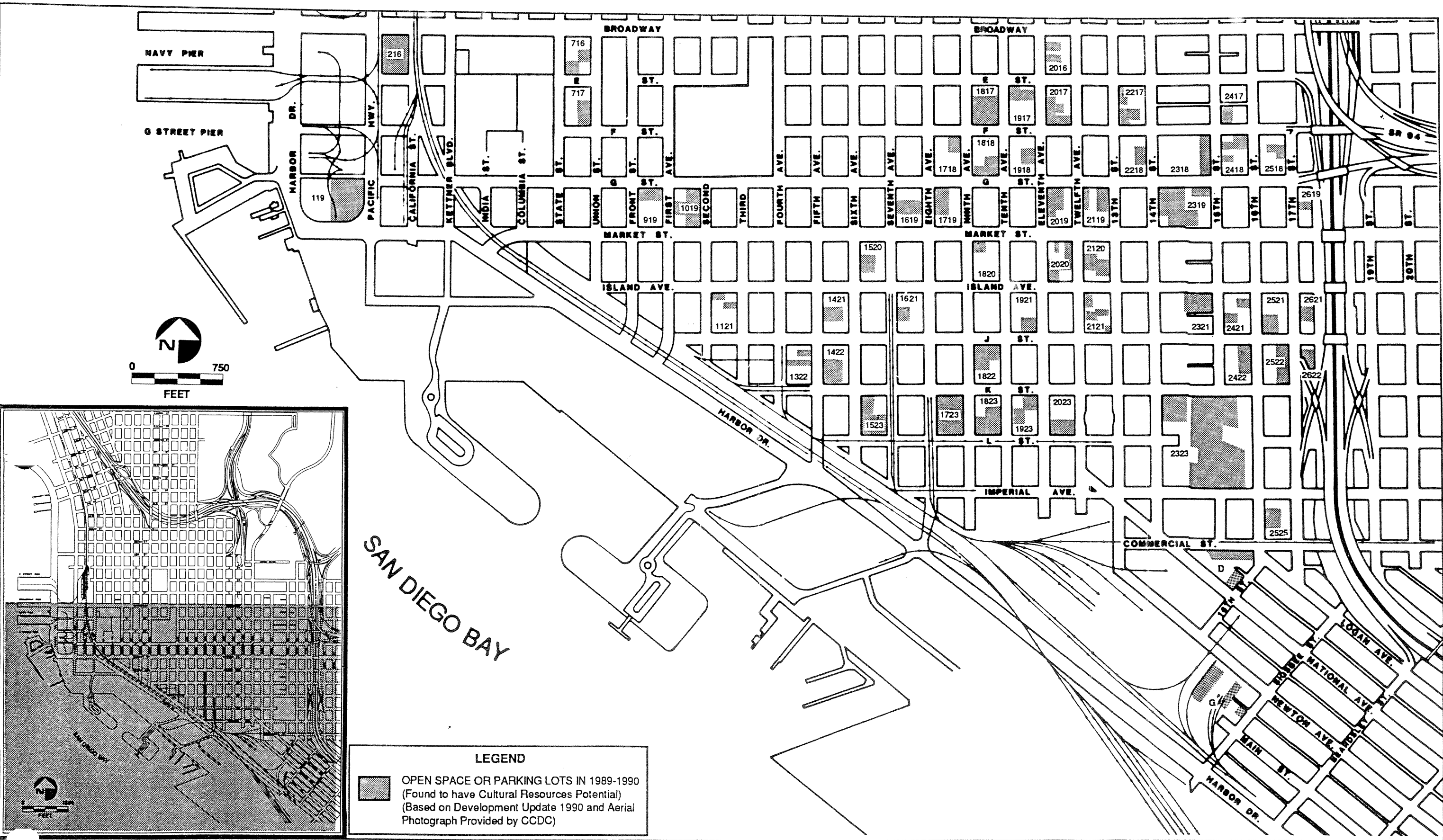
#### Subsurface Resources

There are two possible forms of mitigation of impacts to buried cultural resources; one for areas that have the highest potential for subsurface cultural resources and one for areas with relatively less potential. Either one may reduce the potential impacts of redevelopment projects to the subsurface cultural resources that could exist within the Project Area boundaries (Figure 4.E-4A and 4.E-4B). The first



Open Space/Parking Lots with Cultural Resources Potential  
(Northern Portion)

FIGURE  
**4.E-4A**



Open Space/Parking Lots with Cultural Resources Potential  
(Southern Portion)

FIGURE

4.E-4B

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

The second method of mitigation, for areas not shown on Figures 4.E-4A and 4.E-4B as having high potential, requires careful monitoring of excavation and grading activities related to a redevelopment project while underway. If resources were encountered in the course of ground disturbance, the archaeological monitor shall be empowered to halt grading and to initiate an archaeological testing program. The testing shall include recordation of artifacts, controlled removal of the materials, and an assessment of their importance under CEQA and local guidelines. If warranted, grading and construction work may have to be diverted for time periods ranging from hours to weeks while an archaeological team records and removes large, significant deposits or features. Monitoring may result in damaging or destroying important resources before ground disturbance can be halted and may possibly impede the construction process and lead to significant down time.

The Redevelopment Agency or the private developer would have responsibility for storage, display and interpretation of the artifacts or would arrange for such with the local historical society or other credible agency. Arrangements for adequate funding must be made subsequent to the discovery of such resources and the funding must be adequate to achieve mitigation.

## Standing Historic Resources

Impacts to designated historic structures will be reviewed on a project-specific basis in the context of this EIR.

The following recommendations are proposed for any structures considered to have historic significance:

### 1. National Register Structures

Structures listed on the National Register of Historic Places, and structures identified as contributing structures within a National Register Historic District, shall be retained onsite, and any improvements, renovation, rehabilitation and/or adaptive reuse of the historic property shall ensure its preservation according to applicable guidelines. A guideline relevant to structures listed on the National Register of Historic Places is the Secretary of the Interior Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

### 2. Potential National Register Eligible Structures

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

### 3. City of San Diego Historic Sites

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



- a) prepare an analysis to the satisfaction of the Redevelopment Agency that retention of the historic structure or substantial portions of the historic structure, such as its facade, and incorporation into the proposed development is infeasible. Such analysis shall be reviewed and commented on by the Historical Site Board (HSB) staff, and the HSB staff shall determine if the project shall be sent to the HSB for review.
  - b) provide for relocation and preservation of the historic structure at a site and in a manner acceptable to the Redevelopment Agency, unless such relocation and preservation are proven infeasible to the satisfaction of the Agency, upon consideration of the Historical Site Board staff's review and comments on the issue. The staff's review and comment may include further review and action by the HSB. Such relocation effort shall include making the structure available to any known interested, responsible party under procedures to be established by the Redevelopment Agency. Any improvements, renovation, rehabilitation and/or adaptive reuse of a locally designated historic structure shall ensure its preservation according to applicable guidelines; and,
  - c) in the event that the Redevelopment Agency finds that the historic structure cannot be feasibly retained onsite or relocated, the applicant/developer shall provide for documentation of the historic structure before it is removed from the development site, including but not limited to photographic documentation of the exterior and interior of the structure, and "as built" drawings of the structure according to the standards of the Historic American Building Survey (HABS). Such historic documentation shall be provided to the Redevelopment Agency and the Historical Site Board before a demolition permit is issued by the City for said structure.
4. Review of developments using the FAR exception for rehabilitation of a designated historic structure.

The Historical Site Board shall review new developments that propose to use FAR exceptions for incorporation/preservation of a designated historic structure in the new development. This incentive represents a compromise between the

rehabilitation of a designated historic building and potentially significant adverse impacts to its historic scale and setting. Review of those proposed projects by the Historical Site Board for compatibility of design and sympathetic treatment of the designated historic structure would serve as a mitigative measure without the loss of the incentive to rehabilitate and adaptively reuse designated historic structures.

F. URBAN DESIGN

1. Existing Conditions

Overall Visual Setting

The Centre City area is characterized visually by urban development. The development is varied with unrestored older structures existing in many portions of the area while restored older structures and new structures occur in other areas. Existing land uses include office, commercial, light industrial, hotels and other visitor-serving commercial uses, public/quasi-public, and residential. Virtually all of the area is presently developed with the exception of a few small vacant lots. However, portions of the Planning Area are underdeveloped as parking lots or other low density land uses.

The primary visual amenities of the Planning Area are the views of San Diego Bay. The Planning Area's highest elevations are along the area's Interstate 5 boundary on the north and east. From these vantage points, the Planning Area slopes to the waterfront. Views of the Bay have been diminished over the years due to the development of high-rise buildings in the Planning Area and along the waterfront. The Planning Area, especially within the downtown core, contains a number of high-rise buildings that visually dominate the skyline, including the First Interstate Bank, First National Bank, Imperial Bank, Symphony Tower, Meridian, Ramada, Marriott Towers, Embassy Suites, America Plaza, MTDB Headquarters, and Emerald Shapery Towers. Additional high-rise buildings such as One Harbor Drive, and the Hyatt Regency Hotel are currently under construction while the construction of other high-rise buildings is scheduled to occur over the next two to four years. Therefore, existing views of the Bay through the Planning Area occur primarily along the many east-west and north-south trending streets. Views are also available from higher stories of the existing buildings.

## Existing Urban Design Components

### a. Sun, Shadow and Wind Influences

Sun and shadow conditions for the Planning Area are as follows during the summer and winter solstices:

Sunrise	December 21:	28 degrees south of due east
Sunset	December 21:	28 degrees south of due west
Sunrise	June 21:	28 degrees north of due east
Sunset	June 21:	28 degrees north of due west

At noon on December 21, the sun is 34 degrees above the south horizon. At noon on June 21, the sun is 81 degrees above the south horizon (Redevelopment Agency of the City of San Diego 1988).

Wind conditions in downtown San Diego are characterized by moist onshore flows that come from across the Bay (i.e., 80 percent of the wind direction is from the west). The remaining 20 percent of the time the wind comes from the east, typifying the drier "Santa Ana" conditions occasionally experienced throughout the San Diego region (Redevelopment Agency of the City of San Diego 1988).

### b. Circulation

Circulation within the Planning Area occurs on a grid system with north-south and east-west trending streets. Regional access is provided via several interchanges with Interstate 5, which forms the Planning Area's northern and eastern boundary. Public transportation occurs via taxis, public buses, Amtrak train service, Greyhound bus service, and the San Diego Trolley. The San Diego Trolley currently serves the Planning Area by the Bayside, East and South lines. Planned expansions of the Trolley include a the Old Town/North Line through Harborview. A historic trolley is under consideration to operate within the Gaslamp Quarter Sub Area.

Pedestrian activity occurs generally throughout the Planning Area on a localized basis. Pedestrian activity within the downtown core occurs as a result of tourists, residents, customers of the retail and office businesses, and employees of the business sector. Parking is concentrated within larger underground, surface and multi-story parking lots, with street parking limited to short periods of time. Within the outlying portions of the Planning Area (i.e., Harborview, Cortez, and Centre City East), pedestrian activity occurs due to residents and employees located within those areas. Parking is located near the various businesses, either in small lots provided by the individual businesses or by street parking.

c. Streetscape

The appearance of the streetscape within the Planning Area varies. Within areas of redevelopment, overhead utility lines have been undergrounded and street amenities such as trees and other landscaping, textured paving and ornamental street lights are present. Storefronts have been improved to incorporate design features that complement the overall architectural themes being created. In other areas where redevelopment has not taken place, street landscaping and other streetscape features are minimal and the sidewalks themselves may be in need of repair.

d. Open Space

The most important open space present in the Planning Area is the Embarcadero along the waterfront, which includes public parks, marinas and a boardwalk. Other significant open space areas are Horton Plaza Park, San Diego City College, and Pantoja Park within the Marina Sub Area. In addition, a linear park is being developed along Harbor Drive from Market Street to 6th Avenue. Most of the remaining public open space within the Planning Area is concentrated in areas where redevelopment or recent development has occurred and includes both plazas that feature hard surfaces and formal landscaping as well as more park-like, informal areas (Figures 4.F-1 and 4.F-2). The majority of these open space areas are currently surrounded by mid-rise and high-rise buildings (except Pantoja Park, the Embarcadero and City College) and therefore already experience shading effects.



a. Open Space within Horton Plaza

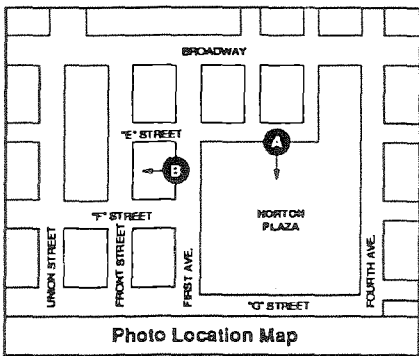


Photo Location Map



b. Federal Building Park

SOURCE: ERCE 1991



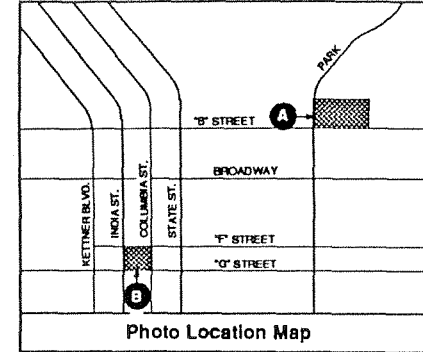
Plaza-like Open Space within the Planning Area

FIGURE

4.F-1



a. San Diego City College



b. Pantoja Park

SOURCE: ERCE 1991

## Sub Area Overviews

The following subsections describe the general visual characteristics of the various Sub Areas and Redevelopment Districts of the Project Area. Each discussion follows the same general outline: a description of the general appearance of the Sub Area, primarily in terms of land use and the age, scale and/or architectural style of buildings; a discussion of views from the Sub Area; and a discussion of urban design characteristics of the Sub Area such as landscaping, sun access, pedestrian activity, and open space. Brief descriptions of the excluded areas have also been included although no changes to the appearance of these areas are anticipated to occur as a result of the project.

### a. Columbia Sub Area

The Columbia Sub Area is characterized visually by a mixture of older, small-scale buildings used for retail and office uses and new, mid- to high-rise office buildings. Building heights range from the 34-story America Plaza building to one- and two-story industrial/storage facilities and car repair shops. A variety of architectural styles are also exhibited due to the combination of old and new development and the mix of residential, commercial, office, manufacturing and warehouse land uses. The Sub Area includes several major land use types that affect the aesthetics of the Sub Area, including part of the Broadway Navy Complex and the San Diego Gas and Electric (SDG&E) Substation B.

Views from the Columbia Sub Area are primarily of the Sub Area itself and of downtown San Diego to the east. Views of San Diego Bay are also available via Broadway, A Street and Ash Street and from the Embarcadero. Views of the Bay from other east-west trending streets in the Sub Area are blocked by the Navy Broadway Complex and the Santa Fe depot.

Landscaping in this Sub Area includes street trees where new development has occurred and the landscaped waterfront walkways of the Embarcadero.



Railroad tracks, Pacific Highway, Harbor Drive and the Navy Broadway Complex all serve to physically separate the waterfront from the rest of the Sub Area.

Most other parts of the Sub Area are characterized by either a complete lack of, or a lack of properly maintained, street landscaping.

Sun access is moderate to good in the Columbia Sub Area with relatively open access along the waterfront, but some shading effects as one nears the downtown area due to the presence of mid- and high-rise buildings. No public open space exists other than that associated with the waterfront and the Embarcadero.

b. Marina Sub Area

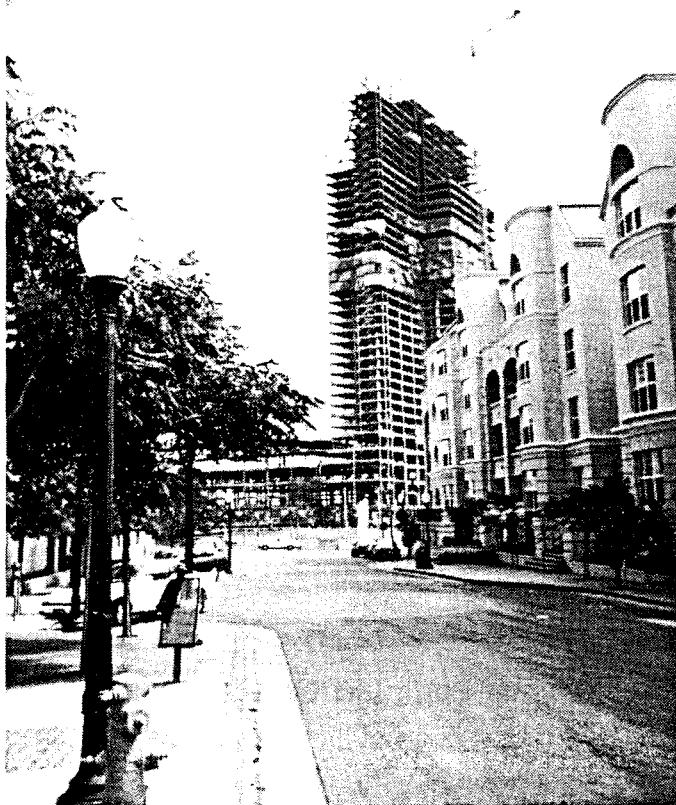
The Marina Sub Area is characterized visually by a concentration of newly constructed low- and high-rise residential buildings and mid- and high-rise hotels (Figure 4.F-3a,b). Land uses encompassed in these structures include multifamily residential projects and offices as well as several hotels. The Sub Area also includes several significant civic structures, including the historic Federal (Weinberger) Courthouse and the former police headquarters, which provide aesthetic impact. The Sub Area includes several major public open space/recreational areas, such as Pantoja Park, part of the Embarcadero/Marina park and the G Street Mole. It also includes railroad and trolley tracks along its southwestern boundary. Southwest of Harbor Drive along the water's edge is Seaport Village, the San Diego Convention Center, the Marriott Hotel and the Hyatt Regency Hotel currently under construction.

Views from the Marina Sub Area include views of San Diego Bay to the west and views of high-rise development to the north (the Core Redevelopment District), the east (the Gaslamp Quarter Sub Area) and the southeast (the Centre City East Redevelopment District) (Figure 4.F-3b).

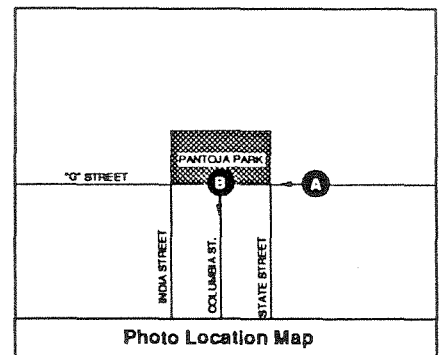
Street level amenities, such as landscaping, are developing with the construction of new projects. The undergrounding of utility lines is also proceeding. Street trees are present along the sidewalks and solar access is acceptable due to the



a. Looking west on G Street.



b. Looking south down Columbia Street.



SOURCE: ERCE 1991



Existing Views of the Marina Sub Area

FIGURE

4.F-3

presence of few high-rise buildings to the south and west. Pedestrian activity is primarily associated with the residential and public park land uses located within the Sub Area. The Sub Area is served both by public transit and by the San Diego Trolley.

c. Gaslamp Quarter Sub Area

The Gaslamp Quarter Sub Area, a National Register Historical District, is characterized visually by older buildings, including both historic Victorian buildings (30 to 75 feet tall) as well as warehouse-type buildings (Figure 4.F-4). Many of the historic buildings (built in the late 1800s and early 1900s) have been rehabilitated. Land uses in the district are predominantly entertainment and mixed-use including: small shops, small hotels, small theaters, restaurants, live/work lofts and residential on the upper floors of mixed-use buildings.

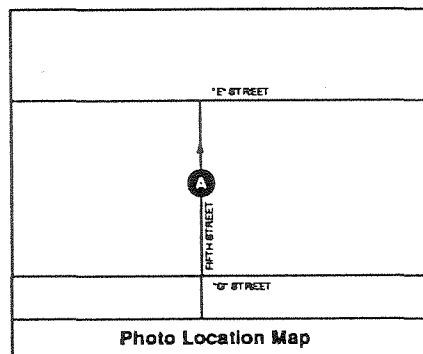
The Sub Area has heavily travelled streets including Broadway to the north; Market Street and Fourth, Fifth and Sixth avenues, which bisect it; and Harbor Drive to the south. Views of the Bay from this Sub Area are limited to views along Market Street and down Fourth, Fifth and Sixth avenues to the San Diego Convention Center and waterfront.

Pedestrian amenities, such as street trees, furniture, lighting and brick sidewalk paving, are abundant in the Gaslamp Quarter Sub Area. The historic building and signage details create a design character unique to the area. Sun access is very good due to the predominance of mid-rise buildings as opposed to high-rise buildings.

The Gaslamp Quarter Sub Area is one of the Planning Area's most aesthetic Sub Areas due to the degree of building and street ornamentation, density and diversity. However, some land uses such as industrial uses and parking lots in the portions of the Sub Area have not yet been redeveloped and detract from the overall aesthetic quality of the Sub Area.



a. Looking north up 5th Avenue between G and E Streets.



SOURCE: ERCE 1991



Existing Views of the Gaslamp Quarter Sub Area

FIGURE

4.F-4

d. Expansion Sub Area

Harborview Redevelopment District. The Harborview Redevelopment District is visually dominated by the existing development located within the area (Figure 4.F-5a,b). The district is developed with older low-rise buildings (many of which are in need of repair and/or refurbishing), and a few newer mid-rise buildings. Several vacant lots are also located within this district. Land uses are mixed with residential, retail, industrial, office and service uses with some buildings containing both retail storefronts and residential uses in the remainder of the structure. Historic buildings are located sporadically next to such varying uses such as auto shops and renovated warehouses. Existing development along the waterfront is limited, consisting of surface parking, the County Administration Center and Solar Turbine facilities. Railroad tracks are also located in this area along the district's eastern boundary oriented in a north-south direction and serve to act as a barrier between the waterfront and other parts of the district.

The Harborview Redevelopment District derives its name from its location on a westerly sloping hill facing the San Diego Bay and is well-known for its views of the Bay. Views of the water currently exist from the east-west trending streets as well as from upper stories of the existing buildings (Figure 4.F-5b). The Harborview Redevelopment District also has views of the downtown San Diego skyline located to the southeast.

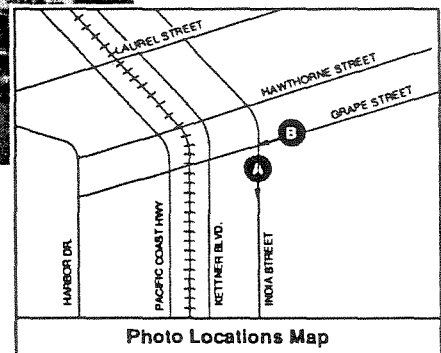
Sun access in this district is very good due to the low-rise character of existing development and the district's location on a westerly slope. The primary streets in the Harborview Redevelopment District include India Street and Kettner Boulevard (north-south) and Grape, Hawthorne and Laurel streets (east-west). Overhead lines are prevalent in this area and street trees and furniture are minimal. However, pedestrian activity occurs in most areas. The Harborview Redevelopment District contains an ethnic neighborhood known as Little Italy, which includes small shops and restaurants, located primarily on India Street. The area contains no public green space except for landscaped areas around the County Administration Center.



a. India Street south of Grape Street



b. View of the San Diego Bay from Grape Street.



SOURCE: ERCE 1991



Existing Views of the Harborview Redevelopment District

FIGURE

4.F-5

Cortez Redevelopment District. The Cortez Redevelopment District is characterized visually by older low- and mid-rise buildings, primarily containing multi-family residential land uses although some commercial and offices also occur (Figure 4.F-6a). The historic vacant El Cortez Hotel building is a local landmark and is also located in this district.

Although located on the most elevated portion of the Planning Area, views from the Cortez Redevelopment District are primarily of downtown San Diego and Balboa Park (Figure 4.F-6b,c). Views of San Diego Bay still occur via both north-south and east-west trending streets. However, most other views through the downtown area are blocked by the high-rise development that has occurred.

The streetscape within the Cortez Redevelopment District consists primarily of street trees and the perimeter landscaping associated with development. Overhead utility lines are present. Pedestrian activity in this district is minimal due to the lack of commercial, office and public open space land uses as well as due to the steepness of the streets. Sun access is good due to the elevation above the downtown.

Core Redevelopment District. The Core Redevelopment District is characterized visually by intense urban development consisting primarily of high-rise and mid-rise buildings (Figure 4.F-7a,b). Land uses are predominantly office, commercial and institutional with some hotels. The San Diego Court House, Community Concourse and City Administration Building are located within this Redevelopment District. The area is significantly built out but contains a number of surface parking lots and a few vacant lots remain. Although the area is significantly built out, there are pockets within the area dominated by obsolete and vacant buildings. The architecture within this area is becoming more and more modern as older buildings are being demolished for higher density projects. Other older buildings are being renovated. Utilities are underground within the Core Redevelopment District. Views from the Core Redevelopment District are limited primarily to the streets where views of San Diego Bay are still available from the upper floors of high-rise buildings.



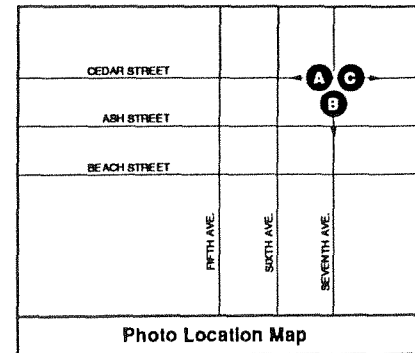
a. Looking east on Cedar Street.



b. Looking south down Seventh Avenue.



c. Looking west on Cedar Street.



4.F-14

SOURCE: ERCE 1991



Existing Views of the Cortez Redevelopment District

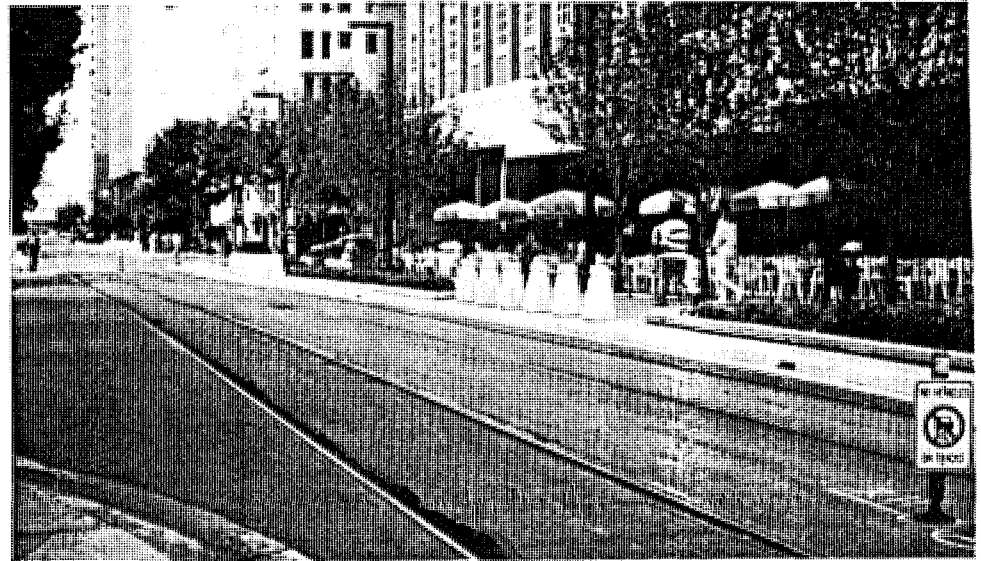
FIGURE

**4.F-6**





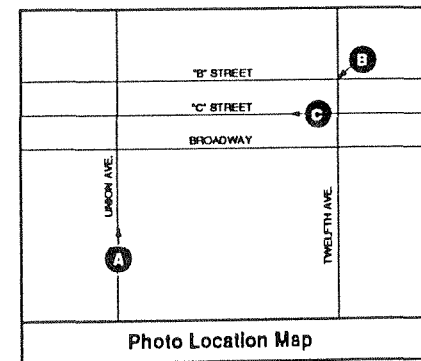
a. Looking north on Union Street.



c. View of C Street



b. View of Central Core from 12th Avenue



SOURCE: ERCE 1991

FIGURE

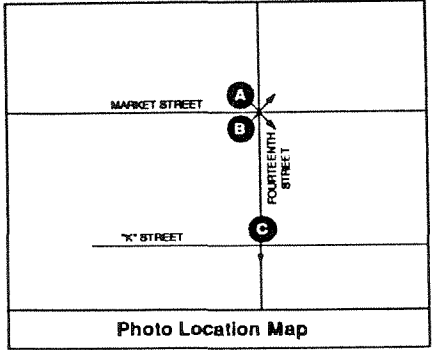
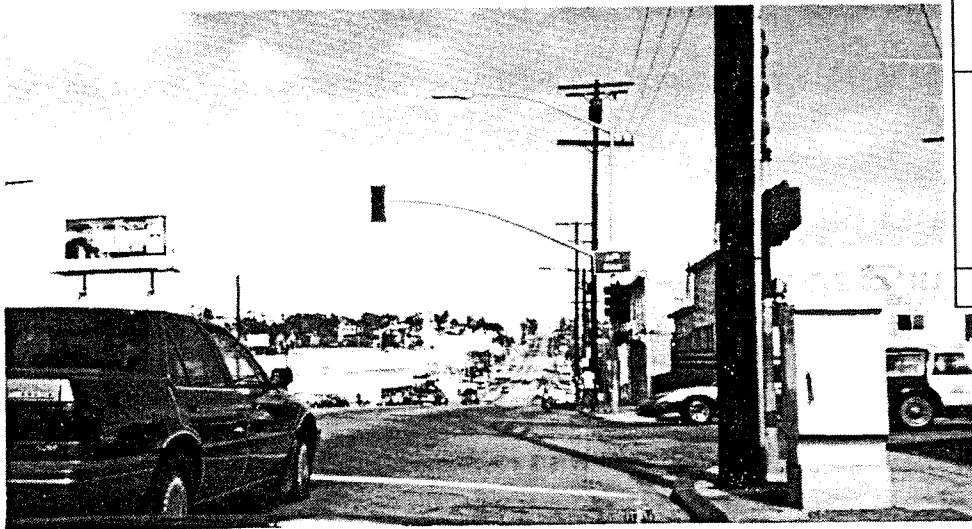
4.F-7

The image of downtown, as perceived from the waterfront, has changed dramatically within the past decade. Several new public parks and marinas have made the waterfront edge more accessible to tourists and residents. From these waterfront vantage points, the skyline of downtown San Diego has become more complex and interesting. Height variations, architectural style, building materials and building orientation have created a three dimensional skyline that is dense at its core (and along Broadway and B Street), then more scattered as it radiates outward toward the waterfront and Centre City East.

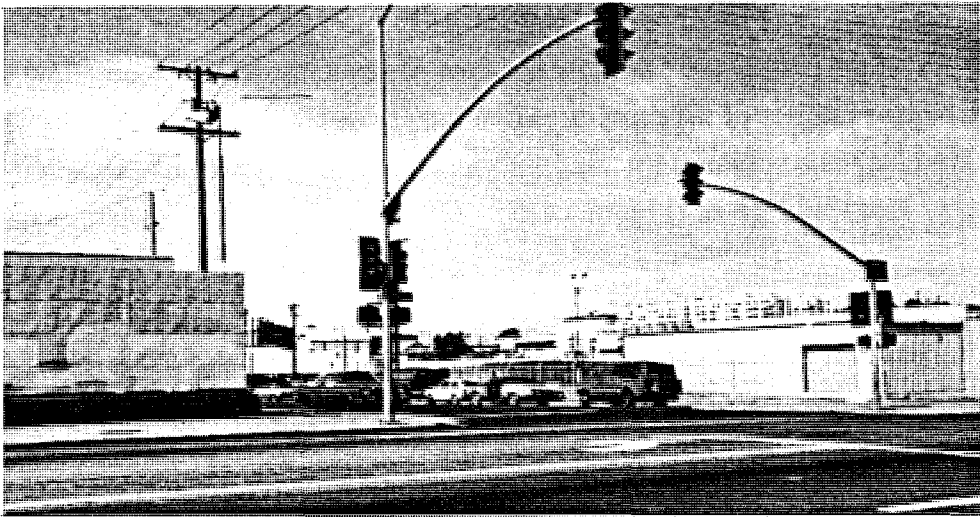
Open space is provided by plazas associated with specific buildings (for example, the Community Concourse), Horton Plaza Park, and with outdoor cafes. Sculptures and other examples of public art are present as are street trees and furniture. Pedestrian activity is high during business hours due to the prevalence of street level services such as cafes, photo and copying shops, dry cleaners, shoe repair shops and travel agencies, and due to the concentration of parking in large lots or structures. Solar exposure is limited by the predominance of high-rise buildings.

C Street is pedestrian oriented and includes a pedestrian mall (extra wide sidewalks, landscaping, etc.) and the trolley. Street level cafes, including outdoor dining, occur amidst the central business district providing easy access by foot or by trolley. However, many vacancies exist among the buildings. Street trees and street furniture are common along C Street and sun access is good. (Figure 4.F-7c). In the core area, parts of B Street are considered aesthetically pleasing due to the rehabilitation of older buildings and new construction that has occurred in recent years.

Centre City East Redevelopment District. The Centre City East Redevelopment District is visually characterized by low-rise warehouses, vacant lots, and older, unrestored buildings (such as residential hotels) although renovations to some buildings have occurred on an intermittent basis (Figure 4.F-8a,b,c). The land uses are composed of warehouses, some single-family homes, many SROs, service yards for SDG&E and the Metropolitan Transit Development Board (MTDB), MTDB headquarters, live/work lofts, social service facilities, and the New School of Architecture. MTDB's San Diego Trolley has its main storage yard and transfer terminal in this district. Visually, the area is severely blighted



a. Looking east down Market Street.



b. Looking northeast from Market Street.



c. Looking south down 14th Street.

SOURCE: ERCE 1991

FIGURE



Existing Views of the Centre City East Redevelopment District

**4.F-8**

(i.e., deteriorating) in terms of street and building appearance due to large areas of disrepair.

Views from this district are limited due to the topography, which has varying elevation from east to west rather than from north to south (Figure 4.F-8a). This limits the view corridors along the north-south trending streets which provide the primary visual access to the Bay. Industrial development along the waterfront in this area also tends to block views of the Bay from areas within the district although long-range views of the Coronado Bridge exist (Figure 4.F-8c).

The Centre City East Redevelopment District also includes City College. Views of the college are primarily from the perimeter since few roads allow access into the interior of the campus. From the perimeter, the campus is characterized by low-rise buildings set amidst a heavily landscaped park-like setting with mature trees and grass (Figure 4.F-9). Other land uses in the district include San Diego High School and supporting facilities. The area is visually connected to Balboa Park by an abundance of landscaped open space. Views from the campus are of the downtown core as well as long-range views of San Diego Bay via several north-south trending streets.

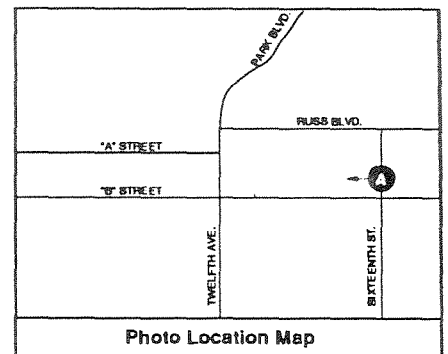
Sun access is very good within the Centre City East Redevelopment District due to the current low-rise character of the buildings. The primary streets within the district include F, G, and Market Streets. Overhead utility lines are present throughout the district and streetscape features such as trees and furniture are minimal. Pedestrian activity within this district is minimal. The public plaza at the MTDB Headquarters is the only planned open space although some social service facilities have private open spaces as well as the landscaped open space at the college and high school.

e. Excluded Areas

Horton Plaza Redevelopment Project. This excluded area is characterized by mid- to high-rise urban development, including Horton Plaza retail center. In addition to several large-scale buildings, the area includes open space at Horton



a. View of San Diego City College from 16th Street.



SOURCE: ERCE 1991



Existing View of City College (see also Figure 4.F-2a)

FIGURE

4.F-9

Plaza Park as well as landscaped open space in front of buildings such as the Federal Building (refer to Figure 4.F-1).

Seven Blocks on B Street. This excluded area contains several of the most attractive and recently constructed office high-rise buildings within the downtown core

Tenth Avenue Marine Terminal. This excluded area is industrial in appearance, consisting of paved areas as well as railroad tracks, low-scale office buildings and warehouses.

### Urban Design Guidelines

The Plans and related documents that are the subject of this EIR and which provide urban design guidelines for the Planning Area are: the proposed Centre City Community Plan, the Centre City Planned District Ordinance, and the Centre City Streetscape Manual. Documents which also provide urban design guidelines that are also applicable to the Planning Area are the Gaslamp Quarter Planned District Ordinance and Urban Design and Development Manual and the Marina Planned District Ordinance and Urban Design Plan and Development Guidelines.

Urban design throughout the Planning Area is also governed by general urban design guidelines, standards and recommendations contained in the City's Progress Guide and General Plan (1989a).

a. Centre City Community Plan and Centre City Planned District Ordinance

The proposed Community Plan establishes urban design standards and criteria. These criteria are contained in and implemented through the Centre City Planned District. There is no substantive difference in urban design guidelines between these two documents.

The proposed Community Plan contains the following height restrictions on development within Centre City:

1. Within the area located between Pacific Highway and California Street, Ash Street and Grape Street, the maximum height for structures is 85 feet above grade. This height limit was established to ensure that development would not adversely affect the aesthetics of the County Administration Building.
2. Maximum building heights are determined by Sun Access Criteria that apply to portions of the Harborview and Centre City East Redevelopment Districts (Figure 4.F-10).
3. Throughout the remainder of Centre City, building heights are determined by the Airport Approach Overlay Zone, the Federal Aviation Administration (FAA), and the San Diego Unified Port District.<sup>1</sup>

The proposed Community Plan and Planned District Ordinance contain floor area ratio (FAR) requirements (discussed in Section III-A of this EIR), building bulk criteria, street level development standards, view corridor setbacks, and building orientation, sun access, vehicular access, parking structure design, signage and plaza design criteria. The proposed Community Plan also incorporates Design Guidelines for the Pacific Highway - County Administration Design Zone. The guidelines address streetscape, street-level design guidelines, architecture, and specific open space/plaza improvements.

b. Marina Planned District Ordinance and Urban Design Plan and Development Guidelines

The Marina Planned District Ordinance and Urban Design Plan and Development Guidelines establish floor area ratio requirements, building bulk criteria, view corridor setbacks, street level design standards, and parking structure design criteria. The Marina Planned District Ordinance also establishes maximum building heights that range from 50 feet to 500 feet.

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<sup>1</sup> See Section IV-A(e) for a discussion of the Airport Approach Overlay Zone. Building height restrictions in the Centre City area vary from 150 feet near the intersection of Grape Street and Harbor Drive to 500 feet in the southeastern part of the Planning Area (refer to Figure 4.A-4).

c. Gaslamp Quarter Planned District Ordinance and Urban Design and Development Manual

The Gaslamp Quarter Planned District Ordinance and Urban Design and Development Manual applies to the Gaslamp Quarter Sub Area and establishes architectural design and development standards that ensure compatibility with, and maintain the integrity of, the unique buildings within the Sub Area. The Gaslamp Quarter Planned District Ordinance includes maximum height limits of 75 feet north of Island Avenue and 125 feet south of Island Avenue. The Gaslamp Quarter Planned District Ordinance also establishes architectural design, building bulk, street level development, and signage criteria.

d. Centre City Streetscape Manual

The proposed Centre City Streetscape Manual applies to the Planning Area and establishes guidelines to improve pedestrian amenities and comfort to improve public safety, and to improve the aesthetics of the urban environment. The Centre City Streetscape Manual establishes street tree, street lighting, and sidewalk paving criteria.

e. City of San Diego Progress Guide and General Plan

The City's Progress Guide and General Plan contains the following urban design goals applicable to the Planning Area (City of San Diego 1989a). Within the text of the General Plan, each goal is followed by specific guidelines, standards, and recommendations on how to achieve these goals.

- Development of a comprehensive concern for the visual and other sensory relationships between people and their environment.
- Preserve the natural base of the City; the valleys, canyons, hillsides and shoreline by encouraging development to respect a vanishing resource.
- Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity.



- Review and revise regulations dealing with height, bulk, and density to reflect quality development rather than quantity.
- Improve the visual quality as well as the physical efficiency of the existing and future circulation system.

## 2. Impacts

### Impact Criteria

Appendix G of the California Environmental Quality Act (CEQA) (1986), contains a list of items that would normally be considered to have a significant effect on the environment. Included in this list are the following:

- Conflicts with adopted environmental plans and goals of the community where the project is located.
- A substantial, demonstrable negative aesthetic effect.

Additional considerations for aesthetic/urban design impacts can be found in Appendix I of CEQA, which contains a sample environmental checklist for determining the potential for environmental impacts and thus the need for preparation of an EIR. This checklist asks the following questions regarding visual and urban design issues:

- Will the proposal produce new light or glare?
- Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

Based on the above considerations as well as on the existing visual amenities and urban design features present in the Planning Area, the criteria for determining significant adverse aesthetic or urban design impacts of this proposed project will be as follows:

1. Will the project result in deterioration of the aesthetics of the Planning Area?
2. Will the project result in deterioration of existing public viewsheds of the San Diego Bay?
3. Will the project have specific urban design impacts in terms of sun access, wind acceleration, circulation, or the quality or quantity of available open space in the project area to residents and the general public?
4. Will the project result in inconsistencies with the applicable urban design policies?

#### Short-term Impacts

Short-term impacts to the aesthetics of the Planning Area would occur during the construction of new buildings or street improvements and during the demolition or renovation of existing buildings. Visual impacts would include the creation of debris and dust as well as a temporary disruption of the urban design of an area. Existing landscaping or other street furniture may also be removed as a result of construction activities. These visual impacts would be less than significant due to their temporary nature.

#### Long-term Impacts

##### a. Deterioration of Planning Area Aesthetics

In the long-term, the Planning Area would experience an improvement in its overall appearance. In general, aesthetic quality and pedestrian comfort would improve through implementation of the proposed Plans. Existing redevelopment efforts in Centre City validate this concept since they are the more aesthetic areas within the Planning Area.

Incorporation of the urban design guidelines set forth in the proposed Community and Redevelopment Plans would increase the amount of street trees, street lighting and sidewalk paving improvements throughout the Planning Area. The undergrounding of utilities throughout the Planning Area

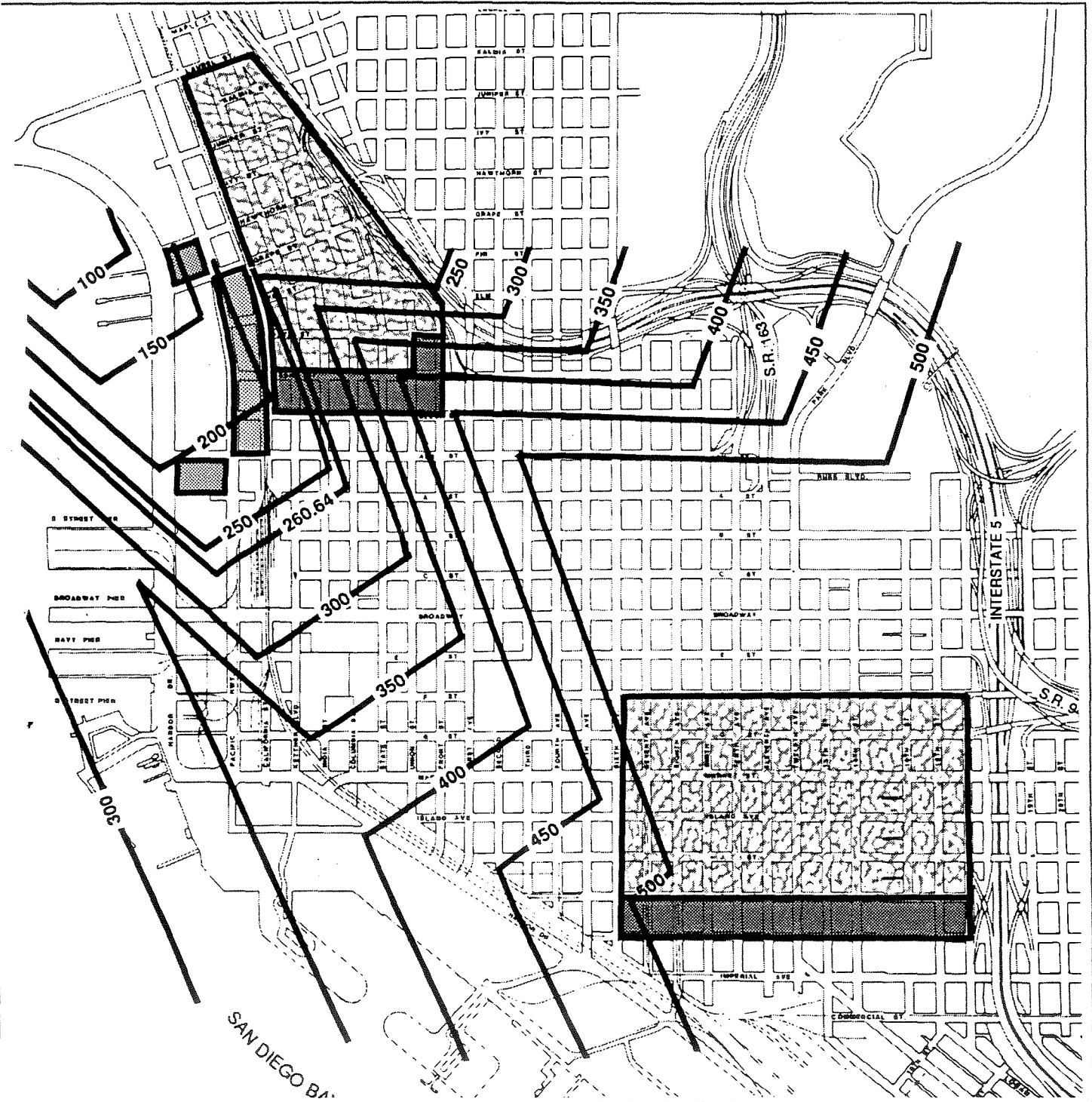
would proceed concurrent with redevelopment efforts. Emphasis is also given in the proposed Community Plan for increased and enhanced pedestrian activity. Implementation of the proposed Community and Redevelopment Plans would improve overall aesthetics of the Planning Area.

An objective of the proposed Community and Redevelopment Plans is to focus the highest intensity of development in the downtown core and lowest intensity development at the waterfront. FARs allowed by the proposed Community Plan would require the most dense buildings to occur in the Columbia Sub Area and Core Redevelopment District along Broadway. However, floor area ratios do not necessarily regulate building height. The only height restrictions applicable to the Columbia Sub Area and Core Redevelopment District are those contained in the Airport Approach Overlay Zone. Therefore, although the intensity of development may step down from the Core Redevelopment District to the waterfront, building height may not. Height restrictions have been applied to areas intended to be low- and mid-rise residential neighborhoods, or to areas of historic importance, such as the County Administration Center. The reduction of intensity along the waterfront is adequately reduced. Implementation of the proposed plans would therefore not create a significant impact. Figure 4.F-10 compiles these two sources of building height restrictions to show actual building height restrictions in the Planning Area.

From Figure 4.F-10, it can be seen that the building height restrictions require that the lowest buildings occur along a four block stretch in proximity to the County Administration Center from Grape Street to Ash Street between Pacific Highway and the railroad tracks, and in the designated Sun Access Areas in portions of the Harborview Redevelopment District and the Centre City East Redevelopment District.

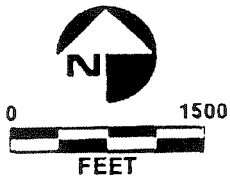
b. Deterioration of Existing Public Viewsheds

Implementation of the proposed Community and Redevelopment Plans would allow for an intensification of development, especially in the outlying portions of the Planning Area where existing development is comprised of low- and mid-rise buildings (i.e., in the proposed Harborview, Cortez and Centre City East Redevelopment Districts). For example, in the Harborview



**LEGEND**

<p><b>100</b> AIRPORT APPROACH OVERLAY ZONE HEIGHT CONTOURS (FT.)</p> <p> RESTRICTED TO 85' BY THE COUNTY DESIGN ZONE</p>	<p> RESTRICTED TO APPROXIMATELY 150' BY SUN ACCESS CRITERIA</p> <p> RESTRICTED TO APPROXIMATELY 220' BY TRANSITION ZONE IN SUN ACCESS AREAS</p>
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SOURCE: City of San Diego, 1990  
 Bulter/Roach Group, 1988

NOTE: The depicted Airport Approach Overlay Zone height contours have recently been amended to establish a 50-foot safety buffer between the height of new structures and the existing contours.

FIGURE  
**4.F-10**



Applicable Building Height Restrictions In the Planning Area

Redevelopment District, the proposed Community Plan allows FARs of 6.0 (plus any applicable incentives). Since the buildings allowable under the proposed Community Plan could be greater in both bulk and height than what currently exists, it is likely that existing views to the Bay may be reduced.

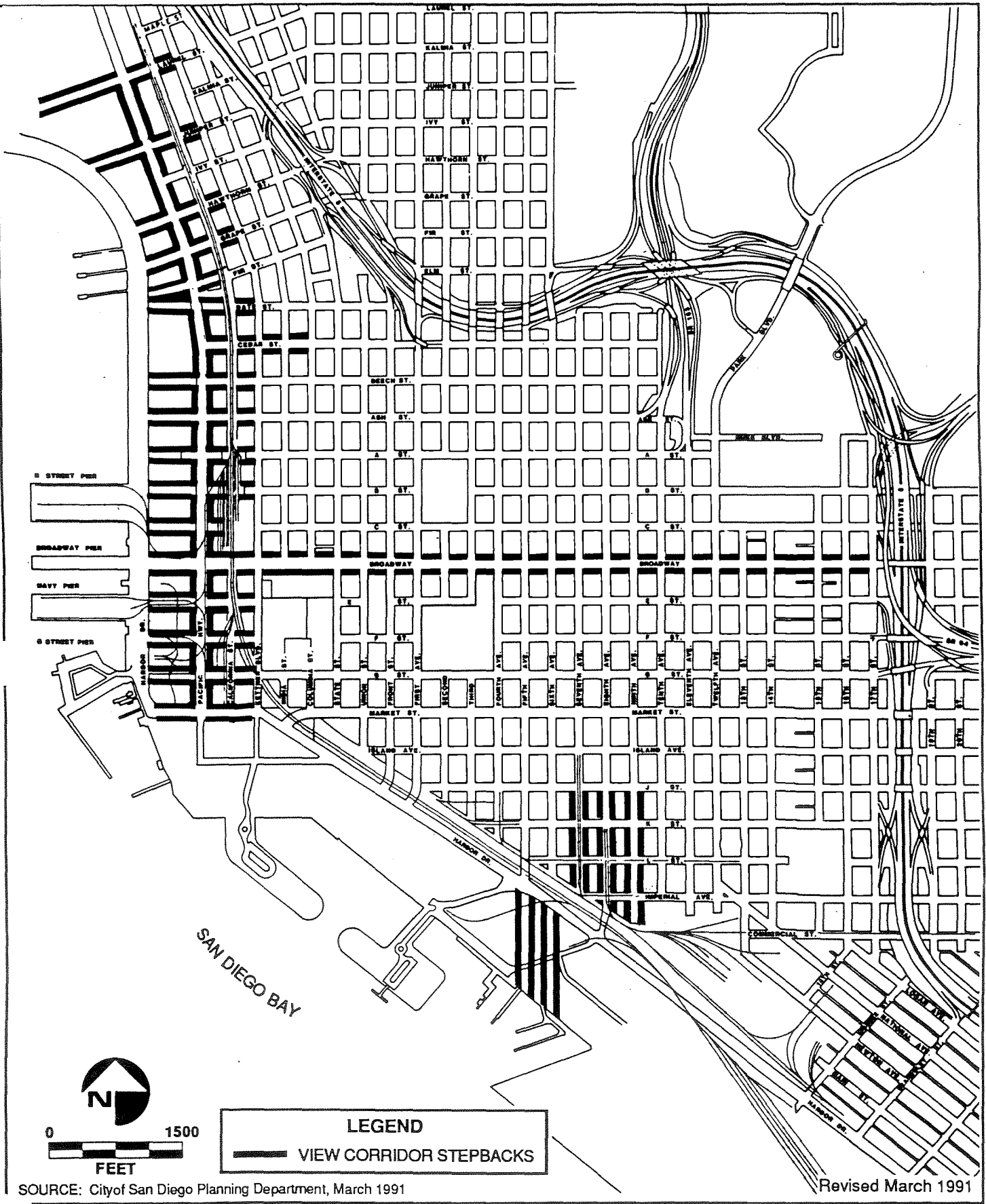
The proposed Community Plan designates Laurel, Juniper, Hawthorne, Grape, Fir, Date, Cedar and Beech streets and portions of Kettner Boulevard and India Street as view corridor streets within the Harborview Redevelopment District. View corridor setbacks are required for development occurring in other districts located closer to the waterfront along these streets (Figure 4.F-11). Thus although more intense development would occur within the Harborview Redevelopment District, this development would not block views of the Bay from the local streets. Therefore, no significant impacts to public view corridors would occur.

Development occurring in the proposed Cortez and Centre City East Redevelopment Districts as a result of the project would also not have significant impacts on public view corridors despite an increase in the overall density of development. View corridor setbacks would be required for development along all major view corridors for the parts of those streets located closer to the waterfront (Figure 4.F-11).

The proposed Community Plan also calls for low-scale development along the waterfront and calls for the maintenance of visual (and physical) access to the Bay. FARs range from 3.0 in the north and south parts of the district to 7.0 along the Broadway corridor. View corridor setbacks are required on almost all of the streets in the Planning Area with existing Bay views at their terminus. The waterfront and Embarcadero are designated as open space. Therefore, buildout according to the proposed Community Plan would not adversely affect view corridors as a result of development along the waterfront.

c. Urban Design Impacts

Solar Access/Shadows. As redevelopment occurs, areas with higher FARs may experience a decrease in solar access to the pedestrians and to the occupants of residential and commercial buildings. Public open spaces within



View Corridor Stepbacks Required by Proposed Community Plan

FIGURE

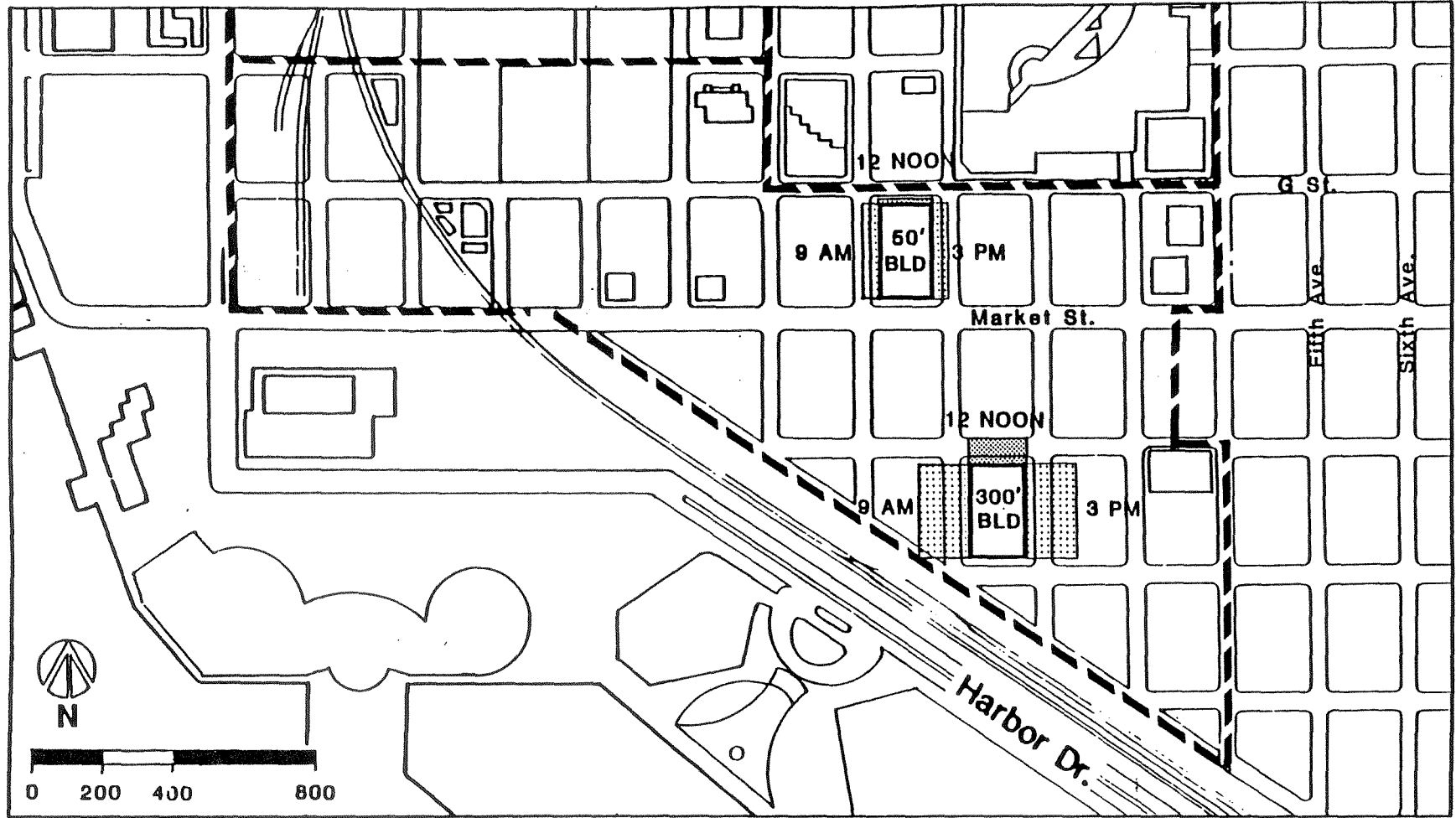
**4.F-11**

the Planning Area are located primarily in the Marina Sub Area and Core Redevelopment District. The proposed Community Plan includes provisions for protecting certain areas from significant reductions in solar access (refer to Figure 4.F-10). These areas, known as Sun Access Areas, are located in the Harborview and Centre City East Redevelopment Districts.

A sun-shadow analysis was completed for buildings in downtown San Diego based on summer and winter solstice conditions. Based on this analysis, during the summer solstice, either a 50- or 300-foot building would cast an insignificant shadow. The shadows cast by a 300-foot building at 9:00 a.m. and at 3:00 p.m. would shade the street and about one-third of the blocks to the west and east, respectively. During the winter solstice the shadows cast are much larger. At noon during the winter solstice, almost an entire block adjacent and to the north of a 300-foot building would be in the shade. Shadows at 9:00 a.m. or at 3:00 p.m. would be even longer. Typical building shadows for the summer solstice and winter solstice are shown in Figures 4.F-12 and 13.

As illustrated by Figures 4.F-12 and 13, sun access may be significantly affected by the proposed intensity of development throughout the Planning Area. In the Cortez Redevelopment District, residential land uses currently exist that are not designated as Sun Access Areas in the proposed Community Plan. The reduction in solar access in this district would not be significant as the District is intended to be a high-rise residential area. Most other areas where solar access is currently good and where sensitive receptors are located (primarily in the Harborview and Centre City East Redevelopment Districts) would be adequately protected by the proposed Sun Access criteria. However, solar access is also currently good along the waterfront, which also contains sensitive receptors due to the public open space contained in this area. Since no building height restrictions occur along this area, tall buildings may be developed in this area that would significantly shade open space areas. This is a potentially significant impact of the project.

Wind Patterns. Wind acceleration can occur with buildings that have wide continuous faces exposed to prevailing winds and that extend well above the surrounding buildings. Buildings that are well-articulated can help to reduce

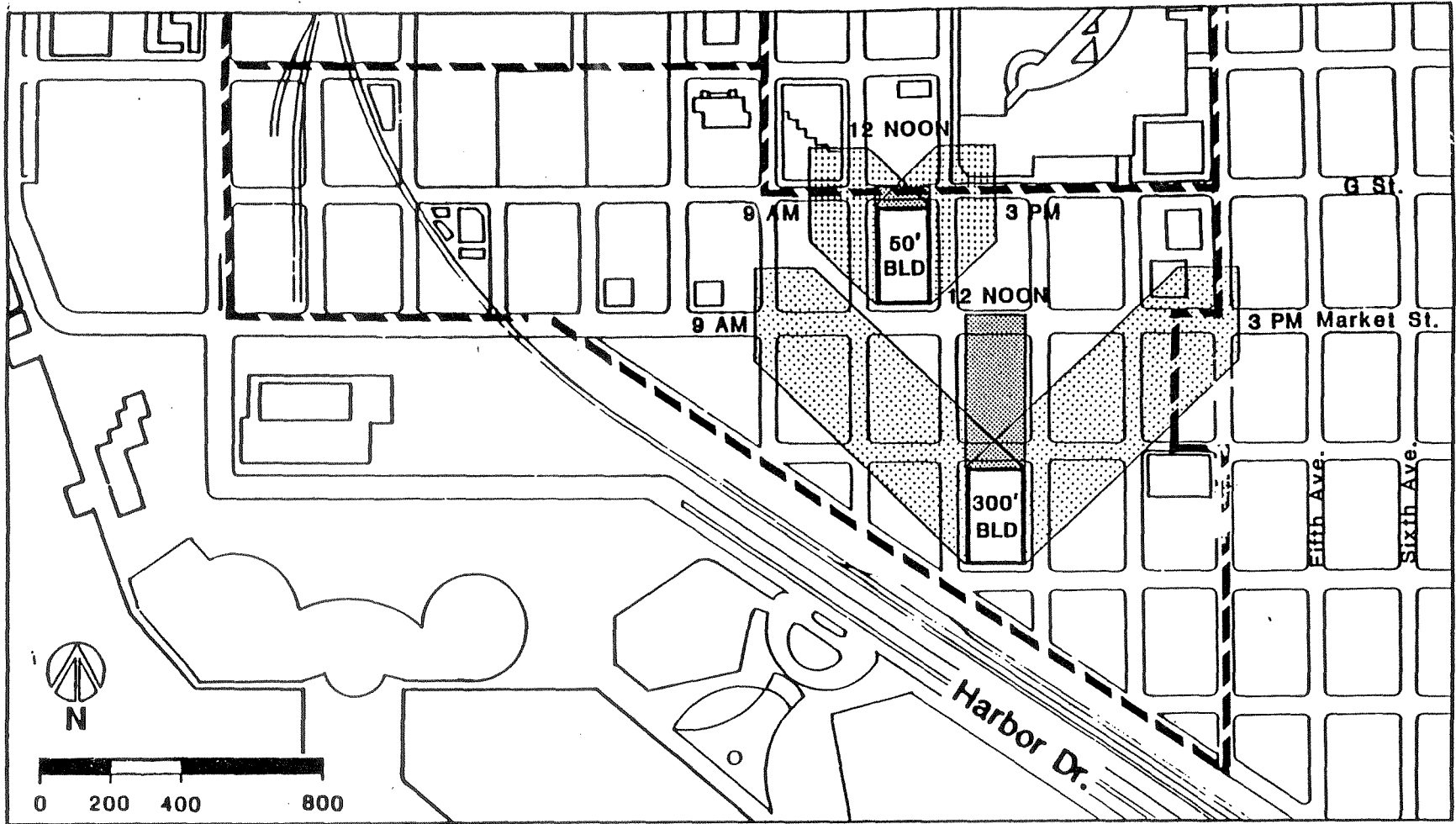


SOURCE: The Butler/Roach Group, Inc. March 1987

NOTE: Building heights and locations are for illustration purposes only; they do not represent proposed Marina PDO standards.

SUMMER SOLSTICE - JUNE 21





SOURCE: The Butler/Roach Group, Inc. March 1987

NOTE: Building heights and locations are for illustration purposes only; they do not represent proposed Marina PDO standards.

WINTER SOLSTICE - DECEMBER 21

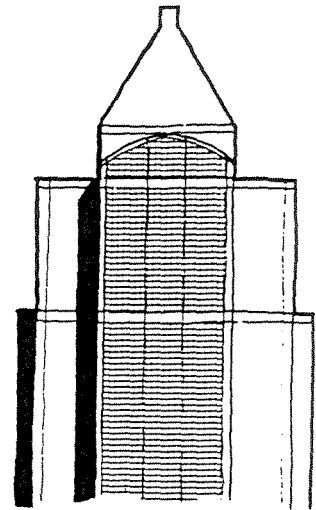
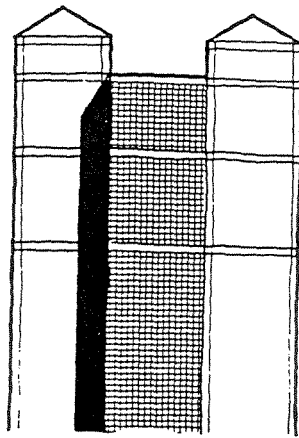
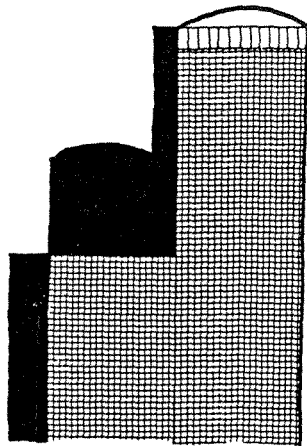
this additional wind velocity. Building articulation is required by the proposed Community Plan (Figure 4.F-14) although both building bulk criteria, which address building setbacks, and building top articulation establish criteria based on desired aesthetics and scale rather than wind patterns. However, the proposed Community Plan does call for wind studies on a project-by-project basis. As long as the recommendations regarding the reduction of wind acceleration derived in these studies are implemented, no significant increases in wind patterns should result.

Circulation. Vehicular circulation impacts of the proposed project are addressed in Section IV-B of this EIR. Pedestrian circulation within the Planning Area would be improved as a result of implementation of the proposed Community Plan and Centre City Streetscape Manual. The proposed Community Plan includes street level development standards designed to increase the level of activity and interest of the pedestrian. This is in contrast to the current lack of commercial activity and visual interest at the street within parts of the Planning Area.

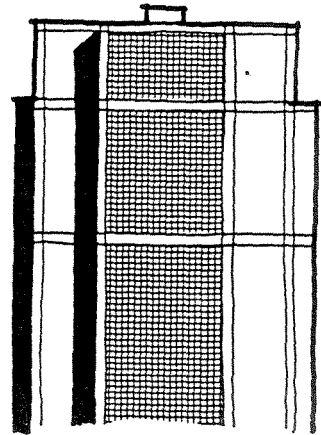
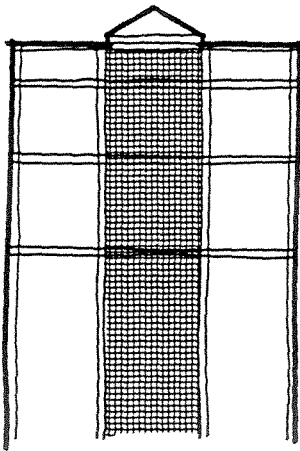
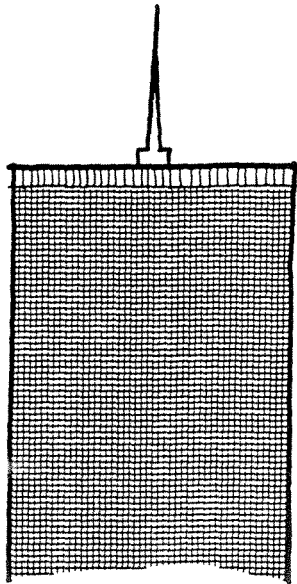
Implementation of this Centre City Streetscape Manual would result in an overall improvement of street trees, street lighting and sidewalk paving in areas that lack these amenities.

Open Space. Implementation of the proposed Community and Redevelopment Plans would not affect existing open space and would therefore not cause significant impacts. The proposed plans includes community based parks, public open space such as plazas and public gathering places, and neighborhood parks which would be distributed throughout the Planning Area. Neighborhood open space would be located to serve a specific neighborhood area. From an urban design perspective, the provision of public open space will provide visual and aesthetic benefits to the Planning Area. There would be no negative impacts.

THIS



NOT THIS



SOURCE: City of San Diego Planning Department, 1990



Building Articulation Required by Proposed Community Plan

FIGURE

4.F-14

d. Consistency with Applicable Urban Design Policies

The proposed Centre City Community Plan, Centre City Planned District Ordinance, and Centre City Streetscape Manual are consistent with the City's Progress Guide and General Plan.

3. Significance of Impacts

No significant short-term urban design impacts have been identified. The proposed project could result in potentially significant, long-term, wind acceleration impacts if appropriate wind studies are not conducted.

4. Mitigation

The following measure, if incorporated into the project, will mitigate potentially significant long-term impacts below a level of significance:

- The recommendations of wind studies required by the proposed Community Plan should be incorporated into the design of all new buildings to the maximum extent feasible. The wind studies should take into consideration not only building-specific effects on wind acceleration, but the cumulative effect of the proposed building in conjunction with other existing, planned or proposed development that may effect wind patterns in the Planning Area.

## G. PUBLIC FACILITIES/SERVICES

The following section discusses the availability of public facilities/services, (including infrastructure and utilities) in the Planning Area. The analysis evaluates the impacts associated with the planned expansion and redevelopment of the Planning Area. The section is divided into two categories. The first category describes the facilities and related services directly serving the Planning Area. The second category describes those facilities and related services provided at a regional level. This section includes analysis of the following facilities/services: locally provided services consisting of police protection, fire protection, library, parks, schools (includes Community College, Unified School District, and Office of Education), gas and electricity, water distribution, sewer collection, storm drains, solid waste collection, public restrooms; and regionally provided services consisting of water supply, solid waste disposal, sewer treatments, courts and jails, and health, social and senior services. A copy of the service letters received from the respective agencies are provided in Appendix D.

The development to ultimate capacity was evaluated to assess potential impacts of the proposed Community and Redevelopment Plans. The average yearly production and total buildout production of all development of each land use over 35 years is further discussed in Section III.C of this EIR. The proposed Community Plan projects an average household population size at ultimate capacity in year 2025 of 1.4 persons per household. Based on the number of housing units at ultimate capacity of 36,670, the total population in the Planning Area in year 2025 is projected to be 51,338 (CCDC 1991d).

### Locally Provided Facilities/Services

#### 1. Police Protection

##### Existing Conditions

Police protection services for the Planning Area are provided by the City of San Diego Police Department (Central Area Command or Division 5) located at 1401 Broadway in the Centre City East Redevelopment District. A police storefront is located in the Gaslamp Quarter Sub Area.

The Central Area Command serves the area south of Upas Street from Wabash Boulevard west to San Diego Bay. This service area includes the Planning Area. Although the Central Area Command has a complement of 200 sworn officers, only 36 are currently assigned as patrol officers in the Planning Area. The balance of the officers serve the rest of the patrol area, or have duties that relate to the overall administration of the Police Department.

Presently, there are 2.3 sworn officers per 1,000 residents in the Planning Area. It is important to note that this resident population rate does not take into account undocumented aliens who enter the Planning Area daily, or the tens of thousands of persons who enter the Planning Area for work, shopping, entertainment or other purposes each day and evening. The typical nationwide urban standard ratio, according to police officials, is 2.0 sworn officers per 1,000 residents; the Police Department serving the Planning Area is, therefore, operating at a greater ratio if only resident population is considered. Special enforcement projects in the Planning Area have increased the normal police staffing by included walking patrols and "Special Enforcement" activities from time to time (CCDC 1991d).

### Impacts

Based upon the Planning Area's ultimate capacity population of 51,338 and the 2.0 police officers to 1,000 residents ratio, it could be projected that 103 officers would serve the Planning Area in year 2025. According to Police Department officials, the projected increase in resident population and work force over a 35-year period will have an impact only if Level of Demand (LOD) increases. At that time the police department would address the issue of expanding the police force accordingly. If the response times and LOD remain constant over this time period, then, regardless of future population increases, there is the possibility of no additional officers being added to the force.

### Significance of Impacts

Due to the growth expected to occur with implementation of the proposed Community and Redevelopment Plans, impacts to police service would be significant if LOD and response times increased, and adequate staff and equipment were not added to serve the Planning Area. Police protection services are more

efficiently performed in the Planning Area than in other areas of the City of San Diego due to the compactness of the Planning Area. Population growth occurring in the Planning Area which would have otherwise occurred in suburban areas will continue this efficiency of police protection services. The proposed Community and Redevelopment Plans call for the incremental redevelopment of the Planning Area toward the elimination of blighted conditions. Over time this effort could be expected to reduce the incidence of criminal activity and thereby reduce the demand for police protection services in the Planning Area. The provision through the redevelopment program of additional shelter beds, transitional housing and low income housing units may reduce the incidence of misdemeanor crime such as panhandling, by providing better living environments and a change of lifestyles for persons not now adequately housed. The redevelopment program calls for the construction of certain mental health and social service facilities, such as alcohol and drug rehabilitation facilities, to assist in the rehabilitation of persons who, prior to treatment in such facilities, may be prone to engage in criminal activities (CCDC 1991d).

#### Mitigation Measures

No mitigation measures are necessary if a portion of the revenues identified below are used to provide additional police protection services if and as needed.

The financing plan for the Centre City Redevelopment Project contained in the Preliminary Report identifies a schedule for the Redevelopment Agency to repay debt owed to the City of San Diego. This debt was incurred in the early years at the implementation of the Columbia, Marina and Gaslamp Quarter Redevelopment Projects. This repayment schedule is based on the same development, cost and revenue assumptions as the Centre City Redevelopment Project's proposed redevelopment program. Importantly, this financing plan assumes that all tax increment generated by the Centre City Redevelopment Project is available to the Redevelopment Agency to meet its financial obligations. In addition, the financial projections for the Horton Plaza Redevelopment Project contain a repayment schedule to the City of San Diego (CCDC 1991d).

Based on these collective repayment schedules, the Redevelopment Agency would continue its \$800,000 annual repayments to the City until FY 1997 when

\$1.5 million would be repaid, increasing to \$4.0 million annually in FY 1998, increasing to \$4.2 million annually in FY 2002, increasing to \$4.4 million in FY 2007, increasing to \$4.45 million in FY 2010, and increasing steadily and dramatically thereafter annually until 2025 when the entire City debt is repaid (principal and interest). The Horton Plaza Redevelopment Project financial projections, in addition, show the "release" back to taxing entities, including the City of San Diego, of more than \$6.0 million in tax increment revenues in FY 2016 when all Horton Plaza related City debt is repaid and only a modest bond issue remains outstanding. These Redevelopment Agency repayments and "released" tax increment revenues would be available to the City of San Diego to provide funding of public facilities and services to the Planning Area.

The projected development within the Planning Area includes a total of 1,474,490 net square feet of retail development constructed over the 35-year period, an average of 42,130 square feet per year. At an annual sales volume of \$100 per square foot and a sales tax rate to the City of San Diego of 1 percent of sales, new retail sales in the Planning Area would generate \$42,130 annually in new sales tax revenues. These would be cumulative revenues, resulting in annual sales tax revenues to the City of San Diego by the year 2025 of \$1,474,550. These sales tax revenues would be available to the City of San Diego to provide funding of public facilities and services to the Planning Area.

The projected development within the Planning Area includes a total of 5,880 hotel rooms to be constructed over the 35-year period (an average of 140 rooms constructed annually during the first 15 years and a average of 189 rooms constructed annually during the latter 20 years). An additional 140 hotel rooms annually would be expected to result in annual increased hotel room sales of \$3,577,000 (140 rooms x \$100/night rate x 70 percent occupancy x 365 days per year). At the current 9 percent Transient Occupancy Tax (TOT) rate, these hotel room sales would generate \$321,930 annually in new TOT revenues to the City of San Diego. During the latter 20 years the new 189 rooms per year would generate \$434,605 in increased annual TOT revenues. These would be cumulative revenues, resulting in annual TOT revenues by the year 2025 of \$13,521,050. These TOT revenues would be available to the City of San Diego to provide funding of public facilities and services to the Planning Area.



The redevelopment program proposes the allocation of Redevelopment Agency funds in the amount of \$800,000 annually (for 25 years) toward the construction of at least 16 new courtrooms. New courtrooms will increase the efficiency of the judicial system and provide the capital facilities necessary to accommodate the appointment of additional judges. Increased judicial positions and court efficiency will enhance the effectiveness and efficiency of police protection services (CCDC 1991d).

2. Fire Protection

Existing Conditions

Fire protection in the Planning Area is provided by the City of San Diego Fire Department. There are six fire stations in the project vicinity which respond to calls in the Planning Area. These stations, their facilities, number of firefighters and locations are summarized in Table 4.G-1.

Table 4.G-1

**FIRE STATIONS AND ENGINE AND TRUCK COMPANIES  
BY LOCATION WHICH SERVE THE PLANNING AREA**

Station	Location	Fire Fighters	Engine and Truck Companies
1	1st Avenue and "B" Street	14	E1, E49, T1
3	Kalmia Street and State Street	4	E3
4	8th Avenue and "J" Street	8	E4
5	9th Avenue and University Avenue	9	E5, T5
7	Crosby Street and National Avenue	4	E7
11	25th Street and Broadway	8	E11, T11
Total		47	

Source: Higgins 1990, Gastelum 1991

The typical downtown response is four engine companies and two truck companies (Higgins 1990). The fire engines' primary function is to carry the hose and 500 gallons of water. Truck companies are considered by the fire department to be a "tool box" and carry the aerial ladder, forcible entry, salvage, and rescue equipment (Median 1991). The maximum acceptable response time is 6 minutes. Any response which exceeds 6 minutes is subject to review for acceptability (Median 1991).

The San Diego Fire Department evaluated five target areas for response times. Table 4.G-2 illustrates the results of the evaluation by location, engine and truck number, and response time in minutes. As shown by Table 4.G-2, response times in the Planning Area are currently adequate. The streets in the Planning Area are adequately sized to accommodate fire trucks and other emergency facilities.

Based on the number of firefighters in each of the 6 firestations, a total of 47 firefighters are assigned to serve the Planning Area together with other adjacent areas. The overall City ratio of fire-fighters per 1,000 residents is 0.8 firefighters per 1,000 residents (CCDC 1991d).

### Impacts

Existing fire protection services are adequate to serve the Planning Area. According to fire department officials, future demand for additional fire department staff and facilities is based upon level of service (LOS) and response times rather than a ratio of firefighters per 1,000 residents. If the present LOS and response times are not significantly impacted by the implementation of the proposed Community and Redevelopment Plans, no additional fire department personnel or facilities will be required (CCDC 1991d).

### Significance of Impacts

Due to the growth expected to occur with implementation of the proposed Community and Redevelopment Plans, impacts to fire protection service would be significant if LOS and response times increased, and adequate staff and equipment were not added to serve the Planning Area.

Table 4.G-2

**FIRE DEPARTMENT RESPONSE TIME  
BY TARGET AREA AND ENGINE AND TRUCK COMPANY**

Target Area	Engine and Truck Companies*	Response Time in Minutes
South: Sigsbee Street and Harbor Drive	E7	1.6
	E4	2.3
	E49, E1, T1	1.5
	T11	4.9
North: California and Laurel Streets	E3	1.5
	E49, E1, T1	4.0
	E5, T5	5.3
East: 16th Street and "F" Street	E11, T11	2.2
	E4	2.5
	E7, E49, T1	4.4
West: Pacific Highway and Broadway	E49, E1, T1	2.2
	E3	3.1
	E4	3.4
	T11	5.9
Mid: 4th Avenue and "E" Street	E49, E1, T1	1.8
	E4	2.7
	E11, T11	5.1

Source: Higgins 1990

\*Refer to Table 4.G-1 for station locations

Fire protection services are more efficiently performed in the Planning Area than in other areas of the City. Population growth occurring in the Planning Area which would have otherwise occurred in suburban areas will continued this efficiency of fire protection services. The proposed Community and Redevelopment Plans call for the incremental redevelopment of the Planning Area toward the elimination of blighting conditions. Overtime this effort will dramatically reduce fire risks in the Planning Area as obsolete structures are demolished and replaced with new structures meeting all fire code requirements, and as obsolete structures are rehabilitated to meet fire code requirements. For example, the Expansion Sub Area

is overwhelming characterized by structures built before 1960 (93 percent of all structures). Thirty percent of all buildings in the Expansion Sub Area need moderate or extensive rehabilitation or are dilapidated. Other pre-1960 buildings which appear to be in good condition because they have been maintained are not likely to meet current fire code requirements which have been dramatically strengthened since 1960. Thirty-eight percent (38 percent) of the building sites in the Expansion Sub Area are deteriorated or delapidated; such sites are fire hazards. Abandoned structures or sites are chronically the targets of arson in the Expansion Sub Area. The proposed redevelopment program calls for Agency acquisition of property, as required, to replace obsolete structures and Agency financial participation in the rehabilitation of 2.9 million square feet of building area. In addition, the infusion of new development and a 24-hour resident population of 51,338 into the Planning Area by the year 2025 will dramatically reduce or eliminate the occurrence of nuisance arson which now characterizes portions of the Expansion Sub Area. All new development will receive plan check by the City's Fire Department to assure compliance with stringent fire code requirements. In addition, the redevelopment program proposes the replacement and rehabilitation of inadequate water distribution lines in the Planning Area which will assure that adequate fire service is available for the greater intensity of development contemplated by the Community and Redevelopment Plans.

#### Mitigation Measures

No mitigation measures are necessary if a portion of the revenues identified below are used to provide additional fire protection services if and as needed.

The financing plan for the Centre City Redevelopment Project contained in the Preliminary Report identifies a schedule for the Redevelopment Agency to repay debt owed to the City of San Diego. This debt was incurred in the early years at the implementation of the Columbia, Marina and Gaslamp Quarter Redevelopment Projects. This repayment schedule is based on the same development, cost and revenue assumptions as the Centre City Redevelopment projects proposed redevelopment program. Importantly, this financing plan assumes that all tax increment generated by the Centre City Redevelopment Project is available to the Redevelopment Agency to meet its financial obligations. In addition, the financial

projections for the Horton Plaza Redevelopment Project contain a repayment schedule to the City of San Diego (CCDC 1991d).

Based on these collective repayment schedules, the Redevelopment Agency would continue its \$800,000 annual repayments to the City until FY 1997 when \$1.5 million would be repaid, increasing to \$4.2 million annually in FY 2002, increasing to \$4.4 million in FY 2007, increasing to \$4.45 million in FY 2010, and increasing steadily and dramatically thereafter annually until 2025 when the entire City debt is repaid (principal and interest). The Horton Plaza Redevelopment Project financial projections, in addition, show the "release" back to taxing entities, including the City of San Diego, of more than \$6.0 million in tax increment revenues in FY 2016 when all Horton Plaza related City debt is repaid and only a modest bond issue remains outstanding. These Redevelopment Agency repayments and "released" tax increment revenues would be available to the City of San Diego to provide funding of public facilities and services to the Planning Area.

The projected development within the Planning Area includes a total of 1,474,490 net square feet of retail development constructed over the 35-year period, an average of 42,130 square feet per year. An annual sales volume of \$100 per square foot, and a sales tax rate to the City of San Diego of 1 percent of sales, new retail sales in the Planning Area would generate \$42,130 annually in new sales tax revenues. These would be cumulative revenues, resulting in annual sales tax revenues to the City of San Diego by the year 2025 of \$1,474,550. These sales tax revenues would be available to the City of San Diego to provide funding of public facilities and services to the Planning Area.

The projected development within the Planning Area includes a total of 5,880 hotel rooms to be constructed over the 35-year period (an average of 140 rooms constructed annually during the first 15 years and a average of 189 rooms constructed annually during the latter 20 years). An additional 140 hotel rooms annually would be expected to result in annual increased hotel room sales of \$3,577,000 (140 rooms x \$100/night rate x 70 percent occupancy x 365 days per year). At the current 9 percent Transient Occupancy Tax (TOT) rate, these hotel room sales would generate \$321,930 annually in new TOT revenues to the City of San Diego. During the latter 20 years the new 189 rooms per year would generate \$434,605 in increased annual TOT revenues. These would be cumulative

revenues, resulting in annual TOT revenues by the year 2025 of \$13,521,050. There TOT revenues would be available to the City of San Diego to provide funding of public facilities and services to the Planning Area.

### 3. Gas and Electricity

#### Existing Conditions

Electricity is provided in the Planning Area by San Diego Gas & Electric Company (SDG&E). The downtown San Diego area is primarily served by two substations, Station B and the Urban Substation. An extensive system of overhead and underground electrical distribution lines exist within the Planning Area.

Station B is located near Kettner Boulevard and "E" Street. Major expansion and improvements were done on this substation in 1989 to ensure reliability and increase capacity. The current capacity of substation B is 100 mega volt amps (MVA). Although five 25-MVA transformers exist, only four are actually used. The fifth transformer is used only as a backup (Rose 1990).

The Urban Substation is located at 14th Avenue and "F" Street. This station currently has a capacity of 50 MVA and will eventually be expanded to a capacity of 100 MVA (Rose 1990). Distribution lines were added in 1989 to expand the service area. This was not an actual capacity expansion but a service expansion (Rose 1990).

Natural gas is also provided by SDG&E. The major gas supplier to SDG&E is the Southern California Gas Company.

#### Impacts

The recent improvements to the downtown substations have significantly increased the substation's capacity and reliability. Currently, adequate facilities are in place to serve development in Planning Area for the near future (Rose 1990). SDG&E plans to monitor electrical load growth in the area to determine when additional facilities will be required. It is anticipated that an additional substation will be needed within the next ten years to serve the area (Rose 1990).

Infrastructure is currently in place to serve the Planning Area with natural gas. Additional service lines will be necessary as development occurs in the Planning Area.

#### Significance of Impacts

No significant impacts are anticipated in the areas of gas and electricity with development of the Planning Area. Project-specific plans will be subject to further review by SDG&E and City staff to determine availability of gas and electricity service. The gas and electricity facilities which would be required to serve development as it occurs over the redevelopment period will be determined as individual development proceeds and as portions of the Planning Area are redeveloped.

#### Mitigation Measures

No mitigation measures are required as a result of the Community and Redevelopment Plans.

SDG&E will review project-specific plans to determine its ability to serve new development. Development which occurs in the Planning Area as provided for by the Community and Redevelopment Plans, will be subject to SDG&E fees and/or responsible for facility upgrades needed to serve that specific development.

#### 4. Libraries

##### Existing Conditions

The purpose of the library system is to provide the public with a large source of information, research and recreation, as well as to function as a major cultural center for the City (City of San Diego 1989a). The central library located at 820 "E" Street in the Core Redevelopment District provides this function on a regional basis for the City of San Diego. The library is open seven days a week. The existing facility contains approximately 144,000 square feet and is judged to be inadequate by a research study conducted by H. Moore in 1991 (CCDC 1991d).

Aside from the inadequate size, the existing facility lacks architectural character, amenity and parking to serve its regional function.

### Impacts

A 1991 study by H. Moore determined that the existing central library facility is inadequate and that a 400,000 square foot facility is required to serve existing and future Planning Area and regional needs. The proposed facility includes a "popular library" section of approximately 20,000 square feet which would function like the typical neighborhood library for residents and others in the Planning Area. The standard for a neighborhood library is that it serve a 2-mile radius. The minimum size of a neighborhood library is 10,000 square feet, serving a resident population of 25,000. The proposed "popular library" within a new central library facility meets the projected library needs of the Planning Area through the year 2025.

### Significance of Impacts

Existing library services would not be adequate to serve the proposed development of the Planning Area. Therefore, a new permanent facility is needed to serve anticipated growth in the Planning Area. The proposed Community and Redevelopment Plans propose the construction of a 400,000 square foot library facility. It is expected that the Redevelopment Agency would participate with public and private entities in the development of the new central library in the Planning Area. With construction of the new library, impacts to library services will not be adverse.

As proposed in the redevelopment program, the Redevelopment Agency will be responsible for partial funding of the central library (\$3.5 million).

### Mitigation Measures

No mitigation measures are necessary provided that a new central library is constructed as contemplated by the Community and Redevelopment Plans.



## 5. Parks

### Existing Conditions

Population based open space standards are established by the City of San Diego Progress Guide and General Plan. These standards include community park space and neighborhood park space. The proposed Community Plan refines the standards contained in the Progress Guide and General Plan to apply to the unique urbanized conditions of the Planning Area. Due to the configuration of local streets and resulting block size, the preferred size of community and neighborhood parks is modified. The standards contained in the proposed Community Plan are used as the basis of analysis in this EIR.

Community park facilities should serve a population of 18,000-25,000 residents within approximately a one and one-half mile radius and should have 20 useable acres. Neighborhood park space should serve a population of 800-1,500 residents within approximately a one-quarter mile radius. The size of the open space could range from a full block, approximately 1.4 acres, to a minimum size of 5,000 square feet (0.15 acres). Park space facilities should be centrally located and in areas not severely affected by noise and traffic. Ideally, park space should be provided in conjunction with public schools, day care and community facilities (CCDC 1991a).

A total of 26.6 acres of park space exists within the Planning Area: approximately 22 acres of community park space and 2 acres of neighborhood park space. Another 2.6 acres of neighborhood park space (the King Promenade linear park) is under construction within the Planning Area. Almost all of the existing park space is located within the Marina Sub Area (a small portion of the linear park is located within the Gaslamp Sub Area).

The existing population of the Planning Area is estimated to be 15,502 persons. Based on the community park standards, the Planning Area currently requires 15 acres of community open space. The Planning Area is adequately served by the 22 acres of existing community park space.

Using the neighborhood park standards referenced above, the neighborhood park space needed to serve the existing Planning Area population ranges from approximately 1.2 acres to 27 acres. The Marina and Gaslamp Quarter Sub Areas are adequately served by Pantoja Park and the King Promenade. Since the existing 4.6 acres of neighborhood park space is located within the Marina and Gaslamp Quarter Sub Areas, the existing population of the Expansion Sub Area is not adequately served. The following provides a brief discussion of existing park space conditions in each Sub Area.

a. Columbia Sub Area

The Columbia Sub Area is primarily a commercial office area and is adequately served by Pantoja Park. The existing Embarcadero-Marina park is adequate to serve the community park needs of this Sub Area.

b. Marina Sub Area

The Marina Sub Area is adequately served by community and neighborhood park facilities which include the Embarcadero-Marina Park (approximately 22 acres in size) and Pantoja Park (approximately 2 acres in size). The King Promenade is under construction and is approximately 2.6 acres. The Embarcadero-Marina Park is designated as community open space, and Pantoja Park and King Promenade are designated as neighborhood open space.

c. Gaslamp Quarter Sub Area

The Gaslamp Quarter Sub Area is primarily commercial retail and mixed use. As such, the demand for neighborhood based open space is adequately served by King Promenade located at this southern portion of the Sub Area. The Embarcadero-Marina park serves the community park needs of this Sub Area.

d. Expansion Sub Area

There is no existing park space within the Expansion Sub Area. The Expansion Sub Area is deficient by approximately 7 to 12 acres of neighborhood parks.

The Expansion Sub Area lies within the 1.5 mile radius of the Embarcadero-Marina park, and therefore its community park needs are being met.

### Impacts

Based on the amount of development expected to occur in the Planning Area at ultimate capacity year 2025, a population of approximately 51,338 persons is projected within the Planning Area.

Using community park standards, the total amount of required community park space at ultimate capacity would range from 56 acres to 26 acres. Subtracting existing community parks space (22 acres) from the range of total required community park space results in a demand of 34 acres to 4 acres of new community park space required to serve the Planning Area at ultimate capacity (CCDC 1991d).

Using neighborhood park space standards, the total amount of required neighborhood park space at ultimate capacity ranges from 88 acres to 4 acres. As the Marina and Gaslamp Sub Areas are adequately served by existing neighborhood parks, the additional neighborhood park space is required within the Expansion Sub Area (CCDC 1991d).

### Significance of Impacts

The proposed Community and Redevelopment Plans include the provision of one or more new community park(s) which may be located at, or in the vicinity of, the County Administration Center, Broadway and San Diego Bay, Fifth Avenue and San Diego Bay, City College, the existing civic center site, and the proposed civic center. The proposed Plans also provide for six neighborhood parks to be constructed within the Expansion Sub Area. These neighborhood parks would be located within residential neighborhoods and would be of similar size and quality as Pantoja Park (located within the Marina Sub Area). Development of these parks is planned to occur concurrently with redevelopment of the Planning Area so that growth in the Planning Area would not cause an adverse impact.

The Community and Redevelopment Plans also include the extension of the linear park, the enhancement of Pacific Highway, enhancing the connection between Balboa Park and San Diego Bay, and certain streetscape improvements.

### Mitigation Measures

No mitigation measures are necessary if the program contemplated by the Community and Redevelopment Plans is implemented. The Redevelopment Agency will coordinate with the City's Parks and Recreation Department to determine the timing of when these parks would be built to meet the needs of the Planning Area. Early participation/negotiations with public and private agencies and property owners is required for the siting of community and neighborhood parks.

## 6. Potable Water Distribution

### Existing Conditions

The following discussion of the existing water distribution system for the Planning Area is based on a study conducted by P&D Technologies, Inc. in the summer of 1990. The study analyzed the existing utility infrastructure system (water, sewer, storm drain service) within the Planning Area.

The condition of the existing water distribution system is determined by the age, materials, and size of the pipe. Age and material are directly related and are the most critical factors regarding condition. During the last several years, the Water Utilities Department has experienced numerous "blowouts" of water mains requiring emergency repair. These "blowouts" are primarily attributed to the very old cast iron pipe.

The age of existing pipe falls into three general periods: 70 years old or more, between 40 and 70 years old, and less than 40 years old. Pipe material generally correlates to the age of the pipe. Five types of pipe material are found in the existing water system: cast iron, asbestos cement, welded steel, polyvinylchloride (PVC), and steel core reinforced concrete. Cast iron pipe is generally found to be pipe that is 70 years old or more and is usually replaced due to its ability to break.

Asbestos cement pipe correlates with pipe that is 40 to 70 years old and is also usually replaced and upgraded. PVC, steel core reinforced concrete, and welded steel pipe is usually found to be in good condition.

The diameter or size of the pipe determines service capacity for such things as emergency fire service, square footage of office development and number of hotel rooms and dwelling units. Existing pipe that is six inches or less in diameter is insufficient to meet fire service requirements as noted in the Uniform Fire Code (CCDC 1991a).

Most domestic water is delivered to the Planning Area by several pipe lines from outlying reservoirs located in the County. The primary mains are located north of the Planning Area.

Approximately 282,200 linear feet of water distribution pipe of all sizes and age exist within the Expansion Sub Area. Of the total 282,200 linear feet of water main pipe, approximately 193,800 linear feet of pipe are greater than six inches (6") in diameter and 88,390 linear feet of pipe are six inches (6") in diameter or less.

Within the Expansion Sub Area a total of 109,200 linear feet (39 percent) of the main pipes which are cast iron pipe older than 70 years and require replacement. Approximately 79,600 linear feet (28 percent) of the main pipes are cast iron, steel and asbestos cement pipe between 40 and 70 years old and require selective rehabilitation and replacement; 88,390 linear feet (31 percent), of the total water distribution system is inadequate in size, six inches (6") in diameter or less, and requires replacement.

a. Columbia Sub Area

Approximately 6,200 linear feet of water lines require replacement in the Columbia Sub Area.

b. Marina Sub Area

The remaining water distribution deficiencies in the Marina Sub Area are scheduled for correction using existing Redevelopment Agency funds.

c. Gaslamp Quarter Sub Area

Based on the study's utility records assessment, approximately 2,700 linear feet of water lines need replacement.

d. Expansion Sub Area

Harborview Redevelopment District: Within the Harborview Redevelopment District, approximately 16,770 feet of cast iron pipe require replacement; 19,770 feet of cast steel and asbestos cement pipe require selective replacement; and 13,950 feet of pipe must be replaced due to its inadequate size.

Cortez Redevelopment District: Approximately 25,590 feet of cast iron pipe; 8,920 feet of cast steel and cement asbestos pipe; 300 feet of PVC; and 9,610 feet of six inch (6") pipe must be replaced or selectively replaced within the Cortez Redevelopment District.

Core Redevelopment District: In the Core Redevelopment District, 11,550 feet of cast iron pipe; 12,960 feet of cast steel and cement asbestos pipe; and 21,280 feet of six inch (6") pipe must be replaced.

Centre City East Redevelopment District: In the Centre City East Redevelopment District, there is 49,100 feet of cast iron pipe; 37,950 feet of cast steel and asbestos pipe; 4,700 feet of polyvinylchloride pipe; and 40,850 feet of six inch (6") pipe that require complete or selective replacement.

Impacts

Implementation of the proposed Community and Redevelopment Plans would have an overall significant impact on the water distribution system for the Planning Area as detailed above. The existing distribution system currently requires modifications to serve existing land uses and would be burdened by the additional development proposed to occur under both Plans. Water distribution repair is performed primarily by patching or replacing existing pipes to maintain their carrying

capacity. Replacement consists of installing larger diameter pipes and/or additional parallel pipes to complement existing water mains.

#### Significance of Impacts

The existing water distribution system is not adequate to serve future growth in the Planning Area with implementation of the proposed Community and Redevelopment Plans. Presently, portions of the system are inadequate to serve existing land uses. Capacity demands on the water distribution system projected to occur with the proposed Plans, would be accommodated by improvements to the water distribution system proposed to be implemented in the Planning Area as part of the redevelopment program. The proposed Redevelopment Plan authorizes the Redevelopment Agency to finance the project through various financing methods to cover public infrastructure costs such as tax increments, bond proceeds from tax allocation bonds and developer proceeds. The correction of water distribution deficiencies and provision of adequately sized facilities results in no adverse impacts (CCDC 1991d).

#### Mitigation Measures

No mitigation measures are necessary provided that the program contemplated by the Community and Redevelopment Plans is implemented. Project-specific engineering studies will be required for development in the Planning Area to determine capacity demands placed on the water distribution system by each proposed development. The City of San Diego's Water Utilities Department will review/approve any distribution system improvement measures called for in the studies. Improvements to the water distribution system will be made as development occurs in the Planning Area.

### 7. Stormwater Collection and Disposal System

#### Existing Conditions

Stormwater in the Planning Area is collected and conveyed by both above and below ground systems throughout the Planning Area and ultimately discharged into San Diego Bay. Above ground systems consist of paved trenches at intersections

that convey flows through curb inlets to underground systems. The latter consists of reinforced concrete pipes and box culverts (CCSDPC 1990; CCDC 1990).

It is estimated that there are approximately 79,200 linear feet of storm drains within the Expansion Sub Area. Some of these storm drain systems are composed of reinforced concrete pipe and concrete box culverts and do not need replacement. Information regarding the age of this system is limited. The P&D Technologies, Inc. study indicated that in many cases the storm drain system is as old as the street it lies under.

Within the Expansion Sub Area, approximately 30,960 linear feet (40 percent of the required total system) is made of reinforced concrete, asbestos cement, and corrugated metal pipe and requires selective repair and replacement. Another 120,120 linear feet, (56 percent of the required total street system) is not in place and must be constructed. Approximately 18,600 feet of new storm drains and 5,040 feet of selective replacement is required in the Harborview Redevelopment District. In the Cortez Redevelopment District, 12,810 feet of new storm drain construction is required; approximately 3,470 feet of reinforced concrete storm drain will have to be selectively replaced along with 100 lineal feet of corrugated metal pipe. In the Core Redevelopment District, 28,380 feet of new storm drains are required and 7,690 of existing storm drains must be selectively replaced. The Centre City East Redevelopment District will require selective replacement of 14,760 lineal feet of reinforced concrete pipe, 500 lineal feet of asbestos pipe, 400 lineal feet of corrugated metal pipe; and 54,460 lineal feet of new storm drain pipe must be constructed where none exists now.

Existing conditions within the Planning Sub Areas are as follows: approximately 8,000 linear feet of storm drains require replacement in the Columbia Sub Area; 180 linear feet of new storm drains are needed in the Marina Sub Area; and 3,600 linear feet of storm drains need to be installed in the Gaslamp Quarter Sub Area.

### Impacts

Drainage areas are not expected to change drastically because the Planning Area is, on the whole, considered to be 100 percent developed. There are only a few



relatively small areas scattered throughout the Planning Area that are not connected by overland or pipe flow to the drainage system. The total amount of flow is thus not expected to change significantly due to new development or redevelopment. For example, a 2-acre site that is currently a paved parking lot will not generate any more stormwater flow when occupied by a 6-story building. The surface area that catches the stormwater remains invariable, giving rise to no noticeable increase or decrease in flow.

Minor impacts may occur, however, in the characteristics of drainage flow when development occurs. When rain falls on a parking lot, the amount of time it takes for the flow to reach a collection system inlet structure may be greater than that required for rain to travel through a new building's roof drain connection to the same structure. This shorter runoff time could, assuming it were characteristic of numerous new structures in the Planning Area, lead to short-term localized flooding.

A new project may also change the location of the drainage collection system inlets. A problem could arise when a catch basin is relocated to another area if the pipe that the catch basin drains into has a different stormwater carrying capacity than that of the original pipe. This change in inlet location could require that the new receiving storm drain be upsized. The whole length of the new collection system route in that case could also require upgrading.

The timing of improvements will also be an important factor in assessing potential impacts to the Planning Area. If a number of projects are planned to be built simultaneously, increased flows could be far greater. The entire Planning Area must be considered when estimating possible impacts from a specific project.

#### Significance of Impacts

Full buildout in the Planning Area is expected to create additional demand on the stormwater collection system. These impacts are not expected to be adverse assuming that affected parts of the existing stormwater collection system are replaced and upgraded and new storm drains are installed as contemplated by the Redevelopment Program, and to the satisfaction of the City Engineer.

### Mitigation Measures

The Redevelopment Plan proposes to allocate funds to cover the cost of improvements needed for the storm water system. The proposed Redevelopment Plan authorizes the Redevelopment Agency to finance the project through various financing methods to cover for public infrastructure costs such as tax increments, bond proceeds from tax allocation bonds, and developer proceeds.

More detailed engineering studies will be conducted as part of the redevelopment program. The studies will examine the existing collection system in both the specific area of the proposed development and the region as a whole to estimate future flows. Recommendations that certain sections be replaced and that new facilities be installed will be made based on the results of these analyses.

#### 8. Wastewater Collection

##### Existing Conditions

Wastewater collection in the Planning Area is provided by the San Diego Water Utilities Department. The collection system consists of approximately 25 miles of collection and interceptor sewers, including force main pipelines; its various elements range in age from brand new to over 100 years old.

Like the water system, the condition of the wastewater collection system is determined by age, materials and capacity. Pipe that is 70 years old or more is usually vitrified clay or concrete pipe. Due to age and type of material, leakage and breakage could occur. Plastic and clay materials are used today for repair and replacement of many of the old concrete sewer mains. Capacity of the system is a main concern. Wastewater pipe that is less than eight (8") in diameter is considered inadequate and requires replacement.

The Planning Area is served by two sewer trunk lines which transmit sewage effluent to the Point Loma Sewer Treatment Plant through an 84-inch diameter force main and one pump station. Portions of the force main are located beneath Harbor Drive and beneath San Diego Bay. Pump Station No. 2, located on Harbor Drive,

has a peak pumping capacity of 230 mgd. It presently runs at 78 percent of capacity, handling 180 mgd (Shipman 1991).

Within the Expansion Sub Area, there are approximately 211,200 linear feet of sewer mains feeding into the forced main pipe in Harbor Drive.

The following deficiencies exist within the Expansion Sub Area's wastewater collection system: a total of 41,250 linear feet (20 percent) of the total sewer system is vitrified clay pipe that is more than 75 years old and must be replaced. Another 7,500 linear feet (4 percent) of the total sewer system is composed of PVC and plastic lined concrete pipe between 15 to 20 years old and require selective replacement. Approximately 147,420 linear feet (72 percent) of the sewer system is inadequate in size (less than 8 inches in diameter) and must be replaced. The total amount of sewer pipe that needs to be replaced in the Harborview Redevelopment District is approximately 28,200 feet. In the Cortez Redevelopment District, 3,780 feet of vitrified clay and 15,630 feet of six-inch concrete (6") pipe requires replacement. Thus, the total sewer main replacement is 19,410 linear feet. Approximately 43,010 linear feet of sewer lines need replacement in the Core Redevelopment District. In the Centre City East Redevelopment District 90,050 feet of sewer lines need replacement.

The existing wastewater collection system for the other Sub Areas is inadequate and requires the following improvements: approximately 7,500 linear feet of sewer lines require replacement in the Columbia Sub Area; in the Gaslamp Quarter Sub Area approximately 8,000 linear feet of sewer lines require replacement.

### Impacts

The Redevelopment Agency has projected future land uses in the Project Area. On the basis of expected increases in square footage of office space, residential units, commercial/retail facilities, and hotels, multipliers can be used to project expected overall wastewater to be generated by each type of land use (Table 4.G-3). For example, on the average, offices generate 70 gallons of wastewater per day per 1000 square feet of office space; thus if 400,000 square feet of new office space are expected to be constructed in the course of the first year, the additional wastewater generated will amount to 70 gallons/1000 square feet x 400,000, i.e.,

**Table 4.G-3  
PROJECTED AVERAGE SEWER FLOWS FOR PROJECT AREA**

Land Use Type	Unit	Existing Quantity (units)	Land Use Growth Rate (units/year)	Estimated Demolition <sup>(a)</sup>	Ultimate Capacity Land Use (units)	Existing 1991 Sewer Flow* (mgd)	Projected Ultimate Capacity Sewer Flow* (mgd)	% Increase at Buildout Over 1991 Levels
<b>Office</b>	<b>Square Feet</b>							
15-year buildout:		13,415,000	400,000	614,447	18,800,553	0.939	1.36	45%
Remaining 20-year buildout:			460,000	819,261	27,181,290		2.0	112%
<b>Residential</b>	<b>Dwellings</b>							
15-year buildout:		12,140	650	1,080	20,810	1.36	2.33	71%
Remaining 20-year buildout:			840	1,440	36,170	—	4.05	198%
<b>Commercial/ Retail<sup>(b)</sup></b>	<b>Square Feet</b>	3,528,520	42,130	—	4,617,250	0.25	0.35	40%
<b>Hotel</b>	<b>Rooms</b>							
15-year buildout:		7,800	140	339	9,561	1.25	1.59	27%
Remaining 20-year buildout:			189	451	12,890		2.19	75%
<b>Totals</b>								
Existing 1991:						3.80	—	—
Ultimate capacity at 35-year buildout:						—	8.59	126%

4.G-24

**Table 4.G-3 (Continued)**  
**PROJECTED AVERAGE SEWER FLOWS FOR PROJECT AREA**

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\* Assumptions:

Office = SF x 70 gallons/1000 SF x 1 mg/1000000 gallon

Residential = Dwellings x 1.4\*\* persons/dwelling x 80 gallons/person x 1 mg/1000000 gallon

Retail = SF x 70 gallons/1000 SF x 1 mg/1000000 gallon

Hotel = Room x 2.0 persons/room x 80 gallons/person x 1 mg/1000000 gallon

- (a) = Annual average demolition rates are based on the following: office – 1,433, 710 sq. ft./35 years = 40,963 sq. ft. demolished annually  
Residential – 2,520 d.u./35 years = 72 d.u. demolished annually  
Hotel – 22.5 rooms/35 years = .64 rooms demolished annually

- (b) = 15/20 year projections not available for proposed commercial/retail use; existing sewer flow (.25 mgd) incorporated into 15-year buildout and projected sewer flow (.35 mgd) incorporated into 35-year buildout

Source: Preliminary Report 1991a, Table V-4  
Jaykim Engineers 1991

\*\* CCDC 1991d

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28,000 gallons per day (or 0.028 mgd). This annual increase is then multiplied by the initial 15 years of project buildout, giving an additional wastewater generation per day at buildout of 0.42 mgd, which when added to the present 1991 level (0.939 mgd), provides a total of 1.36 mgd. Approximately 460,000 square feet office space is expected to be constructed annually during the remaining 20 years of buildout. The additional wastewater generated over existing 1991 levels will be 32,200 gallons per day (0.0322 mgd). At ultimate capacity (or 35-year buildout) daily wastewater generation will be 2.0 mgd, when added to the sewer flow levels from the 15-year buildout period. This represents a 112 percent increase over 1991 wastewater generation for offices at ultimate capacity.

Combined increases in office space, residential units, commercial/retail facilities, and hotels will, at the initial 15-year buildout period, lead to a new generation of 1.73 mgd, which when added to the present 1991 level (3.80 mgd), will total 5.53 mgd. In the remaining 20 years of project buildout; the combined land use increases will lead to an additional wastewater generation rate of 2.94 mgd, which when added to the 15-year buildout rate of 5.53 mgd, will total 8.59 mgd at ultimate capacity. This represents a 126 percent increase over 1991 generation for all primary uses combined (CCSDPC 1990; CCDC 1991; Water Utilities Department 1988). As shown in Table 4.G-3, sewer demand flows will be greater during the last 20 years of buildout because the growth rate of development for the Project Area will be more than the growth rate of first 15 years of buildout.

In the absence of detailed construction plans, the site-specific impact of development of any one lot in the Planning Area on system capacity cannot be determined. Incremental impacts would, however, be expected to occur to the collection, conveyance, and treatment systems due to each individual project's wastewater generation if improvements were not made as each project comes on line.

The necessary improvements are, however, expected to be made as normal operation and maintenance of City facilities continue over time. Such activities include rehabilitation and/or replacement of existing wastewater collection and conveyance facilities and equipment, which are generally recommended on the basis of engineering studies of an existing system which assesses the effects of

development. More detailed engineering studies will be conducted of the existing collection system.

Based on the study of the existing utility infrastructure system conducted by P&D Technologies, Inc. in 1990, implementation of the proposed Community and Redevelopment Plans would have an overall significant impact on the waste-water collection system as detailed above.

System rehabilitation is performed primarily by installing liners in existing pipes to maintain their carrying capacity. Replacement implies the installation of larger diameter pipes or additional (parallel) pipes to complement existing sewer pipes.

Future capacity requirements of sewer pipes are normally taken into consideration when the replacement of deteriorated pipes is designed. If planned appropriately, this replacement process should provide capacity for the development that the Planning Area will experience. Coordination with the San Diego Water Utilities Department will be important in such planning stages.

#### Significance of Impacts

Full buildout in the Planning Area is expected to create additional demand on the wastewater collection system. The wastewater collection system is currently inadequate due to the age, size and material of the sewer pipes. Additional capacity demands caused by increased land uses, as planned in the Community and Redevelopment Plans, would further strain this inadequate collection system.

#### Mitigation Measures

As development begins to occur in the Project Area as planned for in the Community and Redevelopment Plans, more detailed engineering studies will be conducted of the existing system and the impacts of particular developments. The studies conducted by developers in coordination with the City's water Utilities Department, will examine the existing collection system in both the specific area of the proposed development and the region as a whole to estimate future effluent flows. Recommendations that certain sections be replaced will be made based on the results of these analyses.

The Redevelopment Plan contemplates the allocation of funds to cover the cost of wastewater collection improvements. Various sources of revenues are available to the Redevelopment Agency which is authorized to receive advances, and borrow funds. The primary source of revenue for the redevelopment program will be from tax increment, bond proceeds from tax allocation bonds, and developer proceeds. Improvements to the wastewater collection system through the redevelopment program will result in no adverse impacts.

## 9. Public Restrooms

### Existing Conditions

One of the objectives of the Community Plan is to "create a coordinated network of available human services designed to effectively use all appropriate resources, and to maintain Centre City as the hub of a regional system for meeting local health, mental health, social and educational needs." Given the special characteristics of the Planning Area as a regional employment center, public transit hub and regional tourist attractor, the Community Plan identified the need for additional public restrooms for the Planning Area. There are currently seven public restrooms in the Planning Area.

### Impacts

The proposed Community and Redevelopment Plans provide for three additional public restrooms, within the Planning Area which represents a 42 percent increase in the number of restrooms provided. The provision of additional public restrooms would be beneficial to the downtown area.

### Significance of Impacts

The addition of three public restrooms in the Planning Area would result in a beneficial impact.



### Mitigation Measures

No mitigation measures are necessary.

#### 10. Solid Waste Collection

### Existing Conditions

Solid waste disposal in the Planning Area is provided by the combined services of the City of San Diego and private contractors. The Refuse Collection Division of the City of San Diego's Waste Management Department provides curbside collection services for single-family residences. Multi-family residences and commercial establishments utilize refuse collection bins for solid waste collection (Steele 1991). These bins are emptied by private contractors who are licensed to operate in the City of San Diego.

The following private contractors are licensed to operate in the City of San Diego and can use the Miramar Landfill. All haulers listed can collect refuse anywhere in the City of San Diego.

Alto Waste Corporation	Pacific Disposal/Pacific N. Ferrous
Bay Cities Disposal, Inc.	Reliable Waste, Inc.
BFI Portable Services	Refuse Removal
Coast Waste Management	Solid Waste Services, Inc.
Debris Box	Tony & Son
EDCO Disposal Corporation	U.S. Disposal Services
Laidlaw Waste Systems	Waste Management of San Diego
Moore's Marketing (100% Navy)	

Source: City of San Diego, Waste Management Department, Refuse Collection Division, July 1991.

All refuse collection from the Planning Area is taken to the Miramar Landfill. The Miramar Landfill is located at 5180 Mercury Street and is operated by the Refuse Disposal Division of the City of San Diego's Waste Management Department.

## Impacts

No significant impacts to solid waste collection services are expected with redevelopment of the Planning Area. New development would be required to contract with licensed private haulers for collection of waste.

## Significance of Impacts

No significant impacts are expected to occur.

## Regionally Provided Facilities/Services

1. Solid Waste Disposal

### Existing Conditions

The Planning Area generates approximately 23,253 tons of waste per year (1.5 tons per person per year x 15,502 persons). Solid waste collected from the Planning Area is disposed of at the Miramar Landfill. The landfill annually accepts 1.5 million tons of solid waste (Wood 1992). In May, 1991, the City of San Diego Waste Management Department estimated the remaining capacity of the Miramar Landfill to be 21.3 million cubic yards. The City has implemented a number of programs to extend the life of the landfill, including a number of source reduction, recycling, and composting programs. The State has mandated that such programs divert a minimum of 25% of the waste stream by the 1995 and 50% by the year 2000. According to a draft Source Reduction and Recycling Element prepared by the Waste Management Department, in order to obtain these goals, many of the existing programs are to be continued or expanded, and new programs are planned for implementation. A Materials Recovery Facility, designed to process 300,000 tons per year and to divert a minimum of 50% of this amount from landfill disposal, is scheduled to be on-line by 1994-1995. In addition to these programs, a planned sand and gravel extraction program would add 5 to 17 million cubic yards of capacity to the landfill. Projections for the capacity of the landfill, based on the assumption that the waste diversion goals will be met and that sand and gravel operations will be implemented, indicate that the landfill will not reach capacity until after the year 2006.

Curbside recycling programs are currently in operation in 25 neighborhoods throughout the City. At the present time, curbside recycling programs have focused primarily on single-family residential areas. The City currently provides collection service to 82,000 households, or roughly 28% of the single-family homes. In addition, the City is currently expanding the curbside yard waste collection program from 45,000 to 125,000 homes. The yard waste program is particularly important because yard waste represents 11% of the City's waste stream. The City has recently begun to work with private haulers to establish a pilot curbside recycling program for multi-family developments. The pilot program is expected to be implemented by mid-fall 1992. The City Waste Management Department would like to see that convenient collection service is provided to all residences, City-wide, however, revenues from materials collected do not cover the costs of curbside collection, a labor and equipment intensive program.

The City and the County are currently in the process of evaluating three potential landfill sites which would replace Miramar Landfill's operations upon its closure.

### Impacts

For the proposed mixed uses, the Waste Management Department estimates that approximately 1.5 tons of waste will be generated per person per year. Based on a project generated population of 910 people, a total of 1,365 tons of waste per year (20,475 tons over the entire 15 years) would be generated during the first fifteen years of development. With a project generated population of 1,176 people, approximately 1,764 tons of waste would be generated each year (or 35,280 tons over the 20-year period) during the remaining 20 years of development scheduled for this project. The expected annual waste generation rate at the end of the 15-year buildout period would be 43,728 tons per year (23,253 tons plus 20,475 tons) and 79,008 tons per year after the 20-year buildout period (43,728 tons plus 35,280 tons). The Miramar Landfill currently has capacity to serve the City of San Diego's service area through the year 2006.

Impacts of growth and development on solid waste disposal services provided by the Waste Management Department are threefold: 1) increased waste reduces landfill capacity, 2) increases in the number of single family units results in

increased demands for City-operated waste collection, and 3) increased commercial, industrial, and residential uses place increased demands on waste diversion programs.

### Significance of Impacts

Solid waste generated by the proposed project would be disposed of at the Miramar Landfill without significant impacts to its service. Disposal service for the Planning Area is available through the year 2006, at which time the Miramar Landfill is expected to close. The availability of a new landfill, after the year 2006, cannot be determined at this time. Until further information becomes available as to the selection and expected year of operation for the new landfill, solid waste disposal service for the Planning Area would remain a potential significant impact. With the selection and operation of a new landfill site, solid waste disposal for the Planning Area could continue to be met, reducing this potentially significant impact to below levels of significance. Impacts on City waste collection crews for this project will not be significant because all of the waste collection service will be provided by private haulers. No single-family units, which are served by City-operated waste collectors, would be developed by the proposed project. The proposed project's increased demands on City waste diversion programs is considered a cumulatively significant impact.

### Mitigation Measures

Impacts to the City's waste diversion programs shall be mitigated at a project-specific level. Developers within the Project Area shall provide areas in which to store recyclable materials.

Although not required, the following measures are recommended for residential development within the project area:

- The provision of containers for store recyclable materials.
- Businesses should have waste audits performed to identify possible ways to reduce the waste stream.

- Businesses and multi-family unit complexes should provide information on wastes generated and diverted to the City Waste Management Department.

## 2. Potable Water Supply

### Existing Conditions

The City of San Diego obtains raw water from two sources: water imported by the San Diego County Water Authority (CWA) provides roughly 80 percent of the City's water requirements, and the remaining 20 percent is met by local water sources supplied through a separate system of reservoirs and pipelines. The City's dependence on imported water has increased over the past five years, and persistent drought conditions have limited the availability of local water supplies.

The CWA receives its water exclusively from the Metropolitan Water District of Southern California (MWD), of which it is a member agency. The MWD's two primary water sources are the Colorado River and the California State Water Project (SWP). MWD supplies water to 27 member agencies in Ventura, Los Angeles, Orange, Riverside, San Bernardino, and San Diego counties. The CWA has, in the past, consumed an average of 25 percent of the MWD's total water supply, and in dry years CWA has been known to require as much as 30 percent.

The CWA First Aqueduct (comprising CWA pipelines 1 and 2) currently receives water from the MWD's Colorado River aqueduct, delivering raw Colorado River water to San Diego County water agencies north of Escondido. The CWA also operates the Second Aqueduct (comprising CWA pipelines 3, 4, and 5) that originates at Lake Skinner, the MWD's terminal storage reservoir for San Diego County.

Local water sources are dependent upon seasonal rainfall as they are generated exclusively from surface water collected in the City's raw water reservoir system. The City owns and operates a total of ten raw water reservoirs, only nine of which are currently operational. The San Vicente and El Capitan reservoirs are the largest, together accounting for nearly half of the City's total available raw water storage and over one quarter of its watershed. The major source of water for the San Vicente Reservoir is the CWA's First Aqueduct. The Miramar and Murray

reservoirs are relatively small and have low potential for local water production; they are primarily used to supply the short-term peak demands of the Miramar and Alvarado water treatment plants, respectively.

The total available storage capacity of the City's reservoirs is approximately 132,840 million gallons (407,600 acre-feet). Only five of the reservoirs, representing 63 percent of the total available storage capacity, have access to imported water and direct access to the City's water treatment plants. Thus, only the water stored in those reservoirs, plus some additional storage supplied by the MWD at Lake Skinner, is credited toward meeting the City's emergency water supply requirements.

### Impacts

Given drought conditions that have persisted in California over the past five years, the current Stage 2 water alert in San Diego County, and the CWA's recent implementation of water restrictions (a required 20 percent cutback in overall water usage), any increase in demand for potable water requires careful consideration of potential impacts on the County's ability to meet short-term limitations imposed upon it by the MWD, the main supplier of potable water to the County, and possible long-term limitations as growth in this arid region continues.

In the absence of detailed construction plans, the site-specific impact of development of any one lot in the Planning Area on system capacity cannot be determined. Some general estimates, however, can be made. Each individual building could have impacts on:

- regional potable water demand and capacity of the distribution system
- available pressure in water supply lines (taller buildings requiring higher pressure levels than lower structures)

#### a. Potable Water Demand

As a first approximation of future water demand in the Planning Area, extrapolations can be made from the ultimate capacity land use projections. On the basis of expected increases in square footage of office space, residential

units, commercial/retail facilities, and hotels, multipliers can be used to project expected overall water consumption for each type of construction. During the remaining 20 years of buildout, growth rates for new construction, as shown in Table 4.G-4, will become greater after the first 15 years of new construction in the Project Area. For example, on the average, offices consume 100 gallons per day per 1000 square feet of office space; thus if 400,000 square feet of new office space is expected to be constructed in the course of the first year (Table 4.G-4), the additional water consumption will amount to 100 gallons/1000 square feet x 400,000, or 40,000 gallons per day (0.1228 acre-feet/day). This annual increase is then multiplied by the first 15 years of the project buildout, giving an additional water consumption per day of 1.84 acre-feet/day, which when added to the present 1991 level (4.11 acre-feet/day), provides a total of 5.9 acre-feet/day. This represents a 44 percent increase over 1991 consumption for offices during the first 15 years of buildout. After the 15-year buildout period, the growth rate increases to 460,000 square feet per year. This results in an additional annual growth of 0.1412, which is multiplied by the remaining 20 years of project building for an additional water consumption per day of 2.82 acre-feet/day. This is added to the existing water demand of 5.9 acre-feet/day for a total of 8.7 acre-feet/day, which represents a 111 percent increase over 1991 consumption for offices at ultimate capacity.

Combined increases in office space, residential units, commercial/retail facilities, and hotels will, at the initial 15-year buildout period, lead to new consumption of 6.72 acre-feet/day, which when added to the present 1991 level (15.2 acre-feet/day) will total 21.92 acre-feet/day. At ultimate capacity, the combined land use increases will lead to an additional water consumption rate of 12.15 mgd, which when added to the 15-year consumption levels rate of 21.92 mgd, will total 34.07 mgd at ultimate capacity. This represents a 104 percent increase over 1991 consumption for all primary uses combined. Other secondary uses (street cleaning, window cleaning, etc.) are not included in this preliminary calculation.

Expressed in acre-feet/year (afy), primary uses will, at ultimate capacity, require potable water at a rate of 16,975 afy. Lake Skinner, the reservoir that supplies potable water to the project area, has a total capacity of 44,000 afy (Bumatek

**Table 4.G-4**  
**PROJECTED AVERAGE WATER DEMAND FOR PROJECT AREA**

Land Use Type	Unit	Existing Quantity (units)	Land Use Growth Rate (units/year)	Estimated Demolition <sup>(a)</sup>	Ultimate Capacity Land Use (units)	Existing 1991 Water Demand* (AF/day)	Ultimate Capacity Water Demand* (AF/day)	% Increase Over 1991 Levels
<b>Office</b>	<b>Square Feet</b>							
15-year buildout:		13,415,000	400,000	614,447	18,800,553	4.11	5.9	44%
Remaining 20-year buildout:			460,000	819,261	27,181,290	—	8.7	111%
<b>Residential<sup>(b)</sup></b>	<b>Dwellings</b>							
15-year buildout:		12,140	650	1,080	20,810	5.22	8.94	71%
Remaining 20-year buildout:			840	1,440	36,170	—	15.54	197%
<b>Commercial/ Retail<sup>(c)</sup></b>	<b>Square Feet</b>	3,528,520	42,128	385,750	4,617,250	1.08	1.53	42%
<b>Hotel</b>	<b>Rooms</b>							
15-year buildout:		7,800	140	339	9,561	4.79	6.0	25%
Remaining 20-year buildout:			189	451	12,890		8.3	74%
<b>Totals</b>								
Existing 1991:						15.2	—	
Ultimate Capacity (at 35-year buildout):						—	34.07	24%

4.G-36



**Table 4.G-4**  
**PROJECTED AVERAGE WATER DEMAND FOR PROJECT AREA**

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\* Assumptions:

- Office = SF x 100 gallons/1000 SF + 325828.8 gallons/acre-feet
- Residential = Dwellings x 1.4\*\* persons/dwelling x 100 gallons/person + 325,828.8 gallons/acre-feet
- Retail = SF x 100 gallons/1000 SF + 325828.8 gallons/acre-feet
- Hotel = Room x 2.0 persons/room x 100 gallons/person + 325,828.8 gallons/acre-feet

- (a) = Annual average demolition rates are based on the following: office – 1,433, 710 sq. ft./35 years = 40,963 sq. ft. demolished annually  
Residential – 2,520 d.u./35 years = 72 d.u. demolished annually  
Hotel – 22.5 rooms/35 years = .64 rooms demolished annually
- (b) = 15/20 year projections not available for proposed commercial/retail use

Source: Preliminary Report 1991a, Table V-4  
Jaykim Engineers 1991

\*\* CCDC 1991d

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1991) and its filtration plant is capable of treating 330 million gallons per day (mgd).

The reservoir, its filtration plant, and other distribution systems will not have adequate capacity due to such growth in demand if improvements are not made as growth occurs. The necessary improvements, however, are expected to be made as normal operation and maintenance of City facilities continue over time. Such activities include rehabilitation and/or replacement of the existing water supply and distribution facilities and equipment. Recommendations are generally specified after engineering studies of an existing system have been completed which assess the effects of the proposed development. More detailed engineering studies will examine the existing supply and distribution system. Recommendations for rehabilitation and/or replacement of certain sections will be made based on this analysis.

System rehabilitation is performed primarily by patching or replacing sections of existing pipes to maintain their carrying capacity. Replacement implies the installation of larger diameter pipes and/or additional (parallel) pipes to complement existing water mains. If planned appropriately, this replacement process should provide capacity for the development that the Planning Area will experience. Coordination with the City of San Diego's Water Utilities Department will be important at those stages.

Certain improvements to the supply system for the Planning Area will be made in conjunction with regional improvements currently in the planning stages or already underway:

- Two new water filtration plants are currently under construction at Lake Skinner. These plants will complement the existing 330 mgd plant by providing an additional capacity of 100 mgd each. These new plants will come on line in 1993 (Bumatek 1991).
- The CWA is planning to install a parallel transmission main on its First Aqueduct from the Alvarez Reservoir to the Lower Otay Reservoir. Cross connections between the First and Second Aqueducts are also planned.

These improvements will increase the CWA's ability to provide water to the greater San Diego area (Moncrief 1991).

- Studies are also underway to assess the impact of future demand on the local supply system. It is believed that at least one additional reservoir will have to be built to meet future demand (Varga 1991).

Certain specific water saving measures are required by the City of San Diego which would be incorporated on a project-specific basis. These measures include institution of water saving strategies in newly built facilities, such as low-flush toilets, low-flow shower heads and faucets, and hot water pipe insulation (providing hot water faster).

b. Supply Line Water Pressure

Pressure in water supply lines will have to be increased in order to effectively distribute water to the greater number of buildings that will occupy the Planning Area at ultimate capacity, and to the significantly higher structures projected. Improved pumping facilities will be required, and water main maintenance is likely to become a more expensive and time-consuming task. Project-specific analysis of the system would identify needed improvements which would be provided on a case-by-case basis to the satisfaction of the City Engineer.

Significance of Impacts

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

significant impact on water supply is identified. However, to the extent that population and development growth within the Planning Area would have occurred otherwise in suburban areas, the Community and Redevelopment Plans have a beneficial impact by directing growth toward urban development which uses less water than comparable suburban development (CCDC 1991d).

### Mitigation Measures

No mitigation measures are necessary beyond those described above. However, the Redevelopment Agency will participate to the maximum extent practicable in the City of San Diego's proposed water reclamation program.

## 3. Wastewater Treatment System

### Existing Conditions

Wastewater treatment in the Planning Area is provided by the San Diego Water Utilities Department. Sewage is treated at the Point Loma Wastewater Treatment Plant (WTP), and then discharged into the Pacific Ocean via an outfall. The Point Loma WTP currently operates as a primary treatment facility and has a capacity of 300 mgd. When upgraded to a secondary treatment facility, the plant's capacity will be reduced to 150 mgd (Jahmed 1991).

### Impacts

Multipliers are used to project expected overall wastewater generated by each type of land use. Combined increases in office space, residential units, commercial/retail facilities, and hotels, as proposed in the Community and Redevelopment Plans, will, at ultimate capacity, lead to new wastewater generation rates (refer to discussion on Wastewater Collection).

In the absence of detailed construction plans, the site-specific impact of development of any one lot in the Planning Area on system capacity cannot be determined. Incremental impacts would, however, be expected to occur to the collection, conveyance, and treatment systems due to each individual project's

wastewater generation if improvements were not made prior to, or as each project comes on line.

The necessary improvements are expected to be made as normal operation and maintenance of City facilities continue over time. Such activities include rehabilitation and/or replacement of existing wastewater collection and conveyance facilities and equipment, which are generally recommended on the basis of engineering studies of an existing system which assess the effects of development.

The San Diego Clean Water Program is responsible for upgrading the sewage treatment facilities for the entire San Diego metropolitan area. The system upgrade is required by the federal Clean Water Act, which mandates that all wastewater dischargers throughout the nation upgrade their treatment facilities to at least the secondary treatment level. The future upgrade will increase the capacity of the existing collection system, modify the treatment system at the Point Loma WTP, and construct new treatment facilities to handle future growth. The scheduled reduction in capacity of Point Loma WTP, due to upgrading to a secondary treatment facility, is not expected to impact the Planning Area. Flows from other areas in San Diego County that are currently treated at the Point Loma WTP will be diverted to new treatment plants, thereby providing the required capacity at Point Loma for the sewage from the Planning Area. The Clean Water Program does not include any sewer improvements to the Planning Area's collection system, nor does it anticipate the diversion of flows from the Planning Area away from the Point Loma WTP (Jahmed 1991).

#### Significance of Impacts

Impacts on the Planning Area's wastewater treatment system would not be significant assuming planned rehabilitation and/or replacement occurs. These improvements will be determined as a result of specific engineering studies and to the satisfaction of the City Engineer.

On the regional level, development in the Planning Area in accordance with the proposed Community and Redevelopment Plans will not significantly impact the Point Loma WTP.

## Mitigation Measures

As long as the necessary improvements are made as described, no mitigation measures are necessary.

### 4. Courts and Jails

#### Existing Conditions

The County of San Diego is responsible for providing court and detention facilities for the entire region. Eight agencies directly staff and support the following facilities: the Superior Court, the Municipal Court Districts, the District Attorney, the Public Defender, Alternate Defense Counsel, Revenue and Recovery, the Marshal, the Sheriff's Department and the Probation Department.

In 1989, County courtrooms and hearing rooms were provided in 10 facilities throughout the County. These facilities typically house both Superior Court and Municipal Court functions. A total of 128 courtrooms and hearing rooms were available in 1989. Court facilities include not only courtrooms but also space for court-related functions such as the judges' chambers, clerical areas and the District Attorney's office. The Planning Area is served by the San Diego Courthouse in the Core Redevelopment District. At the present time, there are 20 Municipal Courts and 49 Superior Courts (operating out of the courthouse and nearby leased offices). The existing Courthouse building is known to contain asbestos, and has faulty air conditioning and plumbing systems. These conditions have resulted in the interruption of proceedings on many occasions. A study of judicial facilities was conducted by the Omni Group dated March 1990 to ascertain the present and future needs of judicial facilities. Future needs to the year 2010 call for 53 Municipal Courts and 90 Superior Courts to be located in downtown San Diego (CCDC 1991d).

Because of the overcrowded and poor conditions of the courthouse, locations outside of Centre City are being used by the County. Seven courts were located in the Hotel San Diego on a temporary basis. Because asbestos was found in the hotel, the courts have had to relocate. Four are now operating in other cities and three share facilities in the already overcrowded courthouse.

Due to a lack of funding, it is not possible to comprehensively address the overcrowded and poor conditions of the downtown courthouse. However, with the assistance of the Redevelopment Agency, the County has begun a project that by 1995 will contain 16 courtrooms and over 400,000 square feet of office space for the District Attorney and court support staff.

In approving the Downtown Court/Office Building, the County Board of Supervisors recognized that the amount of parking which the County could afford was insufficient to meet the parking demand associated with the facility. The proposed Downtown Court/Office Building provides for only 289 parking spaces. There is a parking demand for approximately 1,900 spaces. The total cost (i.e., hard and soft costs, financing costs) per space is estimated to be roughly \$25,000 to \$28,000. There is a need for approximately 1,600 additional spaces in a peripheral parking structure(s) which could cost in the range of \$40 million to \$45 million.

Detention Facilities: Currently there are 13 County-operated detention facilities located in the region. Six jails are operated by the Sheriff, and seven minimum security and juvenile facilities are operated by the Chief Probation Officer.

Due to court ordered population caps that went into effect in 1990, the County's jails generally stay within operational limits. Presently, the adult determination system can accommodate 4,500 arrestees. However, most misdemeanants are not booked due to a lack of jail beds. A new 2,000 bed jail at East Mesa is not fully operational due to lack of funding. A new booking jail, to replace the antiquated Central Jail, is planned for the Kearney Mesa area in 1996. State Jail Bond funding is expected to pay for 60 percent of the projected \$50 million cost; however there is no known sources of County funds.

According to the Public Facilities Element of the County's General Plan, the County's detention facilities are severely overcrowded. In FY 1988-89, San Diego adult detention facilities had a State of California rated capacity for 2,347 inmates, but held 4,968 inmates, or 190 percent of capacity. The Central Jail is located adjacent to the courthouse and was built to accommodate 730 inmates. Up to

1,500 have been housed in the facility. A court order has been issued to limit the number to 750. Because of this, many offenders are released.

Funds for judicial and detention facilities are not adequate to provide additional space and correct existing deficiencies.

### Impact

Serious misdemeanors and felony crime problems are one of the major problems that the Redevelopment Agency is attempting to address through the implementation of the proposed Community and Redevelopment Plans by providing adequate shelter beds, transitional and permanent housing, mental health and social service facilities and environmental improvements such as adequate lighting. These measures could reduce criminal activity and therefore reduce the demand for detention facilities (CCDC 1991d). The proposed Redevelopment Plan includes the construction of courtrooms and the Redevelopment Agency has authorized a Memorandum of Understanding with the County of San Diego which would provide \$20 million over a 25-year period toward such construction (CCDC 1991a).

### Significance of Impacts

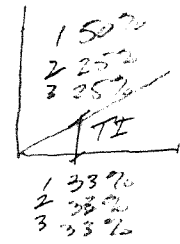
Implementation of the proposed Community and Redevelopment Plans is not anticipated to cause an adverse impact on courts and jails. Many of the implementation activities of the Redevelopment Plan are designed to reduce the impacts of criminal activities.

### Mitigation Measures

No mitigation measures are necessary because the proposed redevelopment program is intended to improve the conditions which are now contributing to overcrowding of courts and detention facilities.



5. Health and Social Services



Existing Conditions

Health Services: Approximately 40 health and social service facilities/programs are located within the Planning Area. Health care programs protect and improve the health of San Diego County residents. Many programs are mandated by Federal and State law, while others are developed locally to meet local health needs. Health care facilities house programs that prevent disease and health risks, treat existing disease, provide supportive environments in which individuals may address their problems, and correct conditions which are hazardous to health (County of San Diego 1991). Some of these programs are staffed by the County and offered in facilities that are either owned or leased by the County. Other programs are located in facilities that are provided through contracts with private and non-profit agencies. Health services facilities house a number of programs, including:

Alcohol and Drug Abuse Services. Assists persons with alcohol problems, provides drug abuse prevention, education, and treatment service;

Environmental Health Services. Protects the population from disease, illness, and economic loss that can result from environmental health hazards including unsafe food, polluted water, substandard housing, unsafe recreational facilities, excessive noise, improperly managed hazardous materials, disease bearing vectors, and overexposure to ionizing radiation;

Mental Health Services. Provides a range of mental health treatment, prevention and education programs to those who are unable to receive such services from the private sector. Services include crisis intervention, acute in-patient/out-patient treatment, day treatment, case management, long-term residential, patient advocate, services to the justice system, social and vocational rehabilitation, and services to students who are seriously emotionally disturbed or have other handicapping conditions;

Physical Health Services. Provides certification of the County's emergency medical services system, emergency and urgently needed medical services for indigent adults, operation of Edgemoor Geriatric Hospital, primary care services for

the working poor, health services for newly legalized residents, and medical services to inmates of County detention facilities.

Public Health Services. Responsible for enforcement of all State statutes, regulations of various cities, and County ordinances to protect the public health in San Diego County. Services include maternal and child health care, community disease control, epidemiology, AIDS testing, public health nursing, public health education, public health laboratory services, veterinarian services, and acting as the State Statutory agent for vital records (birth and death) in San Diego (County of San Diego 1991).

Social Services. The Regional Task Force on the Homeless, San Diego's agency responsible for providing information on the County's homeless population, estimates that there are at least 6,000 homeless or transient persons in San Diego County, and 60% or approximately 3,600 homeless individuals are located within the Planning Area (CCDC 1991). Services which aid this population include shelters, medical facilities, meal services and counseling. Populations supported by the social service network include the homeless, mentally ill, substance abusers, the elderly, veterans, run away youths and ex-offenders (CCDC 1991).

The largest concentration of social services in the County is located within the Expansion Sub Area. This area is home to over 30% of all social services provided in the County as a whole and 60% of all emergency and transitional beds (CCDC 1991). The majority of social service facilities/programs in the Planning Area are provided and operated by non profit private organizations. A total of 1,150 emergency beds and 680 transitional beds (2 weeks to 6 month stays) are available for the homeless. The largest of the homeless facilities is the Joan Kroc St. Vincent De Paul Center, with 200 transitional beds and 150 emergency shelter beds at the Bishop Maher Center.

County-sponsored social service programs are mandated by State and Federal statutes and regulations and are largely funded from Federal and State sources (County of San Diego 1991). A number of social service facilities in the Planning Area are staffed and/or funded by the County of San Diego. Other County facilities/programs are operated by private contractors.

The County Department of Social Services offers a number of programs that supply eligible individuals with vital resources in the form of cash, food stamp coupons and medical coverage. The Department of Social Services also administers programs that enable individuals to achieve greater personal security, productivity and self-sufficiency (County of San Diego 1991). These programs include the following:

Adult Services. Provides in-home supportive services and adult protective and conservatorship services;

Child Protective Services. Investigates referrals of suspected child abuse or neglect, provides emergency shelter care for children, in-home supervision or out-of-home placement services for children, and licensing for Foster Home and Day Care services;

Employment Services. Provides education services in specialized centers, employment preparation and training, work experience and work incentives for indigent persons receiving income supplements; and

Income Maintenance. Provides financial assistance to eligible children, families and disabled, homeless, or indigent persons; provides food stamp coupons and Medi-Cal cards; provides funds to families with children lacking support of either parent, and pays to foster homes and institutions to care for children who have been placed out of their homes (County of San Diego 1991).

Many of the health and social service facilities house compatible programs which benefit from joint siting. Due to the number of cross-referrals among County programs, health and social services are often located within or near other County facilities (County of San Diego 1991).

According to the Public Facilities Element of the County's General Plan, some of the County's health and social service facilities that are owned or leased by the County are overcrowded and in urgent need of renovation, replacement or modernization. For public health facilities, substantial problems exist (County of San Diego 1991). For example, Public Health Centers are 30 years old, in poor condition, and inadequate in terms of space due to the growth in patient flow and

clinic activity. Anticipated increases in patient flow and clinic activity raises the risk of a loss of certification for service programs. Although overcrowded, no mental health facilities are known to be at risk of not meeting accreditation or licensing standards (County of San Diego 1991). A 1989 study by the Department of Social Services indicates that the space now provided in its social service facilities does not meet present space guidelines and that there is a general need for upgrading and enlargement of facilities in order to provide adequate services to the public.

A brief description of the health and social service facilities and programs located in the Planning Area is provided on Table 4.G-5.

### Impacts

Implementation of the proposed Community and Redevelopment Plans could potentially impact health services and social services in the Planning Area.

The loss of affordable housing, without replacement, could potentially impact the delivery of health and social services in the area. The loss of affordable housing would cause low income residents to seek housing in other parts of the City. This may result in the displacement of the health and social services' target population.

The Planning Area's health and social service facilities could also be affected if the area in which the facility is located was targeted for redevelopment. Implementation of the proposed Community and Redevelopment Plans could result in the displacement of area residents and businesses. The relocation of support services may affect the delivery of health and social services by changing the commute patterns or distance to areas of the target population.

### Significance of Impacts

Health and social service programs are so numerous, varied and complex that it is difficult to formulate an overall standard for the need for facilities. Facility needs vary greatly by program type. Currently mental health facilities are required to meet certain facility standards. Such standards are not established for other types of health and social service facilities (County of San Diego 1991).

Table 4.G-5

HEALTH AND SOCIAL SERVICE FACILITIES LOCATED IN PLANNING AREA

Name	Address	Description	Sq. Ft.
Adult Rehabilitation Center	1335 Broadway	Alcohol/drug recovery. Drug/Alcohol rehabilitation, counseling, med./dental, child placement, 125 beds, 6 mo. stay.	NA
Alcohol Detox Center	1123 Island Ave.	Alcoholism services.	NA
Alcoholism Services Center	1111 Island Ave.	Alcoholism services. Overnight stays provided for mentally ill.	20,000
Amigos Sobrios at Parrick House	741 11th Ave.	Residential alcohol recovery, meals, up to 6 months stay.	NA
Catholic Community Services	349 Cedar Ave	Job help, info. & referrals, canned goods, prescriptions.	13,000
Convict House	650 11th Ave.	Convict pre-release program, 35 beds.	10,500
Downtown Health Services*	952 12th Ave.	Primary Healthcare facility.	800
Downtown Mental Health Center*	1568 6th Ave.	Crisis support services, outpatient basis.	NA
Emergency Assistance Program. Emergency Housing. Homeless Employment Assistance.	1145 Broadway	Homeless services. Clothing, job referral, canned goods to approx. 1,200/mo. Transitional shelter, 28 SRO Rooms. Job training & placement, serves 500 homeless/year.	NA
Emergency Lodge	756 F Street	Emergency shelter, 45 beds, meals, counseling required.	NA
Endeavors*	531 17th Street	Socialization homeless program.	NA

Notes: NA: Information not available.

\* Denotes a social service provided by the County of San Diego, operated by a private contractor.

Source: CIC Research, January 1991.

Centre City Existing Land Use Projection and Inventory, The Butler Roach Group, 1990.

Table 4.G-5 (Continued)

## HEALTH AND SOCIAL SERVICE FACILITIES LOCATED IN PLANNING AREA

Name	Address	Description	Sq. Ft.
Episcopal Community Service	921 10th Ave.	Ex-Convicts transitional shelter. Housing, job help, clothing/medical.	NA
First Baptist Church	930 10th Ave.	Meal center/support. Clothing, dinner on Fridays.	16,000
Friend-to-Friend*	1009 G Street	Self-help homeless program. Shelter for mentally ill homeless, 35 beds.	10,000
GAIN	1255 Imperial Ave.	Administrative offices for Gain Program.	NA
GAIN(uptown)	444 W. Beech	Education/Employment training program for employable recipients of "Aid to Families with Dependent Children."	NA
God's extended hand	469 16th Street	Homeless services. 1,000 meals/day to 450-500 men, women, children. Clothing, blankets, personal hygiene.	NA
Independent Living Center* (Semi-supervised living project)	743 10th Ave.	Transitional shelter for mentally ill homeless. 40 beds, 120 meals/day, job help/referrals for stabilized mentally ill.	6,000
Lutheran Social Services	1420 3rd Ave.	Soup kitchen. Friday lunches, prescriptions, canned goods, prescriptions.	NA
Men's Shelter	732 8th Ave.	Emergency shelter, 60 beds, coffee/donuts, counseling.	NA
Neighborhood House Association Endeavors	521 16th Street	Day center for mentally ill homeless. Psychiatric clinic, job help/referrals, showers, laundry, minor rehab, 600 served monthly.	2,000

Notes: NA: Information not available.

\* Denotes a social service provided by the County of San Diego, operated by a private contractor.

Source: CIC Research, January 1991.

Centre City Existing Land Use Projection and Inventory, The Butler Roach Group, 1990.

Table 4.G-5 (Continued)

HEALTH AND SOCIAL SERVICE FACILITIES LOCATED IN PLANNING AREA

Name	Address	Description	Sq. Ft.
Neil Good Day Center	270 17th Street	Men's day center. Laundry, phone, showers, lockers, 200 capacity.	NA
New Vistas Mental Health Center*	732-734 10th Ave.	Crisis residential homeless program. Social rehab./stabilization for homeless mentally ill, 30 day stay, serves 400/year.	6,000
Project PARA	1129 Broadway	Health services.	NA
Rachel's Women's Center*	753-759 8th Ave.	Homeless women's day center. Meals, counseling, showers, lavatory, serves 50-60 women.	5,000
Rescue Mission	1150 J Street	Homeless men's emergency and transitional shelter. Counseling, chapel, clothing, dinner/breakfast. Transitional program for mission volunteers, 83 beds, 3 meals/day provided.	46,800
San Diego Plasma	1025 F Street	Plasma Center.	7,500
San Diego Veterans Center	319 W. E Street	Homeless veteran transitional housing in Capri Hotel.	NA
St. Vincent de Paul Bishop Maher Center	1501 Imperial Ave.	Homeless men's emergency shelter, 150 beds.	40,000
St. Vincent de Paul Joan Kroc Center	1501 Imperial Ave.	Social services, 2,000 meals/day, 200 transitional beds, job counseling, day center, shower, medical clinic, school (100 children), 75 beds for men, family center for women and children .	129,000

Notes: NA: Information not available.

\* Denotes a social service provided by the County of San Diego, operated by a private contractor.

Source: CIC Research, January 1991.

Centre City Existing Land Use Projection and Inventory, The Butler Roach Group, 1990.

4.G-51

Table 4.G-5 (Continued)

HEALTH AND SOCIAL SERVICE FACILITIES LOCATED IN PLANNING AREA

Name	Address	Description	Sq. Ft.
St. Vincent de Paul Thrift Center	1550 Market	Thrift Shop finances St. Vincent de Paul operation.	12,000
The Store Front	1039 12th Ave.	Emergency shelter 20 beds. Counseling, sex education.	10,000
Toussant Teen Center	633 State Street	Long term teen residence/school (Under Construction)	NA
NA	528 14th Street	NA	6,000
<b>Cold Weather Shelters</b>			
St. Vincent de Paul		Cold weather shelter, 150 emergency beds, temp. below 35 degrees.	
Salvation Army		Cold weather shelter, 100 emergency beds, temp. below 35 degrees	
Rescue Mission		Cold weather shelter, 250 emergency beds, temp. below 35 degrees	

4.G-52

Notes: NA: Information not available.  
 \* Denotes a social service provided by the County of San Diego, operated by a private contractor.

Source: CIC Research, January 1991.  
 Centre City Existing Land Use Projection and Inventory, The Butler Roach Group, 1990.



In implementing the redevelopment program it is possible that some removal of low income housing and/or displacement, or other disruptive impact, may occur for some of the local population. However, a principle objective of the Redevelopment Plan is to accommodate the necessary changes in eliminating blight and causing new development in a way that allows people now in the area to benefit from the improved services and conditions, and so that any relocation that is necessary is accomplished with the least adverse affect possible. Therefore, no significant adverse impacts on health and social programs should result (CCDC 1991d).

### Mitigation Measures

The Redevelopment Agency has adopted the rules and regulations for implementation of the California Relocation Assistance Law. Consistent with these regulations, the Redevelopment Agency will adopt a relocation plan for the displacement of residents and businesses in the Planning Area. Such a relocation plan will ensure that persons, businesses and social services agencies will be relocated in a manner which will mitigate the adverse impacts associated with such displacement. Similar relocation plans have been adopted and implemented in the existing Centre City redevelopment projects (CCDC 1991a).

To mitigate the potentially significant health and social service impacts related to increases in the demand, the Redevelopment Agency may participate with San Diego County, the City of San Diego, and other public and private organizations to provide publicly owned counseling, educational, and training facilities; day centers; mental health facilities; and alcohol and drug rehabilitation facilities. Some examples of such activities which might be undertaken are as follows:

Counseling, Educational, and Training Facilities. The Agency may participate in the provision of a counseling, education, and training facility for misdemeanors and light felons. It is anticipated that this facility would be approximately 20,000 square feet in size (CCDC 1991a).

Day Center. The Redevelopment Agency may participate in the provision of a day center that would provide personal services such as restrooms, showers, lockers, mail boxes, and counseling for the homeless. The size of the facility would be approximately 10,000 square feet (CCDC 1991a).

Mental Health Facilities. The Redevelopment Agency may participate in providing facilities for both inpatient and outpatient medical, therapy, counseling and day services for the mentally ill. The inpatient facility and the outpatient facility are estimated to be 20,000 and 10,000 square feet, respectively.

Alcohol and Drug Rehabilitation Facilities. The Redevelopment Agency may also participate in providing a 20,000 square foot facility for medical, detoxification, therapy, rehabilitation, and counseling services for substance abusers.

Agency participation in the provision of space and facilities will be based upon demonstration of continued operating income by other public and private entities.

CCDC, on behalf of the Redevelopment Agency and in cooperation with the County, City and non-profit organizations and others, is developing a Social Issues Strategy which addresses the need for facilities and services. The final strategy will determine the nature of facilities to be provided (CCDC 1991a).

## 6. Senior Services

### Existing Conditions

In March 1970, the County Office of Senior Citizens Affairs was established in response to Federal and State mandates. With the 1973 amendments to the Older Americans Act (1965), this Office was designated by the State as the Area Agency on Aging (AAA). Since 1983 the AAA has been a separate County department serving the entire region, including cities, with the goals of securing maximum independence for older Americans, preventing unnecessary institutionalization, reducing isolation and loneliness, improving nutrition and health and assisting those seniors who are, due to infirmities, vulnerable to abuse and exploitation.

Facilities are provided through contracts with the Area Agency on Aging that are targeted specifically to the needs of persons sixty years of age or older. With some exceptions, these facilities are provided throughout the County through contracts with public and private non-profit organizations using facilities owned or leased by these organizations.

Services available to senior citizens consist of Adult Daycare, Case Management and Nutrition Services. Adult Daycare facilities and Senior Centers are located throughout the County. The following is a list of senior services in the Planning Area:

<u>Name</u>	<u>Address</u>
<b>Adult Daycare/Senior Service Centers</b>	
City of San Diego Senior Center	202 C Street
Senior Community Center	928 Broadway
<b>Senior Nutritional Facilities</b>	
Horton House	333 G Street

### Impacts

If the percentage of persons aged 60 or older who currently reside in the Planning Area is indicative of the percentage of the aged 60 or older Planning Area population at ultimate capacity, then approximately 10,634 persons aged 60 years or older, would reside in the Planning Area at ultimate capacity.

### Significance of Impacts

Implementation of the proposed Community and Redevelopment Plans would potentially increase the demand on senior services in the Planning Area. These impacts would not be significant because it is anticipated that as additional senior housing is developed within the Planning Area, "community rooms" which can function as day centers, service centers and nutritional centers, would be provided as an integral part of such senior housing.

### Mitigation Measures

No mitigation measures are necessary provided that the program contemplated by the proposed Community and Redevelopment Plans is implemented.

7. Educational Facilities/Services

San Diego Unified School District

Existing Conditions

The San Diego Unified School District provides public school facilities for grades K through 12 in the Planning Area. Table 4.G-6 shows the current enrollment as of September 28, 1990, and the capacity for schools located in and adjacent to the Planning Area. As shown by the table, Memorial Junior High is currently the only school operating over capacity.

**Table 4.G-6**  
**1990 STUDENT ENROLLMENT/CAPACITY**  
**BY SCHOOL**

School	1990 Enrollment	Current Capacity	Under/Over Capacity
Perkins Elementary (formerly Lowell Elementary)	515	519	4
Sherman Elementary	1130	1,260	130
Washington Elementary	326	360	34
Memorial Junior High	1102	1,100	+2
Roosevelt Junior High	1150	1,282	132
San Diego High School	1553	1,651	98

Source: San Diego Unified School District 1990

Washington Elementary and San Diego High Schools are located within the Centre City Planning Area. The remaining schools are located in the vicinity outside of the Planning Area. Figure 4.G-1 shows the location of each school.

Sherman Elementary School is currently operating on a multi-track (year-round) schedule but will change to a single-track schedule when a new elementary school is eventually built in the area (outside of Centre City). The projected capacity for Sherman Elementary will decrease due to this factor.

The distribution of students residing in the Centre City Planning Area are shown in Figures 4.G-2 and 4.G-3.

According to the San Diego Unified School District, it is difficult to assess the public school facility needs for the Planning Area because it has only a minor impact on most of the facilities serving the area and student attendance trends in the area. Nearly all of the high density student populations that have been impacting these and other nearby schools in recent years are located outside of the Centre City area. The school district has estimated that based on 1990 enrollment figures only 530 students actually resided within the Planning Area, and only 335 (or 63 percent) attended the schools listed in the table above. The remaining 195 students attended other district schools through integration and other available programs (Silva 1991).

A major planning tool for the San Diego Unified School District is its Long-Range Facilities Master Plan (LRFMP). The primary focus of the LRFMP is first to clarify how the district will house all its students, including projected growth in student enrollment, and then to identify the required resources. The District Board of Education reviews and updates the LRFMP annually. The master plan itself is the district's strategic plan for meeting facility needs for the next ten years and beyond. The Board of Education each year updates and approves the plan based on extensive analysis of demographic and enrollment trends, existing and future facilities utilization, educational program considerations, and current and future financial resources developed by district staff, parents, and community members.

The district currently owns approximately 1200 portable classroom buildings. The district redistributes many of these portables each year, depending on the enrollment demands. The process for determining portable moves within the district is established within the district and is closely linked to the implementation and revision of the LRFMP.

Effective January 1, 1987, school districts began collecting \$1.50 per square foot for new residential construction and increased habitable space in existing residential buildings and \$0.25 per square foot for new construction of commercial and industrial development based on Section 53086 of the Government Code which

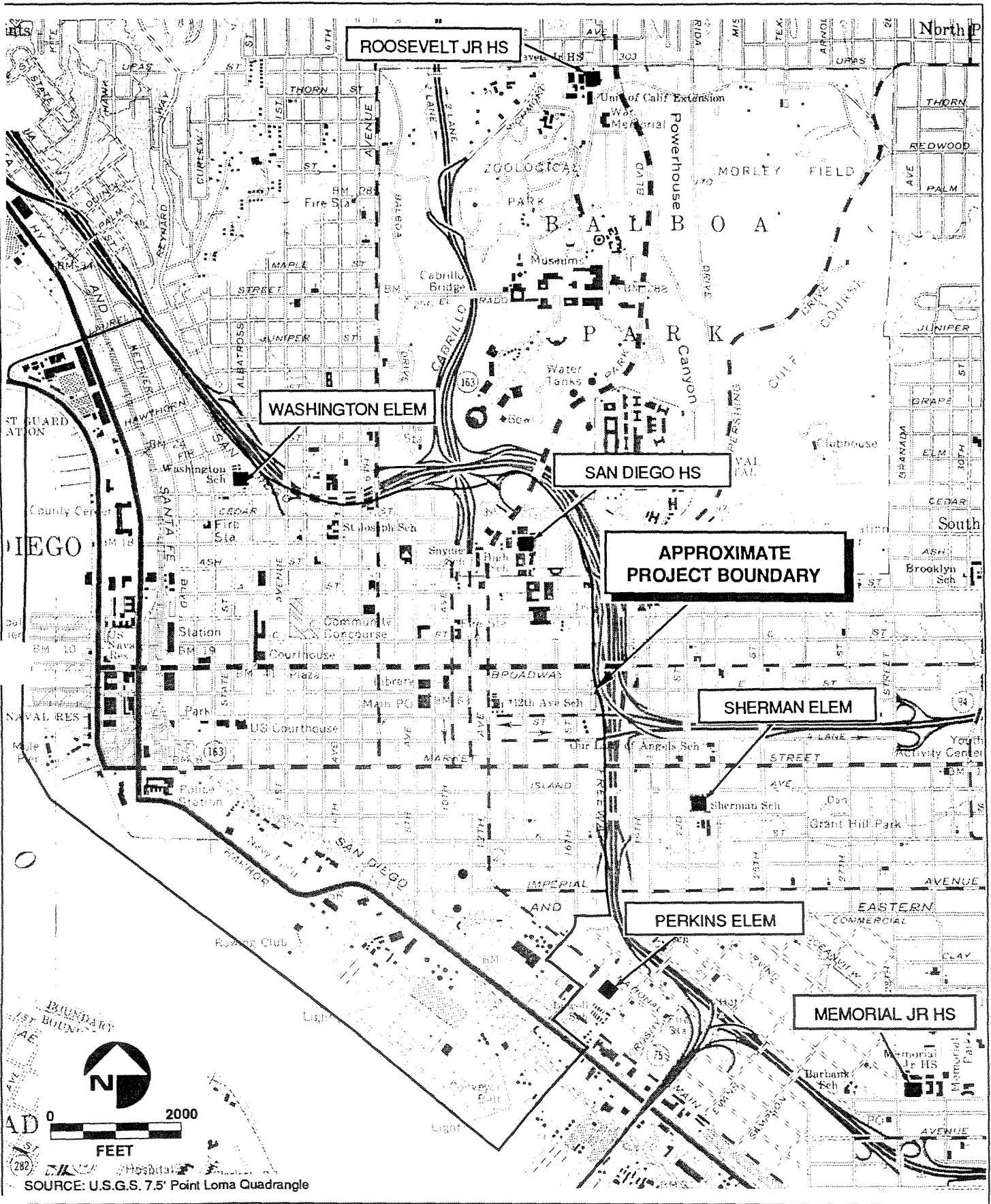
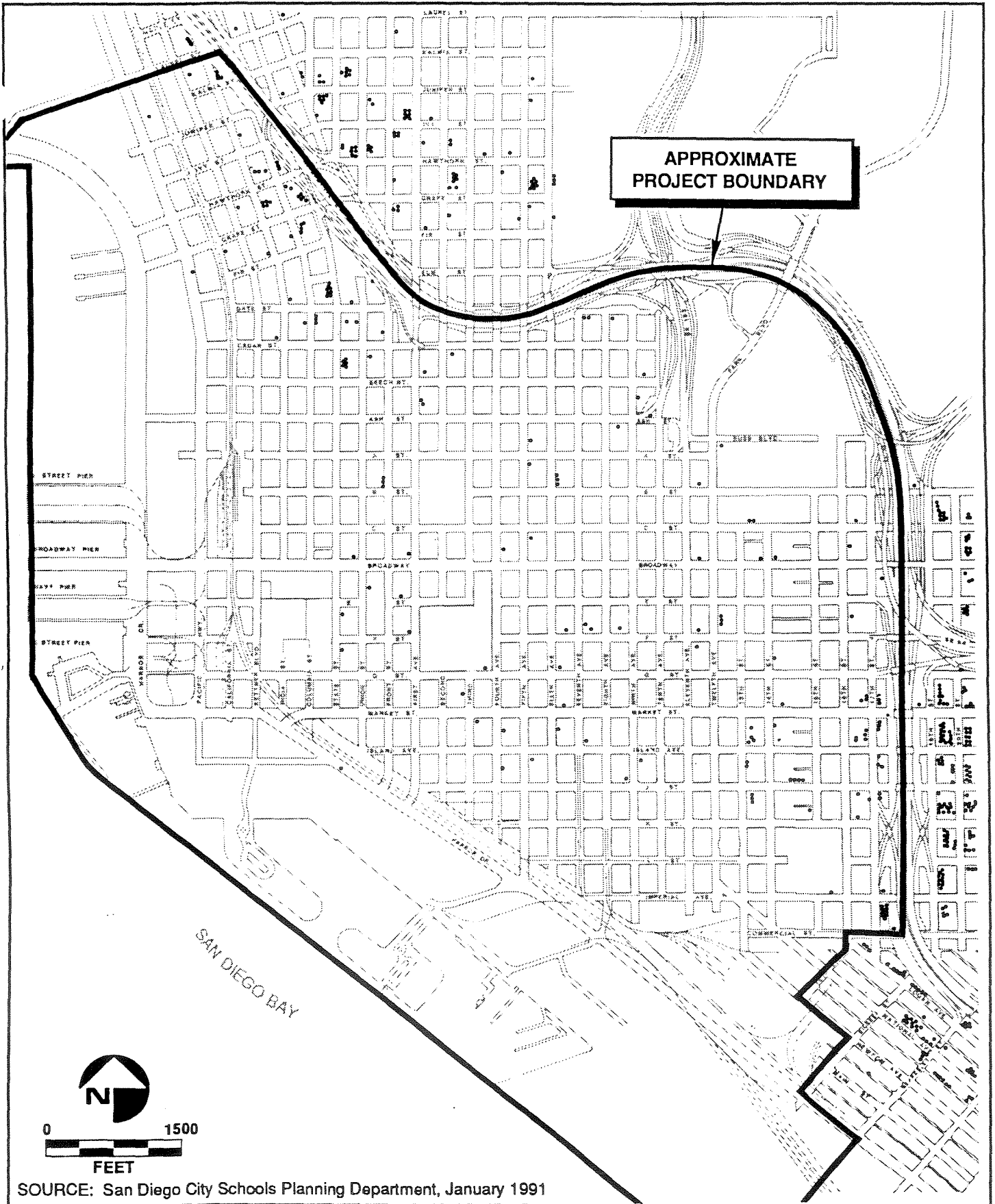


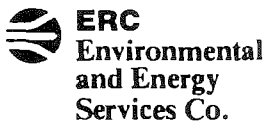
FIGURE  
**4.G-1**



Location of Schools Currently Serving the Planning Area

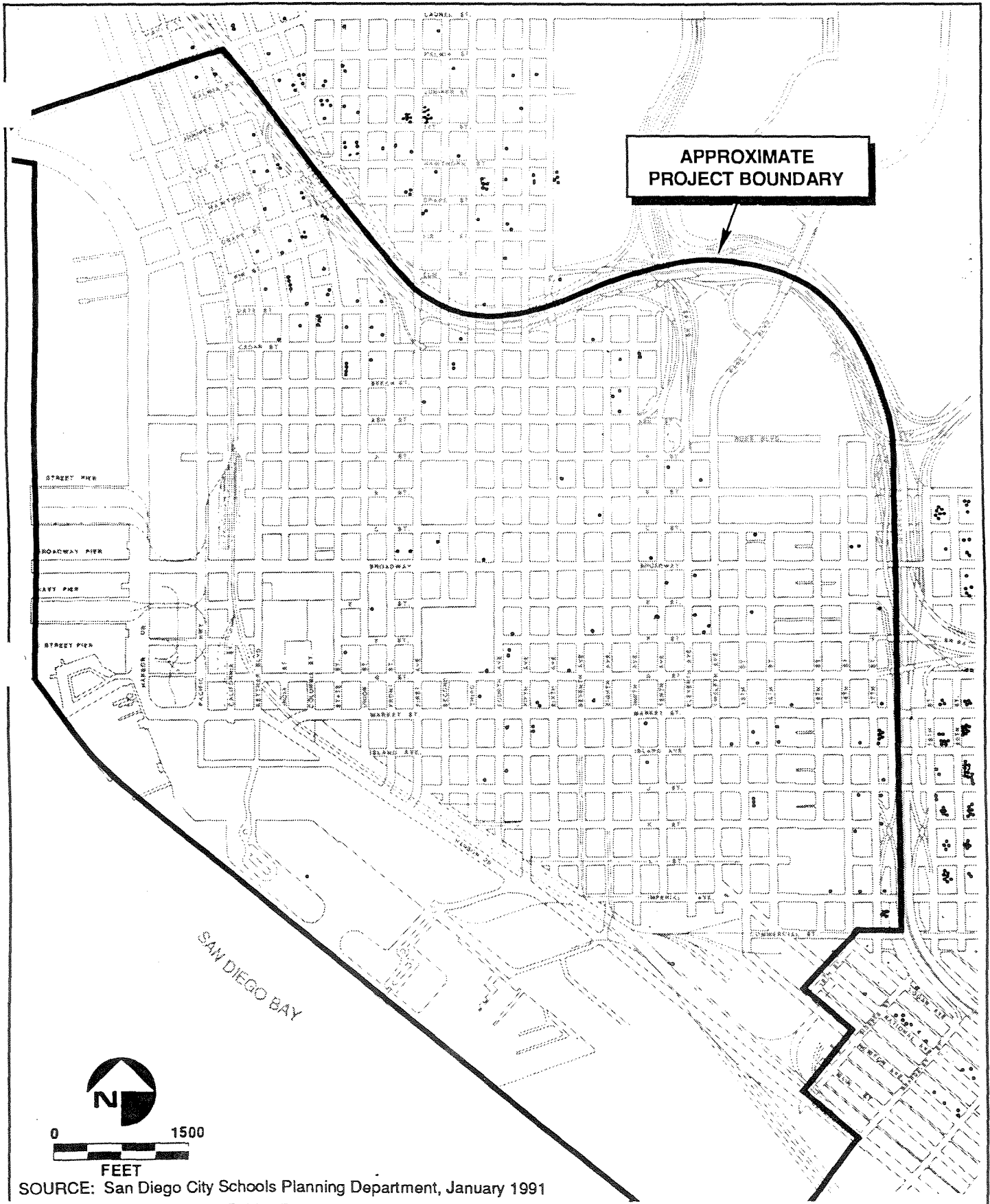


SOURCE: San Diego City Schools Planning Department, January 1991



**Distribution of Students Residing in the Planning Area  
(Elementary Students- K to 6th Grade)**

**FIGURE  
4.G-2**





authorizes the governing board of any school district to levy a fee against new development projects within its boundaries. These fees automatically escalate annually. These fees include any new covered or enclosed development including garages within the boundaries of the San Diego Unified School District. Exemptions to fee payments include permits for SROs, senior housing, mobile homes in parks, churches, schools, demolition and razing of buildings and moving of buildings.

#### San Diego Community College District

Community Colleges: The San Diego Community College district offers post-secondary and continuing adult education services on four college campuses and ten adult education centers. The District's four college campuses include San Diego City College, Educational Cultural Complex (ECC), Mesa College and Miramar College. San Diego City College is located in the northeast portion of the Planning Area. Enrollment for the 1991 fall semester was 10,614 students. ECC is located approximately one-half mile east of the Planning Area and is a key educational facility for the Southeast San Diego community. Approximately 615 students enrolled for the 1991 fall semester at ECC (Mount 1991). District-wide enrollment for the 1991 fall semester totals approximately 40,000 students, not including those students enrolled in continuing education courses.

Continuing Education Centers: The District also operates ten Adult Education Centers. These centers offer various continuing education, business skills, and general interest courses. The District's Adult Education Centers are listed below:

Centre City/Skills Center  
1400 Park Boulevard

Clairemont Mesa Center  
3890 Modoc Drive

Educational Cultural Complex  
4343 Ocean View Boulevard

Harbor View Center  
1960 National Avenue

Kearny Mesa Center  
7405 Mesa College Drive

Mid City Center  
5348 University Avenue

Midway Center  
3249 Fordham Street

Mira Mesa Center  
10440 Black Mountain Road

Navajo Center  
6696 Wandermere Drive

North Shores Center  
4375 Lee Street

Adult Education Centers have an open enrollment system which allows students to join or leave the class at anytime during the semester. This results in fluctuating enrollment numbers.

Day Care: The San Diego Community College District operates a Child Development Center on the campus of City College. The day care program is provided to the children of City College students. The existing facility has the capacity to care for 44 preschool age children and eight infants (Ida Cross 1991). The staff consists of three teachers for preschool age children and one teacher for infants. The Child Development Center also has four office staff persons. Students whose children are enrolled at the Center also work at the Center. The San Diego Community College District's Five Year Capital Construction Plan (1992-1997) indicates that the Child Development Center must be expanded to meet the needs of City College's ethnically diverse college community. The District estimates that the expansion/remodeling of the Child Development Center will cost approximately \$2.68 million. Anticipated occupancy is 1997.

#### County Office of Education

The San Diego County Office of Education provides some educational services on a San Diego County region-wide basis.

The San Diego County Office of Education usually uses local schools and other rented facilities to provide services in neighborhoods throughout San Diego County.

Programs and services provided to the region include:

- HOPE Infant Program
- Regional Occupational Program (ROP)
- Community/Home Education
- Instructional Television
- School Library Services
- Film and Tape Library
- Outdoor Education Child Nutrition

- Outdoor Education Pupil Services
- College Ready Writers
- High School Ready Writers
- Hispanic Academic Achievement
- Stand and Deliver Math Challenge
- Substance Abuse Prevention Education
- Friendship Support
- Juvenile Court and Community Schools
- Advancement Via Individual Determination (AVID)

Further information on the following programs is illustrative of the variety of programs provided by the Office of Education.

Juvenile Court and Community Schools (JCCS). JCCS serves students throughout the County. JCCS provides a range of programs in small classroom environments for mostly high risk, middle school age students. The pregnant minors and teen mothers component combines training in parenting and social survival skills with traditional academic subjects and counseling in self esteem building and career choices. Another separate component provides schooling for homeless children. The majority of client students in the JCCS program are referred through the County Social Services system, the public school district expulsion process or the Probation Department process.

The Advancement Via Individual Determination (AVID). The AVID program is a middle and senior high school program to prepare students most underrepresented in post secondary education for four year college eligibility. The main components of the program are academic instruction, tutorial support and motivational activities.

Regional Occupational Program (ROP). The Regional Occupational Program is offered in several (5) centers throughout the County. The program provides occupational training courses resulting in the acquisition of entry level job skills, upgrading or retraining, and/or preparing for advanced technical training. ROP Centers and the Dial-a-Course phone number provides information on courses. There are no ROP centers within the Planning Area. However, the ROP Metro Center, located at 4100 Normal Street, serves the Planning Area. The ROP

Program places approximately 12-15 clients into full-time positions monthly. Program duration for an average successful client may be up to one year.

Eligibility for the program is 16 years and older. Students must be California residents eligible to attend public school and meet requirements as outlined in individual course descriptions. High school students must be of an employable age or eligible for advanced training. Groups who are targeted for ROP programs consist of drop-out students, semi-skilled, underemployed, unemployed and unskilled persons.

### Impacts

#### San Diego Unified School District

The San Diego Unified School District reports a 1990 enrollment of 530 students residing in the Planning Area. As indicated in Section III-C of this EIR, the current number of residential units in the Planning Area is uncertain. A land use inventory of the Planning Area completed by CCDC in 1990 counted 12,640 units including SROs. SANDAG 1990 data suggests 8,038 residential units. The 1990 Census reports 6,881 residential units. Inasmuch as there are approximately 5,000 SRO units in the Planning Area and CCDC's land use inventory counted 12,640 units, it is evident that SROs were not counted as residential units in the 1990 Census. Therefore, the 1990 Census reflects non-SRO housing; such housing is demographically similar to the non-SRO housing to be constructed in the Planning Area over the 35-year period of the Redevelopment Plan. The 1990 Census demonstrates a ratio of students to such housing units of one (1) student for every thirteen (13) housing units (CCDC 1991). Therefore, applying the 1:13 student housing unit ratio to projected non-SRO housing production (24,050 units) through 2025, generates on average annual increase of 53 students.

Implementation of the Community and Redevelopment Plans will generate school impact fees of more than \$37.5 million in current dollars without any escalation in fee rates (CCDC 1991) over the 35-year period, an average of more than \$1 million per year in current dollars without any escalation in fee rates. Such fees would be paid by the anticipated new development comprised of 13.8 million sq. ft. of

non-government office, 1.5 million sq. ft. of retail, 5,880 hotel rooms, and 21,240 non-SRO and non-senior housing units (CCDC 1991a).

The proposed Redevelopment Plan authorizes the Redevelopment Agency to provide funds towards the rehabilitation and expansion of the Washington school site within the Harborview Redevelopment District (\$3.75 million).

Based on the above, the proposed Community and Redevelopment plans will not have a significant impact on school services or facilities.

#### San Diego Community College District

The San Diego Community College provides continuing educational services to the adult population of the community within which the facilities are located. The San Diego City College's location downtown provides access to such programs by residents and others within the Planning Area. The proposed Redevelopment Plan authorizes the Redevelopment Agency to provide up to \$1.5 million toward capital improvement facilities at City College within the Centre City East Redevelopment District; such facilities may include the expansion of the Child Development Center, joint use parking facilities, library, or park and recreational facilities.

#### Office of Education

Potential impacts to the programs which are illustrative of the services of the Office of Education follow.

The ROP program is funded by the State of California Department of Education (CCDC 1991d). Only those persons 16 years of age and older are eligible to participate in the Regional Occupational Program. The Butler/Roach Group Inc. reports that the number of ROP participants County-wide in the 1990/1991 school year was 38,000. This is an unusually high number of participants in light of the future report that only 12-15 clients are placed into full-time positions monthly (144-180 clients annually). The ratio of ROP participants to the County's 1990 population of 2,498,016 (1990 Census) is 0.0152. Based on this generation rate, the number of ROP participants residing in the Planning Area at ultimate capacity (year 2025) would be 534 (CCDC 1991d). Because the ROP Metro Center is the

office closest to the Project Area, it is assumed that the increase in the demand for services would occur at this office.

The JCCs and AVID programs are primarily directed at students who might otherwise (or who may also) be enrolled in school facilities operated by the San Diego Unified School District. As discussed elsewhere in this section with respect to such school facilities, the San Diego Unified School District reports that only 530 students resided in the Planning Area in 1990; of these, only 335 (or 63%) attended area schools. The remaining 195 students attended other district schools through integration and other available programs.

#### Significance of Impacts

Implementation of the proposed Community and Redevelopment Plans would not result in a significant impact to school services.

#### Mitigation Measures

No mitigation measures are necessary.

As proposed in the Redevelopment Plan, the Redevelopment Agency may assist in funding rehabilitation and expansion of the Washington Elementary School site, and capital improvement facilities at City College.

The Redevelopment Agency is authorized under Sections 33445 and 33401 of the Community Redevelopment Law, to assist school districts to provide facilities to accommodate growth from the Project Area during the redevelopment period, provided such growth is not mitigated by other sources of revenues (such as school fees on new development).

## H. GEOLOGICAL RESOURCES

Centre City is located in the coastal sub-province of the Peninsular Range physiographic province. In San Diego County, the coastal sub-province consists of a gently seaward sloping coastal plain. In the Planning Area, the coastal plain slopes to the southwest from an elevation of 160 feet above mean sea level (MSL) near Balboa Stadium to sea level along the bay-front (Figure 4.H-1). This section of the EIR covers a discussion of lithology, seismicity, soils and ground water and is summarized from the Geotechnical Report prepared for this project by ERCE.

### 1. Lithology

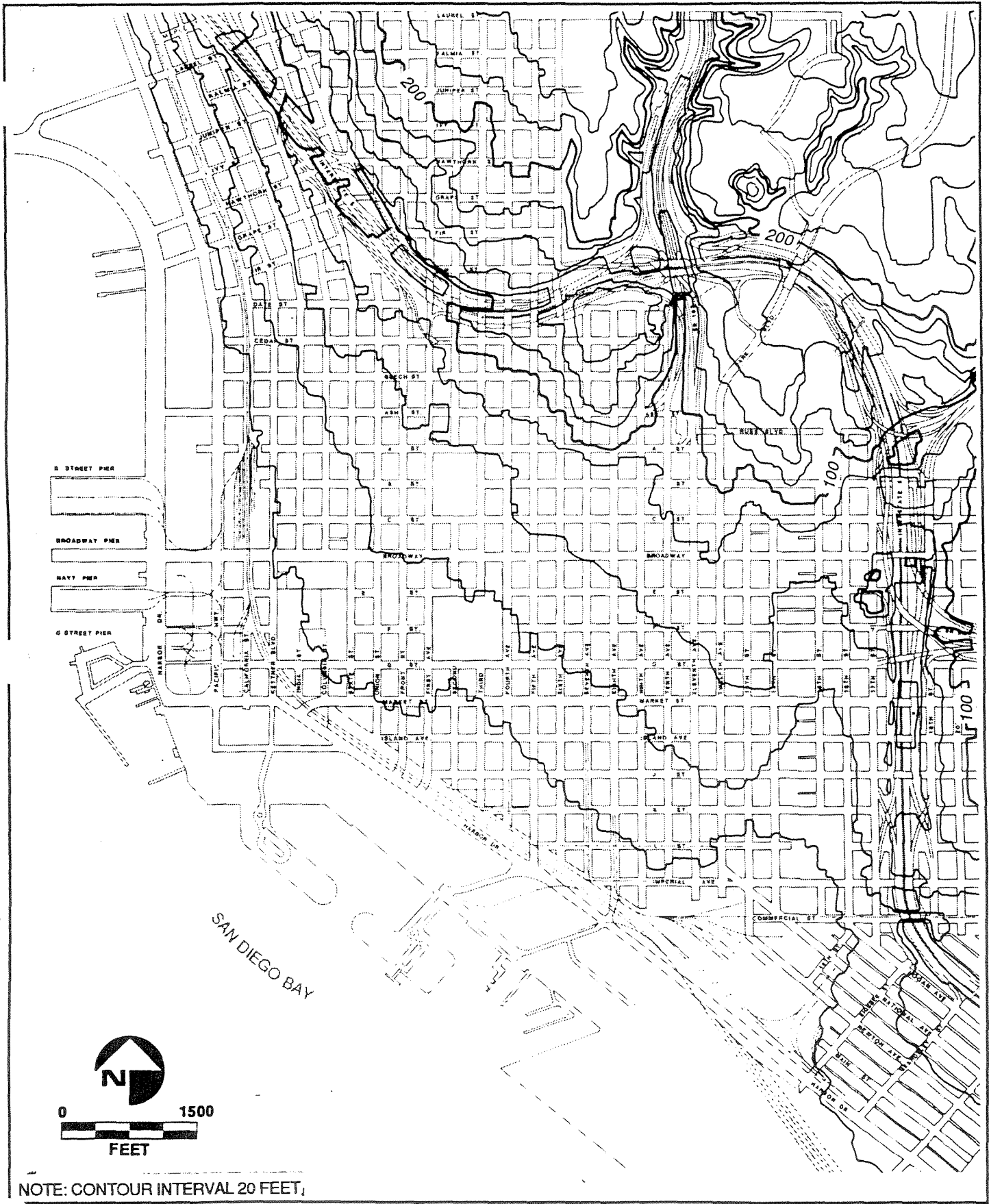
#### Existing Conditions

Lithology is the study of rock composition and usually includes a description of color, grain size, moisture content, and density.

A basement complex of Jurassic and Cretaceous plutonic and metavolcanic rocks underlies the area at an approximate depth of 4000 feet below MSL. The basement rocks are unconformably overlain by Upper Cretaceous, Tertiary, and Quaternary sedimentary formations. Upper Tertiary and Quaternary marine and nonmarine sediments are of primary concern and generally dip gently to the southwest (Figure 4.H-2). Mapping completed by Kennedy (1975) shows that the Centre City area is underlain by the San Diego Formation on the eastern border of the Planning Area, by the Bay Point Formation in the center of the Planning Area, and by artificial fill along San Diego Bay (Figure 4.H-3).

#### a. Artificial Fill

Although the Kennedy (1975) map only shows artificial fill to exist along the bay, numerous geotechnical studies have encountered artificial fill in borings and trenches in downtown locations away from the bay. The nature and depth of the fill is variable, but generally the depth of fill is greater near the bay-front. In the Planning Area, known thickness of fill ranges from 0 to 20 feet. The average depth to fill within the Planning Area is approximately 3 feet. The depth of fill is controlled by proximity to bay, and by the original topography



FIGURE

**4.H-1**



Topographic Map of the Planning Area



QUATERNARY

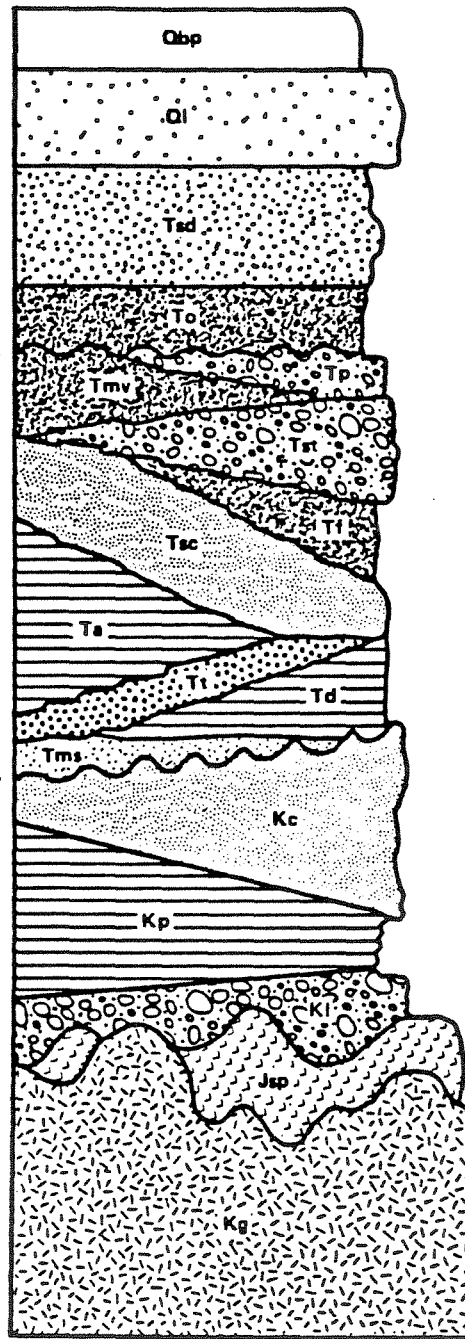
TERTIARY

JURASSIC AND CRETACEOUS

MIOCENE & PLEISTOCENE  
PLIOCENE

EOCENE

UPPER CRETACEOUS



- Qbp BAY POINT FORMATION
- Qi LINDAVISTA FORMATION
- Tsd SAN DIEGO FORMATION
- To OTAY FORMATION
- Tp POMERADO CONGLOMERATE
- Tmv MISSION VALLEY FORMATION
- Tst STADIUM CONGLOMERATE
- Tf FRIARS FORMATION
- Tsc SCRIPPS FORMATION
- Ta ARDATH SHALE
- Tt TORREY SANDSTONE
- Td DELMAR FORMATION
- Tms MOUNT SOLEDAD FORMATION
- Kc CABRILLO FORMATION
- Kp POINT LOMA FORMATION
- Ki LUSARDI FORMATION
- Jsp SANTIAGO PEAK VOLCANICS
- Kg GRANITIC ROCKS OF THE SOUTHERN CALIFORNIA BATHOLITH

POWAY GROUP

LA JOLLA GROUP

ROSARIO GROUP

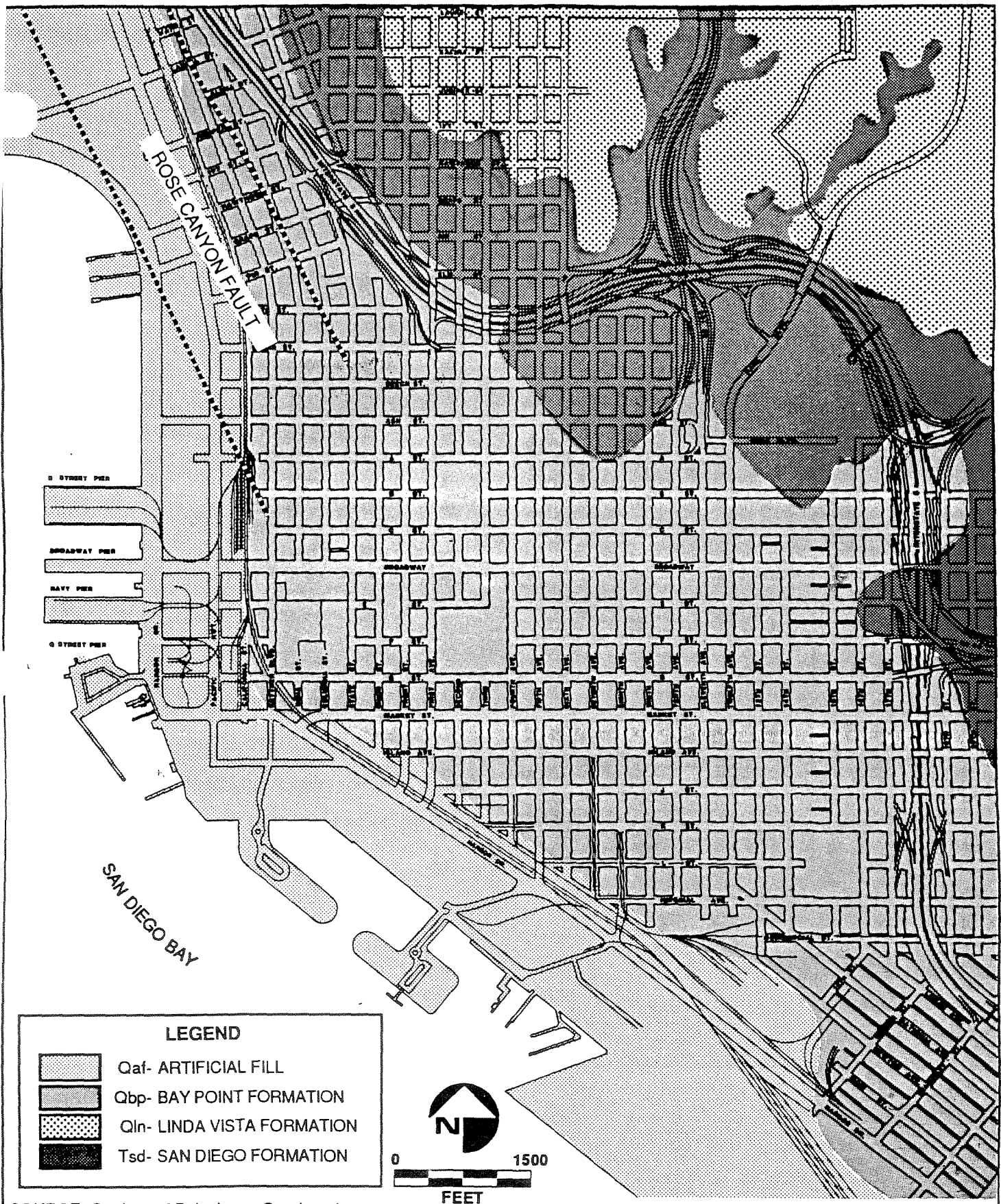
SOURCE: Kennedy, 1975

FIGURE



Stratigraphic Column

4.H-2



SOURCE: Geology of Point Loma Quadrangle

FIGURE  
**4.H-3**



Geologic Map of the Planning Area

and extent of previous excavation. The fill generally consist of gravel, sand, silt and clay with organic and demolition debris. The artificial fill ranges from damp to saturated, loose to medium dense, often contains voids and is locally potentially expansive (LeRoy Crandall and Associates 1980, Owen Consultants 1989 and Southern California Soil and Testing, Inc. 1988).

b. Bay Point Formation

Beneath the fill or at the surface where the fill does not exist is the Bay Point Formation. This Late Pleistocene-age formation contains marine and nonmarine sediments and generally consists of fine- to medium-grained, thinly laminated, moderate- to well-sorted sands, with occasional clayey silts and gravels (Kennedy 1975). Depth to this formation ranges from 0 to 10 feet and thickness is approximately 120 feet. Generally, this formation is moist to saturated and moderately to non-expansive (Figures 4.H-2 and 4.H-3).

c. San Diego Formation

The Bay Point Formation is unconformably underlain by the San Diego Formation of Pliocene age. This marine formation is predominantly siltstone and sandstone, with lenses of conglomerate, marl and mudstone. Fossil shell lenses are common. This formation is dense to very dense, locally cemented and generally non-expansive. In past geotechnical investigations, the dense, cemented nature of the San Diego Formation has made drilling and excavation difficult (Owen Consultants 1989). Depth to the San Diego Formation varies by location from 0 to 120 feet and reaches a maximum thickness of 1200 feet. The San Diego Formation rest unconformably on older pre-Pliocene rocks (Figures 4.H-2 and 4.H-3).

Impacts

The lithologic impacts are related to the nature of the various formations.

- The artificial fill is poorly sorted and commonly contains voids and is therefore susceptible to settlement. Also in places, the artificial fill is

expansive. The potential for settlement and expansion is considered significant adverse but mitigable.

- The Bay Point Formation, in general, creates few impacts; however it ranges from moderate to non-expansive.
- The San Diego Formation also creates few adverse impacts; however, the dense to very dense cemented nature has in the past created drilling and excavation difficulties.

### Significance of Impacts

The lithological (rock type) impacts are generally adverse. The impacts created by the compactive and expansive nature of artificial fill are considered significant adverse.

### Mitigation

Since the lithology was studied on a general basis, detailed geotechnical field studies are a necessity prior to new construction.

The Seismic Safety Plan for San Diego indicates a geological investigation shall be conducted on a site specific basis. The specific mitigation measure shall be selected after a detailed geotechnical study has been completed for specific locations. Mitigation measures which may be required include: construction on artificial fill shall be mitigated by removal and recompaction of the artificial fill, or constructing foundation (such as piers or caissons) through the fill into competent formational material which underlies the artificial fill.

## 2. Faulting and Seismicity

### Existing Conditions

#### a. Tectonic Setting

Recent fault zones and faults are either classified as active or potentially active, according to Alquist-Priolo Special Studies Zone Act (1972). A fault which has exhibited surface displacement within Holocene Epoch (the last 11,000 years) is defined as active by the California Division of Mines and Geology (CDMG), while a fault which is defined as potentially active has exhibited displacement during the Quaternary Period (the last 2 million years).

Much of Southern California, including the Planning Area, is characterized by a system of Quaternary-age fault zones. These fault zones typically consist of several individual, en-echelon faults that strike in a northwesterly to southeasterly direction. Regionally, this system of faults and fault zones includes the San Andreas, San Jacinto, and Elsinore to the east and the Coronado Bank and San Clemente to the west (Figure 4.H-4). Local fault zones include the Coronado Bank, Rose Canyon, and La Nacion fault zones (Figure 4.H-5). In general, these faults have displaced the Late Pleistocene, Bay Point Formation, although some faults, as discussed below, have displaced more recent sediments.

#### b. Onsite Faulting

Since the downtown area has been extensively urbanized, the exact location of fault traces are difficult to identify and evaluation is primarily dependent on subsurface investigations consisting of boreholes, trenches, and seismic profiles.

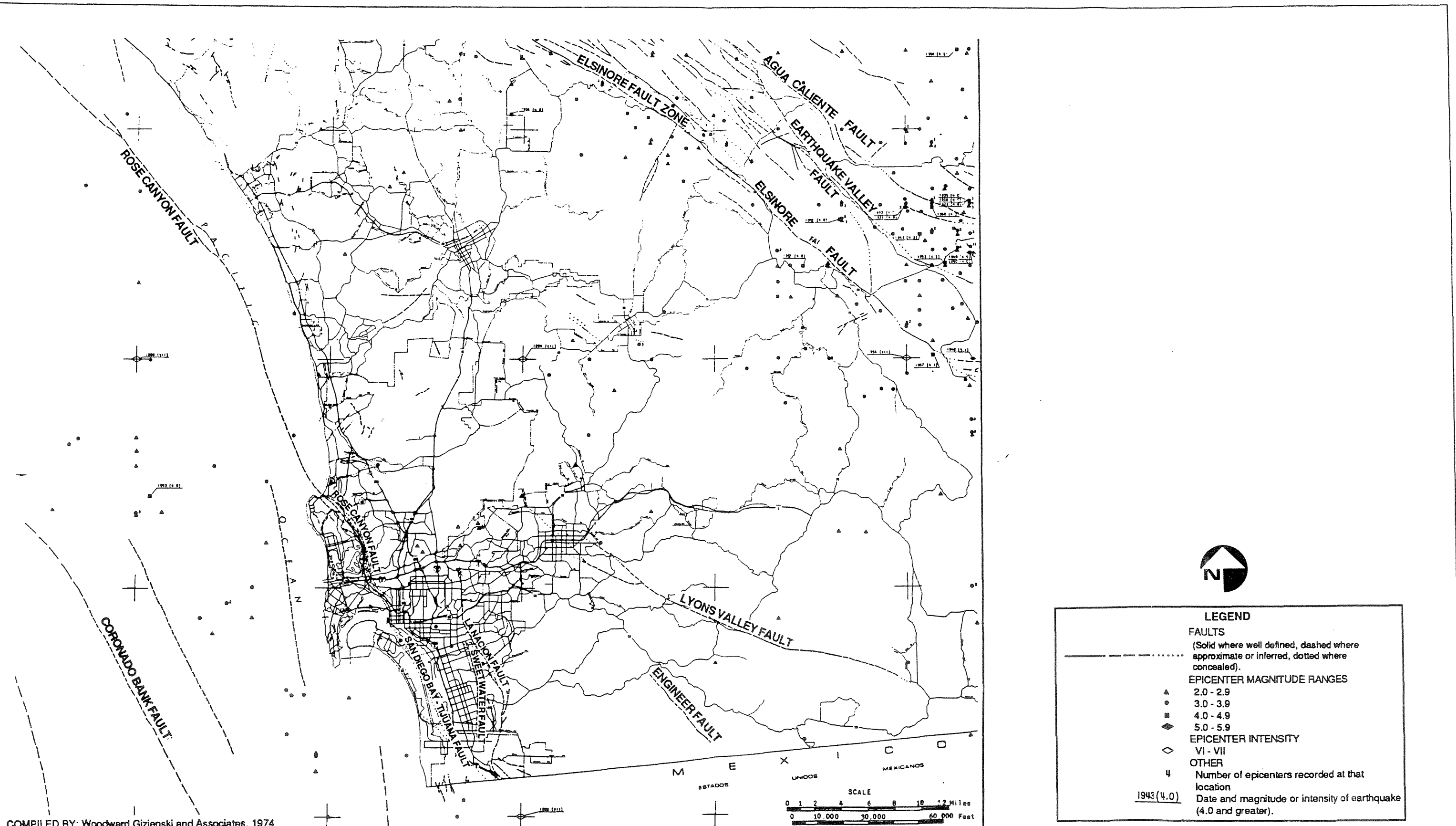
Of the major fault zones within the San Diego area, only the Rose Canyon fault zone is located in close proximity to the Planning Area. The Rose Canyon fault zone is a complex system of north-to-northwest trending, en-echelon faults extending northward from within San Diego Bay to the continental shelf offshore near Carlsbad (Treiman 1984). More specifically, the onshore

components of the Rose Canyon fault zone extend from Point La Jolla in the north, through Old Town, to the downtown area adjacent to San Diego Bay. The fault zone is comprised of a number of fault segments. The longer segments include the Rose Canyon, Mount Soledad, and Country Club faults. The southern portion of the Rose Canyon fault zone widens into a series of minor and major faults including the Silver Strand, Coronado, and Spanish Bight faults. These faults are mapped south and southwest of the downtown area. Although none of these faults are mapped continuously across the Planning Area, it is possible that portions of these fault traces exist within the Planning Area.

Some minor discontinuous short fault segments have been located within the Planning Area (Figure 4.H-6). However, the exact termini of these fault segments have not been determined. One such segment is located between Front Street and First Street, on the north and south side of Broadway. Four short fault segments are generally located in the area bounded by C Street, F Street, 12th Avenue and 15th Avenue.

The Rose Canyon fault zone has generally been designated a potentially active based on the guidelines presented in the Alquist-Priolo Special Studies Zone Act (1972). However, based on recent geologic investigations conducted by Rockwell (1989-1991) in Rose Canyon, radiometrically determined Holocene-aged earth materials were observed to be offset by a previously unmapped fault segment south of and along the trajectory of the Mount Soledad branch of the Rose Canyon fault zone. It is believed that this fault segment may represent the southerly continuation of the Mount Soledad branch (Lindvall et al. 1990). Based on these recent findings, the Mount Soledad Branch of the Rose Canyon fault zone has been upgraded to an active status by the California Division of Mines and Geology.

In addition to upgrading the Mount Soledad branch from a potentially active to an active status, the CDMG has also upgraded the faults within the Planning Area, which are generally bounded by C Street, F Street, 12th Avenue, and 15th Avenue, from a potentially active to an active status. The potentially active status assigned to the fault segment between Front Street and First Street on the north and southside of Broadway (Leighton and Associates, 1985) has not been

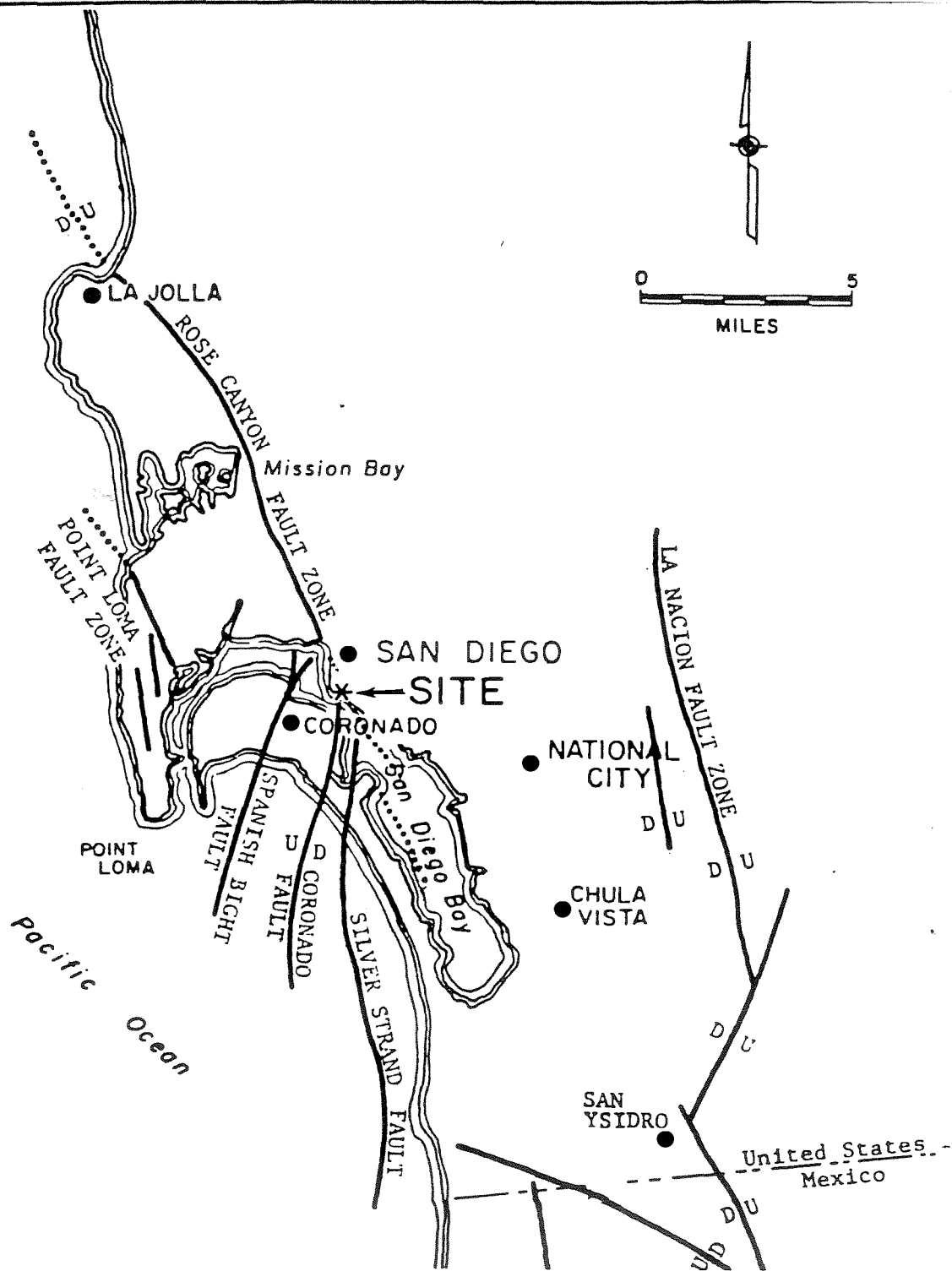


COMPILED BY: Woodward Gizienski and Associates, 1974  
 UPDATED BY: Leighton and Associates



Regional Fault Map

FIGURE  
**4.H-4**



**EXPLANATION**

$\frac{U}{D}$  FAULT, WELL LOCATED;  
 U, UPTHROWN SIDE;  
 D, DOWN THROWN SIDE

..... CONCEALED FAULT

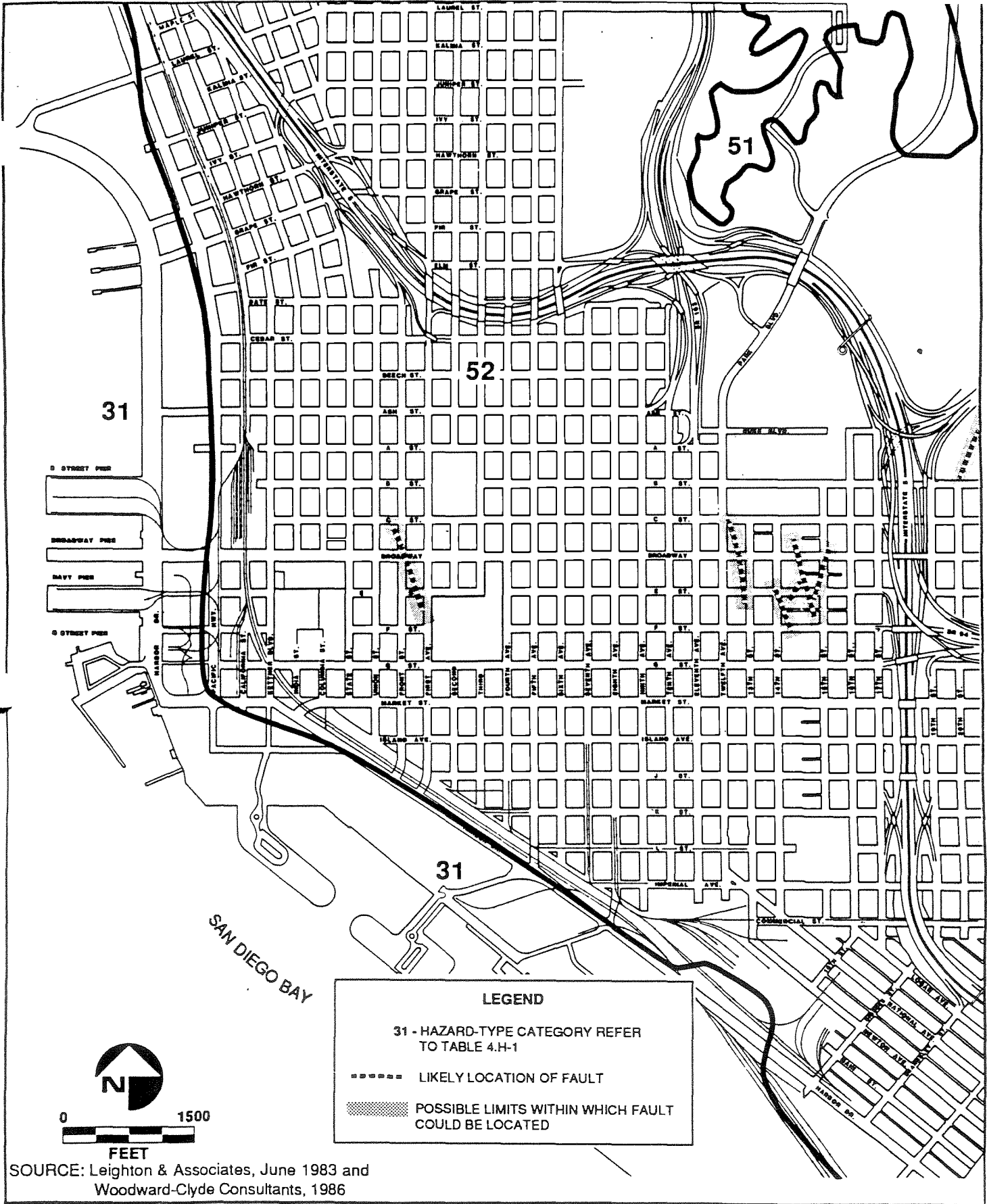
**REFERENCE:**  
 MODIFIED FROM C. D. M. G. SPECIAL  
 REPORT 123, 1975, FIGURE 2,  
 AND KENNEDY AND WELDAY (1977),  
 FIGURE A-1.



Local Fault Map

**FIGURE**  
**4.H-5**





SOURCE: Leighton & Associates, June 1983 and Woodward-Clyde Consultants, 1986

FIGURE

4.H-6



Faults and Geologic Hazard Map

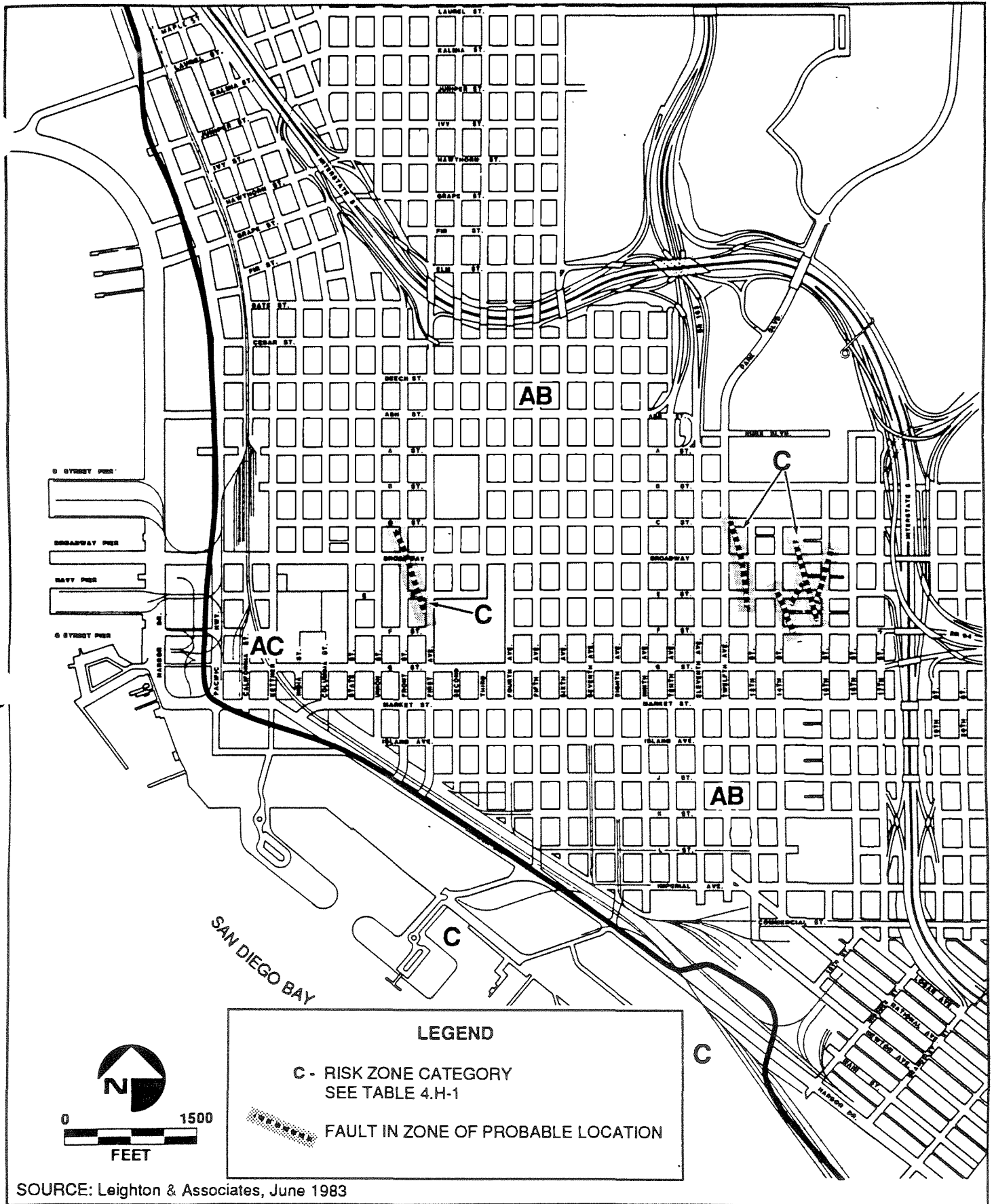
upgraded. Based on the recently upgraded status of activity for these faults, Alquist-Piolo Special Studies Zones have been established, and maps delineating the special study zones have been published by the CDMG.

The seismic safety plan for the City of San Diego assigns hazard-type category numbers (Figure 4.H-6) and risk zones (Figure 4.H-7) to specific locations. These hazard-type categories and the risks associated with the categories are explained in Table 4.H-1. Most of the Planning Area located distal to San Diego Bay is in Hazard Category 52, which has risks ranging from nominal to moderate (risk zone AB). The portion of the area near the bay is in Hazard Category 31, which has a moderate risk of liquefaction (risk zone C). The areas directly associated with the fault locations are under either high or moderate risk depending on whether the faults are considered active or potentially active, respectively.

The seismic safety plan ranks land use suitability of the different risk zones (Table 4.H-2). For example, hospitals and police stations (Group II) are suitably located in Zone A, provisionally suitable in Zone B, and not suitable to be located in Zones C and D.

c. Ground Acceleration

The principal seismic considerations for most structures in southern California are surface fault rupture and damage caused by ground shaking or seismically induced ground settlement. The seismic hazard most detrimental to the Planning Area is ground shaking induced by a large earthquake associated with one of the major active regional or local faults. In the last 50 years, the San Diego region has been characterized by low seismic activity, and therefore it is difficult to predict reoccurrence and intensity of future earthquakes. Based on the maximum probable earthquake magnitudes for the faults listed in Table 4.H-3, as well as the distance of the site from these faults, the most significant probably seismic event most likely to affect the proposed development would be an earthquake of Richter magnitude 6.5 (M) on the newly designated active components of Rose Canyon fault, which are located within the Planning Area. The estimated peak bedrock acceleration and



FIGURE



Geotechnical Land Use Capability Map

**4.H-7**

Table 4.H-1

**Hazard-Risk Zone Correlation Chart**  
**Explanation of Geologic Hazard Map and Geotechnical**  
**Land-Use Capability Map**

GEOTECHNICAL CONSTRAINT/HAZARD	FEATURE OR PHENOMENON	HAZARD CATEGORY No. (SEE GEOLOGIC HAZARDS MAP)	LAND-USE CAPABILITY MAP RISK ZONE				
			A	B	C	D	
			— INCREASING RELATIVE RISK →				
GROUND RUPTURE	FAULTS	Active * (* As defined by State)	None Recognized				●
		Potentially Active*	See Fault Map			●	
		Inactive, Presumed Inactive or Activity Unknown	See Fault Map		●		
POTENTIAL GROUND FAILURE	LIQUEFACTION	Potential Relatively High: (Major Alluvial Valleys, Ground- water 25' ±)	31			●	
		Potential Relatively Low: (Upper Drainage Areas of Major Valleys, Groundwater 25' ± Fluctuates Seasonally)	32		●		
ALL OTHER TERRAIN CONDITIONS	GENERALLY STABLE	Relatively Level Mesas - Underlain by Terrace Deposits and Bedrock	51	●			
		All Remaining Level and Sloping Areas - Minor Alluvial Valleys, Low Terraces, Rolling Hillside to Steep Mountainous Terrain	52	●	●	●	●

**RISK ZONE RATING KEY**

- A - NOMINAL
- AB - NOMIAL TO LOW
- B - LOW
- AC - NOMINAL TO MODERATE
- C - MODERATE
- D - HIGH

AB, BC, AC - VARIABLE RISK (HAZARD CATEGORY NO. 52 ONLY)

4.H-15

Table 4.H-2  
Suitable Land Uses According to Risk

BUILDING TYPE/LAND USES		RISK ZONE			
		←INCREASING RELATIVE RISK→			
		A	B	C	D
GENERALLY INCREASING "ACCEPTABLE RISK" ↓	<b>Group I</b> Nuclear Facilities, Large Dams, Electrical Power Inertial Systems	●	○	X	X
	<b>II</b> Hospitals; Fire, Police, Emergency Communication Facilities; Critical Transportation Elements, such as Bridges, Overpasses; Smaller Dams; Important Utility Centers	●	○	X	X
	<b>III</b> Schools, Churches, Large or Highrise Buildings, or Other Places Normally Attracting Large Concentrations of People, such as Civic Buildings, Large Commercial Structures, Most Roads, Other Utilities	●	●	○	X
	<b>IV</b> Residential (Single-Family Residences, Apartments, etc.) Most Commercial and Minor Public Structures	●	●	○	○ <sup>(1)</sup>
	<b>V</b> Most Industrial, Other Minor Commercial (Ware- houses, Wharves, Docks)	●	●	○	○ <sup>(1)</sup>
	<b>VI</b> Agriculture, Marinas, Managed Mineral Resource Development, Parks, Other Open Space, Refuse Disposal Sites	●	●	●	●

**FOOT NOTES:**

1. Development may be feasible in all area if adequate provisions are made for stabilization; not generally feasible in active fault zones.
2. Risk Zones AB and AC contain variable risky.

**GENERAL NOTES:** This chart is for general land-use planning only. Suitability for specific uses for a specific site must be confirmed by further investigation. An area evaluated as unsuitable for a particular use does not necessarily preclude the use, if no other more suitable alternative sites are available, and, provided that all potential hazards can be mitigated.

**SYMBOLS:**

- Suitable
- Provisionally Suitable
- X Generally Unsuitable

SOURCE: Leighton and Associates, 1983

Table 4.H-3

SEISMIC PARAMETERS FOR ACTIVE AND POTENTIALLY ACTIVE  
 FAULTS AND THEIR GROUND SHAKING EFFECTS  
 IN THE PLANNING AREA

Fault	Distance from fault to Centre City (miles)	Maximum Probable Earthquake (Richter magnitude) <sup>1</sup>	Peak Horizontal Bedrock Acceleration <sup>2</sup>	Repeatable High Ground Acceleration <sup>3</sup> Design Acceleration
<u>Active Faults</u>				
Coronado Banks	12	6.2	0.22	0.15
Elsinore	41	7.2	0.11	0.11
San Jacinto	61	7.1	0.05	0.05
San Andreas	88	7.5	0.03	0.03
La Nacion	4.0	6.0	0.39	0.26
Rose Canyon	onsite	6.5	0.68	0.45

Sources: 1. After Greensfelder (1974), Bonilla (1970), and Wesnousky (1986).  
 2. Seed and Idriss, 1982.  
 3. Ploessel and Slossen, 1974.

Note: All of the above faults have been classified by the California Division of Mines and Geology (CDMG) as active, except the La Nacion fault, which is classified as potentially active. The Mount Soledad fault and the fault segments bounded by C and F Streets/12th and 15th Avenues (all of which belong to the Rose Canyon fault zone) have recently been upgraded to an active status by the CDMG.

repeatable high ground acceleration produced by such an event would be 0.68 g and 0.45 g, respectively (Table 4.H-3).

d. Liquefaction

Liquefaction is defined as the transformation from a solid to a liquid state as a result of increased pore pressure and reduced effective stress due to earthquake vibrations. The most important parameters in regards to the liquefaction potential of soils are the in-situ density, soil type, severity of shaking, and duration of shaking. Generally, liquefaction requires loose unconsolidated sands or silts at or near the local water table (Woodward, Gizienski and Associates 1974). Soils with 30 percent or more clay are not susceptible to liquefaction. Table 4.H-4 shows the liquefaction susceptibility of local San Diego formations. The geologic hazard map (Figure 4.H-6) shows areas where the potential for liquefaction is relatively high (see hazard number 31).

e. Landslide

The entire Planning Area is located on flat to gently sloping topography, therefore greatly reducing the potential for landslide activity. There have been no landslide areas identified on or adjacent to the Planning Area.

f. Tsunamis and Seiches

A tsunami is a sea wave generated by submarine earth movement, including a submarine earthquake on an active fault. Faults located off the California coast area not believed to be characterized by the large vertical displacements which are required to generate tsunamis. For this reason, only tsunamis originating near the Aleutian Islands or off the Chilean coast are capable of causing significant damage in southern California. A U.S. Army Corps of Engineers study predicted a runup height for a tsunami along the shores of San Diego Bay to be 5.3 to 6.4 feet with a frequency of 100 years (Houston and Garcia 1974). However, the rough submarine topography near San Diego plus the protection provided by Coronado Island could reduce the potential damage due to a tsunami.

**Table 4.H-4  
Settlement and Liquefaction Susceptibility**

GEOLOGIC UNIT	SUSCEPTIBILITY TO SETTLEMENT AND LIQUEFACTION		
	VERY LOW	INTER-MEDIATE	MEDIUM TO HIGH
Poorly Compacted, Dumped, or Hydraulic Fill			————
Quaternary Bay and River Alluvial Deposits. Beach Sands		————	
Engineered Fill Pleistocene Bay Point and Lindavista Formations.	————		
Pliocene San Diego Formation	————		
Miocene, Eocene, and Older Units	————		

SOURCE: Leighton and Associates, 1983



A seiche is an earthquake induced wave occurring in a confined body of water such as San Diego Bay. Resulting oscillations could cause waves of tens of feet high. There have been no recorded seiches within the San Diego area and therefore insufficient data to allow a determination of possible occurrences (Woodward, Gizienski and Associates 1974). However if a seiche did occur in San Diego Bay, the damage would likely be concentrated along the north and south ends of the north/south trending bay, outside of the Planning Area.

### Impacts

The significant impacts related to faulting and seismicity are ground acceleration (ground shaking), liquefaction, tsunamis and seiches.

- Ground acceleration caused by an earthquake on a local fault could cause adverse, significant impacts to the Planning Area. In the Planning Area, an earthquake on one of three faults (Coronado Bank, Rose Canyon, and La Nacion) would cause a modified Mercalli Intensity ranging from VIII to IX (see Table 4.H-5). The most probable event would occur on the Rose Canyon fault. On this fault the maximum probable earthquake of 6.5 would result in ground accelerations of 0.68 and a Mercalli Intensity of VIII-IX in the Planning Area. The maximum probable earthquake of 6.0 on the potentially active La Nacion fault would produce ground accelerations of 0.39 and Mercalli Intensities of VIII. The maximum probable earthquake of 6.2 on the active Coronado Bank fault would produce ground accelerations of 0.22 and Mercalli Intensities of VIII in the Planning Area.
- Liquefaction caused by a nearby earthquake could result in significant adverse impacts. Figures 4.H-6 and 4.H-7 show areas along San Diego Bay where the potential for liquefaction is high (hazard number 31 and risk zone C). An earthquake that would produce a Modified Mercalli Intensity of VII may be sufficient enough to produce localized liquefaction of highly susceptible lithologies such as the artificial fill. An intensity of VIII is sufficient to significantly increase the area over which liquefaction may occur. An intensity of IX could produce wide-spread liquefaction within all

Table 4.H-5

## Modified Mercalli Scale, 1956

M §	Intensity	Effects	v, † cm/s	g ‡
	I.	Not felt. Marginal and long-period effects of large earthquakes.		
3	II.	Felt by persons by rest, on upper floors, or favorably placed.		
	III.	Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.		0.0035-0.007
4	IV.	Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking walls. Standing cars rock. Windows, dishes, doors rattle. Glasses clink. Crockery clashes. In the upper range of IV wooden walls and frames creak.		0.007-0.015
	V.	Felt outdoors; direction estimated. Sleepers awakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.	1-3	0.015-0.035
5	VI.	Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knickknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken (visibly, or heard to rustle).	3-7	0.035-0.07
	VII.	Difficult to stand. Noticed by drivers of cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line. Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments). Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.	7-30	0.07-0.15
6	VIII.	Steering of cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.	20-60	0.15-0.35
7	IX.	General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations). Frame structures, if not bolted, shifted off foundations. Frame racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake fountains, sand craters.	60-200	0.35-0.7
8	X.	Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.	200-500	0.7-1.2
	XI.	Rails bent greatly. Underground pipelines completely out of service.		>1.2
	XII.	Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown into the air.		

Note: Masonry A, B, C, D. To avoid ambiguity of language, the quality of masonry, brick or otherwise, is specified by the following lettering (which has no connection with the conventional Class A, B, C construction).

- Masonry A: Good workmanship, mortar, and design; reinforced, especially laterally, and bound together by using steel, concrete, etc.; designed to resist lateral forces.
- Masonry B: Good workmanship and mortar; reinforced, but not designed to resist lateral forces.
- Masonry C: Ordinary workmanship and mortar; no extreme weaknesses such as non-tied in corners, but masonry is neither reinforced nor designed against horizontal forces.
- Masonry D: Weak materials, such as adobe; poor mortar; low standards of workmanship; weak horizontally.

† Average peak ground velocity, cm/s.

‡ Average peak acceleration (away from source).

§ Magnitude correlation.

susceptible deposits which could include nearly the entire downtown area (Table 4.H-3) (Woodward, Gizienski and Associates 1974).

- There is a potential for tsunamis and seiches to produce adverse effects. The impacts due a possible tsunami wave of 5.3 to 6.4 feet would adversely affect the property immediately adjacent to the bay. The likelihood of a seiche affecting the Centre City bayfront area is low because the geometry of San Diego Bay would cause the majority of the damage to be concentrated along the north and south ends of the bay.

### Significance of Impacts

Seismically-induced ground acceleration and liquefaction could cause significant adverse impacts in the Planning Area. The waterfront area is particularly susceptible due to the fill characteristics of the area (Figure 4-H.6, areas marked 31). Ground acceleration from local faults could cause earth shaking on the Modified Mercalli Intensity ranging from VIII to IX. An intensity of IX could produce widespread liquefaction even though the susceptibility to liquefaction of the Bay Point and Linda Vista Formations are generally considered intermediate to low, and the San Diego Formation is considered to be of low potential (Refer to Figure 4.H-3 for locations). Potential impacts due to tsunamis and seiches would be considered adverse but not significant.

### Mitigation

The proper geotechnical investigations for each individual development site should be identified through consultation with the City Engineering and Development Department and be conducted prior to construction. The seismic safety plan for the City of San Diego recommends that particular geotechnical investigations (see Table 4.H-6) be completed dependent on the risk zone (from the land use capability map), geotechnical hazard-type category number, and building type/land use group. The risk zone is obtained by comparing the site location to Figure 4.H-7 and the hazard-type category number is obtained by comparing the site location to Figure 4.H-6. The building type/land use group (I–VI) is obtained by comparing proposed building type to the Table 4.H-2. After the risk zone, hazard-type category number and building type group are obtained, the required type or types of

**Table 4.H-6  
Recommended Geotechnical Investigation**

Risk Zone Geotechnical Land-Use Map*	Geotechnical Category No. Geologic Hazards Map*	TYPE INVESTIGATION <sup>(1)</sup> By Bldg. Type/Land Use Group				COMMENTS, SPECIAL CONSIDERATIONS
		Soils	Geologic <sup>(2)</sup> Reconnaissance	Geologic <sup>(3)</sup> Investigation	Seismic <sup>(4)</sup>	
AB	52	I-V	III	I-II	I-III	<b>FOOTNOTES:</b> (1) Scope of investigation can range from very preliminary, feasibility-type studies to investigations requiring extensive field exploration and analysis. A comprehensive description of types of studies is contained in the current edition of "Technical Guidelines for Soil and Geology Reports", City of San Diego Engineering and Development Department. (2) A geologic reconnaissance study includes review of available data, aerial photographs, site visit, and mapping/recording of surficial site conditions. Such studies are often conducted as general feasibility or EIR studies and if geologic problems are suspected, a detailed geologic investigation may be recommended. (3) A geologic investigation includes all the tasks of a reconnaissance study but also typically includes subsurface field exploration and extensive geologic analysis. (4) Refer to special state regulations regarding investigation standards and construction codes for schools and hospitals; also federal regulations for nuclear facilities. Commonly, only "high-rise" structures in Groups II and III would require a seismic investigation in Risk Zones A and B. (5) Land uses, such as disposal sites or mineral resource development (open-pit mines, oil fields) may require a geologic investigation to evaluate their environmental impact, as regards slope stability or subsidence effects. Environmental impact reports may be required to meet state as well as federal guidelines, depending on jurisdiction. (6) Refer to state legislation regarding identification of active and potentially active faults (Alquist-Priolo Hazard Zones Act); investigations to evaluate ground rupture hazard and seismic shaking. H.U.D. requires seismic analysis of F.H.A. financed developments in vicinity of active or potentially active faults.
AC	52	I-V	III-V	I-II	I-III	
C	Potentially Active Faults	I-V	---	I-V	I-V	
	22, 23, 44, 52	I-V	---	I-V	III	
	24, 26, 27, 31, 42, 43	I-V	---	I-V	III, (I-V) <sup>31</sup>	

NOTE: Roman Numerals I through IV reflect building type. Refer to Table 4.H-2

geotechnical investigation(s) is determined on a site-by-site basis from Table 4.H-6. The results of the required geotechnical investigation(s) could potentially upgrade the risk zone. For example, faulting not previously detected could increase the risk zonation.

Following the proper geotechnical investigations, project approvals shall be contingent on the suitability of the proposed land use to the risk zone or modified risk zone of the proposed site. The suitability shall be determined using Table 4.H-2.

Effects of seismic shaking may be mitigated by adhering to the Uniform Building Code, state-of-the-art seismic design parameters of the Structural Engineering Association of California (SEAOC), and applicable local building codes. Seismic design parameters developed as the result of a site-specific geotechnical investigation should be provided to the project structural engineer utilized for project design and construction.

### 3. Soils

#### Existing Conditions

According to the soil survey of San Diego County, identification of the soils in the Planning Area is difficult due to the vast urbanization of the area (SCS 1973). Most of the native soils have been removed during construction phases and the remainder covered by streets, and sidewalks. There are probably a few small areas of exposed native soils; however, they are too small to be identified. In short, there are no soil data for the area.

#### Impacts

Due to the difficulty of defining the native soil type of the downtown area and the lack of native soil, there are no readily apparent soil impacts. Possible site specific impacts could include problems related to compaction, corrosion and expansion.

### Significance of Impacts

Native soil impacts are expected to be minimal. However, without site-specific geotechnical examination, the potential for significant impacts cannot be totally eliminated. Therefore, possible adverse impacts would be identified on a site by site basis, as described below.

### Mitigation

The site-specific geotechnical study required by the City Engineering and Development Department to support structural design and obtain a building permit would identify and require the necessary mitigation for any identified specific soil problems associated with a specific development site.

#### 4. Ground Water

### Existing Conditions

The Pleistocene deposits contain ground water that is presently not utilized. Generally throughout the Planning Area, the groundwater occurs under unconfined conditions and the ground-water level is approximately at mean sea level (MSL). Actual ground-water levels may be within 1 foot below MSL to 10 feet above MSL. The ground-water levels vary depending on the mean high tide elevation and diurnal tidal fluctuations. Ground-water depths below the ground surface range from 160 feet ( $\pm 10$ ) in the northeast portion of the Planning Area to 8 feet or less along the bay-front.

Throughout the Planning Area, the general direction of ground-water flow is to the southwest, toward San Diego Bay. Proximal to Balboa Stadium, the ground water appears to flow toward the south. There is also an area between 13th and 16th where the apparent ground-water flow direction is to the south (Owen Consultants 1989). In general, ground-water levels remain constant due to the proximity of San Diego Bay and the relative lack of ground-water withdrawal. One area of known ground-water level change is associated with the Convention Center, where long-term dewatering is occurring.

Several geotechnical studies have found areas of localized perched ground water. These local perched ground-water zones are associated with high permeability layers on top of lower permeability layers. These zones are discontinuous and vary.

The ground water in the Planning Area is part of the San Diego Mesa hydrographic subunit and is listed as having no existing or potential uses (RWQCB 1975). Portions of the ground water are contaminated, including an area of approximately six square blocks which is underlain by a plume of free fuel hydrocarbons. The plume roughly extends from the corner of Market Street/Third Avenue to Island Avenue/Third Avenue to Front Street/Market Street to Front Street/Island Avenue (Geomatrix Consultants 1990). The floating product was first discovered at the Super Plating Works Site at the corner of Market Street/First Street in 1986. The plume is currently being monitored and remedial action plans have been developed to mitigate the free product contamination. Section IV.J, Hazardous Materials Contamination, discusses other areas of contamination.

### Impacts

The high ground-water levels (25 feet or less from ground-surface) near San Diego Bay promotes an increased risk of liquefaction (see seismic impacts section).

Additional impacts include the temporary constraints of perched ground-water zones and the primary water table during construction (requiring dewatering), and the construction of below-ground structures to withstand the hydrostatic pressures of the permanent ground-water table. The temporary dewatering necessary for construction in areas with high ground-water levels would cause a temporary, localized drop in the ground-water table and could result in land subsidence. There are current ordinances that deter permanent dewatering. See Section IV-I for discussion of potential water quality impacts associated with the disposal of water during dewatering.

The dewatering of areas near the hydrocarbon plume could cause movement of the contamination toward the area of ground-water extraction. In addition, volatilization of contaminants from the free product situated near the water table and

migration into buildings situated at ground surface could create public health and explosion hazards (See Section IV.J).

### Significance of Impacts

High ground-water levels would cause temporary impacts (during construction) and long-term impacts (hydrostatic pressure on below ground structures). The dewatering necessary to complete construction may cause a temporary localized lowering of the ground-water table and could result in soil subsidence and/or the movement of contaminants in the ground water.

During the period May, 1988 through September, 1990, CCDC's civil engineer, VTN Southwest, monitored a portion of the Marina Sub Area for settlement as a result of the dewatering operation at the San Diego Convention Center. The general boundaries of the area monitored was Front Street to Fifth Avenue, Market Street to "K" Street.

VTN installed 23 benchmarks in this area and periodically measured the vertical location of each monument. The daily pumping rate during this period of time at the San Diego Convention Center fluctuated from a high of approximately 1,100,000 gallons to approximately 400,000.

VTN reported the last measurements were taken in September, 1990 and during the period May, 1988 to September, 1990, no significant vertical movement of the monuments occurred. The settlement survey has been discontinued.

In addition, volatilization of the identified hydrocarbon plume could result in significant adverse impacts to public health. There is a potential for occurrence of other sources of groundwater contamination besides "the plume" which could impact public health in the Planning Area. These potentials are discussed in Section IV.J.

### Mitigation

Ground-water mitigation measures for shallow ground-water areas could include dewatering of the main water table and perched zones during construction, and the



design of structures to withstand hydrostatic pressures. However, dewatering near any plume of free product contamination (which would be identified by the hazardous materials site assessment Section IV.J) shall be kept to a minimum and short duration to prevent movement of any plume. Site-specific ground-water investigations will be necessary in areas identified as problematic by the hazardous materials site assessment to be undertaken on a site-by-site basis (see Section IV.J). Any necessary site-specific studies shall include ground-water level monitoring and aquifer characterization by aquifer testing.

Buildings constructed above any areas of free product contamination may require active or passive vapor barriers to prevent migration of toxic and explosive vapors into building foundations. (See Section IV.J for other measures discussing hazardous contamination).

## I. HYDROLOGY/WATER QUALITY

This section of the EIR is summarized from the Hydrology/Water Quality Technical Report prepared by ERCE.

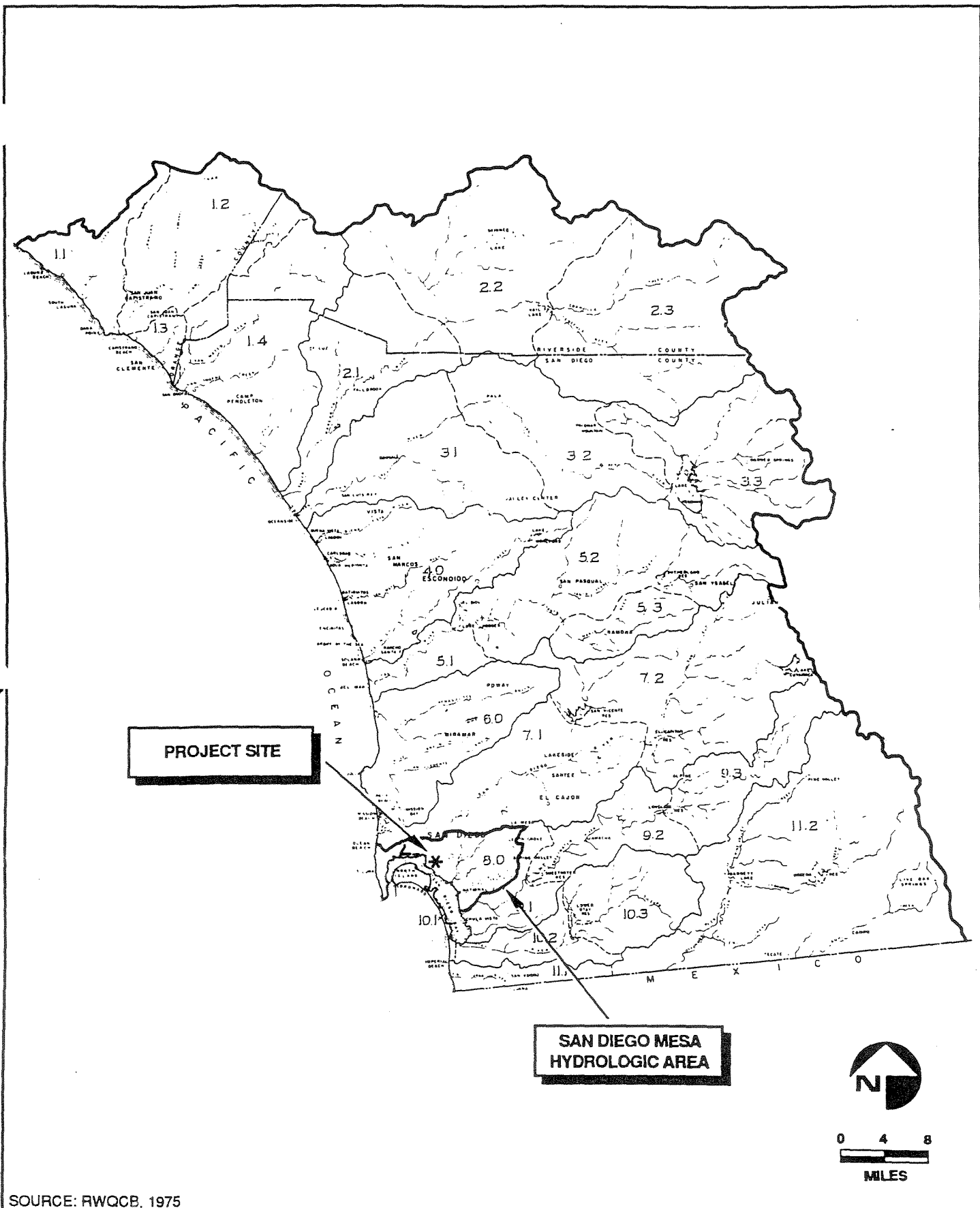
### Existing Conditions

#### 1. Surface Water

The Planning Area is located within the Lindbergh Hydrologic Subarea of the San Diego Mesa Hydrologic Area (Figure 4.I-1). The Planning Area drains generally to the southwest and directly into San Diego Bay.

The Planning Area is currently serviced by a stormwater drainage system composed of gutters and subsurface conduits. There are no major flood hazards or surface water resources in the Planning Area, except for the San Diego Bay. The Planning Area is located on the eastern side of San Diego Bay (see Figure 2-1). Refer to the Hydrology/Water Quality Technical Report for a detailed description of the quality of San Diego Bay.

The Planning Area is essentially developed with buildings, streets, sidewalks, parking lots, and landscaped areas. Stormwater runoff from urbanized lands such as the Planning Area can be highly degraded and is considered a potential source of water pollution (U.S. EPA 1983). Contaminants accumulate on impervious surfaces in dry periods and are subsequently washed off during rainfall events. Concentrations of contaminants in urban runoff are extremely variable. Federal and state legislation pertaining to stormwater quality has been recently adopted in order to establish stormwater permitting and management control programs (RWQCB 1990a). A detailed discussion of stormwater runoff quality and of evolving stormwater quality management programs for San Diego County is included in the Hydrology/Water Quality Technical Report.



SOURCE: RWQCB, 1975



Project Site Location within the San Diego Mesa Hydrologic Area of the San Diego Basin

FIGURE

4.I-1

## 2. Ground water

Generally throughout the Planning Area, ground water occurs under unconfined, or water table conditions and the ground-water level is approximately at mean sea level (MSL). Actual groundwater levels may be within 1 foot below MSL to 10 feet above MSL. The ground-water levels vary depending on the mean high tide elevation and diurnal tidal fluctuations. Ground-water depths below the ground surface range from 160 feet ( $\pm 10$ ) in the northeast portion of the Planning Area to 8 feet or less along the bayfront.

Several geotechnical studies have identified areas of localized perched ground water. These local perched ground-water zones are associated with high permeability layers on top of lower permeability layers. These zones are discontinuous and vary.

Ground-water resources in the Planning Area are limited and are not used for domestic, agricultural, or industrial purposes. The ground water is typically of poor quality and is not considered suitable for beneficial use due to high total dissolved solids (TDS) and sodium chloride (NaCl) content (City of San Diego 1991). The salinity alone makes it unsuitable for irrigation, aquaculture, or most industrial uses. There are no existing or potential beneficial use designations or water quality objectives identified by the Regional Water Quality Control Board (RWQCB) for ground waters of the San Diego Mesa Hydrologic Unit (RWQCB 1975).

Ground-water contamination within the Planning Area is known to occur. There are known sites of soils or ground-water degradation with petroleum related (hydrocarbon), heavy metal, and other types of contaminants. Based on the historical industrial and urban land uses of the Planning Area, there is the potential for additional unreported contamination to exist. Refer to the Hazardous Waste Technical Report for a more detailed discussion of soils and ground-water contamination in the Planning Area.

Portions of the Planning Area are at low elevations with shallow ground water. A standard practice in the design of structures in shallow ground water areas has been to remove the ground water, known as dewatering, from the area immediately

adjacent to the proposed structure during construction and discharge the ground water to a storm drain. In some instances, a permanent dewatering system is implemented to maintain the ground-water levels beneath the lowest level of the structure through continuous or intermittent pumping after construction is completed. An alternative solution is to design and construct the underground levels to be waterproof and able to withstand the force of the water (hydrostatic pressure) against the walls and floor.

Due to the concern that contaminated ground water could be drawn into dewatering systems and discharged into San Diego Bay, the RWQCB has recently developed permitting procedures to regulate the discharge of dewatering effluent to San Diego Bay (RWQCB 1990b). Refer to the Hydrology/Water Quality Technical Report for a detailed discussion of ongoing dewatering operations and regulatory standards pertaining to dewatering in the Planning Area.

The proposed redevelopment project has the potential to generate hydrology/water quality effects associated with four issues: (1) stormwater runoff; (2) erosion; (3) dewatering; and (4) dredging. More detailed discussions of these potential impacts is included in the Hydrology/Water Quality Technical Report. Each of these issues areas are discussed separately below.

### 3. Stormwater Runoff

#### Impacts

Since the Planning Area is currently developed with buildings, streets, sidewalks, and parking areas, redevelopment of the Project Area is not expected to substantially increase the volume of stormwater runoff. It is anticipated that the existing storm drain system would handle minor flow increases.

While the quantity of stormwater runoff does not represent a significant problem, potential water quality impacts resulting from stormwater runoff is a concern which is currently receiving attention. Water quality studies in many urban areas have shown that urban runoff typically contains contaminants at elevated levels which can adversely impact water quality of receiving waters (U.S. EPA 1983). At the time of document preparation, initial efforts had begun to develop a comprehensive

stormwater management program for San Diego County. This program is being developed in compliance with Order No. 90-42 adopted by the RWQCB pursuant to federal regulations. Order No. 90-42 (included in Appendix G) is a general National Pollution Discharge Elimination System (NPDES) permit process established to set forth waste discharge requirements for stormwater and urban runoff.

It is currently unknown how and to what extent future requirements for stormwater and urban runoff control will be implemented in the Planning Area. Since the proposed land use changes identified in the proposed Community and Redevelopment Plans would not result in substantial modification to the character of the drainage basin, the quality of stormwater and urban runoff is not expected to significantly change as a result of the proposed Redevelopment Project. Therefore, no significant water quality impacts are identified for the proposed Redevelopment Project in association with stormwater and urban runoff. However, the Redevelopment Agency and individual project applicants would be required to implement stormwater runoff control measures (both structural and non-structural) in compliance with any future applicable regulatory requirements developed under Order 90-42.

#### Significance of Impacts

The Redevelopment Agency and individual project applicants will be required to implement stormwater runoff control measures (both structural and nonstructural) in compliance with any future applicable regulatory requirements developed under Order 90-42. No significant impacts will occur in relation to stormwater quality.

#### Mitigation

No mitigation is required.

#### 4. Erosion

##### Impact

Implementation of the proposed Plans would potentially result in short-term, adverse erosion impacts as a result of construction activities. Since the Planning Area is essentially developed with few areas of steep slopes, the opportunity for substantial erosion impacts to occur is relatively minor. Even so, grading and excavation activities in conjunction with the proposed Redevelopment Project could expose soils to rain and surface runoff, and subsequent erosion. If uncontrolled, erosion could result in engineering problems and adverse environmental impacts by undermining structures, blocking storm drains, causing downstream sedimentation, and transporting contaminated soil materials.

To protect against uncontrolled erosion, the City of San Diego currently implements a set of standard erosion control procedures (refer to the Hydrology/Water Quality Technical Report for a description of erosion control regulations). Because there is only a moderate potential for erosion impacts associated with the proposed Redevelopment Project, it is anticipated that the implementation of required erosion control measures, when necessary, would reduce potential erosion impacts to below a level of significance.

##### Significance of Impact

No significant impacts have been identified in relation to erosion.

##### Mitigation

No further mitigation measures are required as long as standard erosion control procedures are implemented.

## 5. Dewatering

### Impact

Dewatering activities would most likely be necessary for developments involving excavations in those areas near San Diego Bay where ground-water levels are expected to be relatively shallow. However, perched ground-water conditions can occur in the upland portions of the Planning Area and could also necessitate dewatering efforts be taken. On a project-specific basis, the individual project applicants will be required to identify the elevation of the water table at the site and determine whether or not ground water is expected to be at or above the lowest finish floor of the proposed structure. Ground-water evaluations are usually conducted as part of a geotechnical study required for all projects involving excavation activities.

For developments in the Planning Area which involve dewatering, the discharge or disposal of dewatering effluent can be problematic. Discharging dewatering effluent into San Diego Bay has the potential to cause adverse water quality impacts should the dewatering effluent include contaminants. Because there is a relatively high potential for ground-water contamination in the Planning Area and because the assimilative capacity of San Diego Bay for pollutant mass loading is limited, the RWQCB adopted a general NPDES permit (Order No. 90-31) to control and regulate ground-water dewatering discharges to San Diego Bay. This permit was established to help protect the beneficial uses of Bay waters from excessive mass loading of pollutants as a result of escalating numbers of waste discharges to San Diego Bay.

Order No. 90-31 (included in the Technical Report) includes prohibitions for the discharge of groundwater dewatering effluent to San Diego Bay from new permanent (i.e., long-term) ground-water dewatering operations. For short-term discharges of dewatering effluent, Order No. 90-31 specifies the appropriate technology necessary to remove organic pollutants commonly found in petroleum- and solvent-polluted ground waters. Discharges in compliance with Order No. 90-31 are not expected to have a measurable impact on the beneficial uses of San Diego Bay relative to the discharge of petroleum related compounds since the



implementation of control measures reduce contaminant concentrations to acceptable levels.

As an alternative to discharging dewatering effluent to San Diego Bay, the City of San Diego allows disposal of dewatering effluent to the sanitary sewer system on a temporary basis. While this method of disposal effectively eliminates the potential for water quality impacts to local receiving waters, the City of San Diego does not consider this a preferred alternative because it is not an efficient use of the sewer system (Rippel 1990).

The discharge of dewatering effluent generated from short-term construction activities would not be expected to result in adverse water quality impacts as long as these activities are performed in compliance with either RWQCB or City of San Diego standards. In addition, the RWQCB and City prohibit new permanent dewatering discharges to either San Diego Bay or the sanitary sewer system. Because there are no other feasible alternatives for the long-term discharge of dewatering effluent, it will be necessary for structures constructed in the areas of shallow ground water to have the underground levels be waterproofed and structurally designed to withstand hydrostatic pressures. Compliance with this requirement will eliminate the necessity for long-term dewatering operations and the potential for water quality impacts.

Redevelopment activities should be conducted in compliance with regulatory procedures pertaining to long-term dewatering discharges. For developments involving excavation and underground levels, the designer must identify the elevation of the water table at the site and state whether or not ground water is expected to be at or above the lowest finish floor of the proposed structure. If the designer anticipates that ground water will occur at or above the lowest finish floor, a ground-water dewatering system will not be allowed other than as required and permitted during construction, and the structure, once completed, must be waterproof and able to withstand hydrostatic pressure in the areas which are affected. Exceptions will not be made for developments where the designer does not anticipate groundwater above the lowest finish floor and it is encountered during construction. Where this occurs, a revised design for the structure shall be submitted meeting the requirements as outlined above.

### Significance of Impact

No significant impacts have been identified as long as all applicable regulatory requirements are complied with.

### Mitigation

No mitigation is required assuming all applicable regulatory requirements described herein are complied with.

## 6. Dredging

### Impact

Redevelopment activities off the shoreline of the Planning Area could require dredging of bay sediments for the construction of piers, docks, and other in-water structures. Dredging may also be necessary to facilitate greater boat traffic in the Planning Area. Dredging activities have the potential to cause adverse water quality impacts through the resuspension of pollutants trapped in the Bay sediments. In addition, the disposal and treatment of dredged sediments represents an environmental concern if the sediments are found to be contaminated. Dredging operations require that a Section 404 (Clean Water Act) permit be issued from the United State Army Corps of Engineers, and may require a permit from the RWQCB if water quality impacts are considered an important issue.

Even though the proposed Community Plan does identify land use options which could involve dredging activities, the shoreline and bay properties are under the jurisdiction of the San Diego Unified Port District. Environmental review of dredging operations in San Diego Bay is the responsibility of the Port District. Therefore, no hydrology/water quality impacts are identified in relation to dredging with the implementation of the proposed Plans.

### Significance of Impact

Potential water quality impacts associated with dredging operations are not under the jurisdiction of the City of San Diego and is an issue the Unified Port District

would have to address. No significant impact to water quality is identified in relation to the implementation of the proposed Plans.

Mitigation

No further mitigation is required.

## J. HAZARDOUS MATERIALS CONTAMINATION

This section of the EIR is summarized from a Hazardous Materials Technical Report prepared for this project by ERCE.

### 1. Hazardous Waste Release Sites

#### Existing Conditions

A review of a number of federal, state, and local lists of known hazardous waste release sites was performed to identify sites in the Planning Area. The federal lists that were consulted were the *National Priorities List* (NPL) with a validity date of August 1990; and the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) L.8-Site/Event Listing, dated September 1990. The state lists that were consulted were the State of California Governor's Office, Office of Planning and Research's (OPR) *Hazardous Waste and/or Substances Sites List* dated March 1990; and the State Water Resources Control Board (WRCB) *Report of Releases of Hazardous Substances from Underground Storage Tanks* dated January 1990. In addition, the San Diego County, Department of Health Services, Hazardous Materials Management Division's (HMMD) *Unauthorized Release Listing*, dated May 30, 1990 was reviewed.

A "hazardous waste release" as used in this section is defined as an entry in one or more of these lists and therefore as any of the following:

- A site included in the NPL pursuant to Section 300.425(c)(3) of the National Contingency Plan, the Federal regulation by which the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is implemented (55 Federal Register, March 8, 1990).
- A site included in the CERCLIS – the U.S. Environmental Protection Agency's (EPA) data base.
- A hazardous waste facility subject to corrective action pursuant to Section 25187.5 of the California Health and Safety Code.

- Land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the California Health and Safety Code.
- A site reported to the State Department of Health Services pursuant to Section 25242 of the California Health and Safety Code on hazardous waste disposals on public land.
- A site pursuant to Section 25356 of the California Health and Safety Code.
- A site included in the Abandoned Site Assessment Program.
- An underground storage tank for which an unauthorized release report is filed pursuant to Section 25295 of the California Health and Safety Code.
- A solid waste disposal facility from which there is a migration of hazardous waste and for which a California Regional Water Quality Control Board has notified the State Department of Health Services pursuant to subdivision (e) of Section 13273 of the California Water Code.
- A cease-and-desist order issued after January 1, 1986, pursuant to Section 13301 of the California Water Code, and all cleanup or abatement orders issued after January 1, 1986, pursuant to Section 13304 of the Water Code, which concern the discharge of wastes which are hazardous materials.
- A solid waste disposal facility from which there is a known migration of hazardous waste, pursuant to Section 18051 of Title 14 of the California Administrative Code.

Only hazardous waste release sites included in the above-mentioned lists were evaluated. The Port of San Diego has planning authority for the portion of San Diego Bay within the Planning Area, therefore hazardous waste releases in the Bay were not evaluated as a part of this study.

Ninety reported hazardous waste release sites were identified that are located within the Planning Area. These sites were identified from the above-mentioned lists, with the exception of the NPL. As of August 1990, 88 sites in California were included on the NPL; none of the NPL sites, however, are located within the Planning Area.

Of the 90 hazardous waste release sites in the Planning Area, 52 of the sites are "open cases" meaning the release site has not been closed by the lead agency, and further investigation or response action at the site is planned. Of the 52 open cases, 46 cases are known to be the result of underground storage tank releases. Further, of the 52 open cases, 20 are reported to have contributed to ground-water contamination.

Of the 90 sites, 74 sites are located in the Expansion Sub Area, 13 sites are located in the Marina Sub Area, 2 sites are located in the Columbia Sub Area, and 1 site is located in the Gaslamp Quarter Sub Area.

### Impacts

The 90 identified hazardous waste release sites may impact the Planning Area as remediation of the sites may be required. Remediation may involve the removal of contaminated materials, or the onsite treatment of contaminated material to remove hazardous constituents. Federal and state legislation created policy and procedures to identify and remediate sites contaminated by releases of hazardous substances, and to finance these remedial activities. There are extensive provisions for site investigations, selection of cleanup methods, and establishing levels of cleanup to be attained.

Each of the identified hazardous waste sites within the Planning Area must be delineated and remediated to the satisfaction of the designated lead agency. Typically the HMMD and the RWQCB are the "lead agencies" for providing regulatory overview for release sites in the City of San Diego. Other impacts to the project resulting from hazardous waste releases include the increased residential use of the land, resulting in increased potential for human receptors of contaminated material.

### Significance of Impacts

The impacts resulting from the identified hazardous waste release sites are potentially significant; the significance can only be ascertained on a case-specific basis. The sites may threaten public and environmental health, and may delay, restrict, or halt construction plans in the Planning Area.

### Mitigation

Hazardous waste release sites within the Planning Area must be delineated and remediated to the satisfaction of the designated lead agency. The established cleanup methods and cleanup levels identified for a particular site are based upon associated risks to human health and the environment. The remediation is required and approved by the lead agency, with legal authority from either state or federal statutes. A general mitigation plan may be considered as follows:

- The nature and extent of contamination of concern must be defined.
- The human and environmental receptors must be evaluated.
- The risks to receptors must be evaluated.
- Methods of cleanup, considering effectiveness and time and cost implications must be evaluated.
- Levels of cleanup must be defined.

## 2. Hazardous Materials

### Existing Conditions

A historic land use survey of the Planning Area identified a number of businesses that may have used hazardous materials or generated hazardous waste in their business operations.

In addition, a review of regulatory agency records was conducted. Two hundred seventy-seven permitted establishments in the Planning Area were found in the HMMMD data base of hazardous materials/waste generation, storage, treatment, disposal and/or violations. Nearly all the establishments are hazardous waste generators, and over 50 percent of the establishments maintain inventories of

hazardous materials. One hazardous waste treatment/storage/disposal facility was identified in the Planning Area. In addition, 50 establishments within the Planning Area were identified as permitted to discharge wastewater to the sanitary sewer system, and 10 National Pollutant Discharge Elimination System (NPDES) permitted establishments within the Planning Area were identified. One hundred twelve establishments located within the Planning Area maintain one or more air emission permits, and eight of these establishments are APCD AB2588 facilities (Assembly Bill 2588 is the Air Toxics "Hot Spots" Information and Assessment Act of 1987) with emissions exceeding 10 tons per year.

In general, the identified permitted establishments are located throughout the entire Planning Area.

### Impacts

The impacts of the use of hazardous materials in business operations or the generation of hazardous waste are the potential for the release of regulated materials into the environment, threatening public and environmental health.

A goal of the proposed Community Plan is to substantially increase the number of people living downtown. Therefore public health threats are increased due to potential releases of regulated materials into residential areas from establishments that retain large hazardous materials inventories, or retain air emission permits.

Businesses that use and store hazardous materials and/or generate hazardous waste in their operations on their property have been issued permits only in recent years. Likewise, the issuance of wastewater discharge permits and air emission permits has only occurred in recent years. Regulatory agencies ensure compliance with permit requirements for proper use, handling, storage, and disposal of regulated materials, as well as require that permittees provide notification of unauthorized releases of hazardous wastes to the environment. In addition, inventories of the types and quantities of hazardous materials used and stored by permitted establishments are maintained. If all businesses that operated within the Planning Area in the past (or are currently operating) that use, store, or dispose of hazardous materials or wastes completely follow all current requirements for containerization, compatible and limited onsite storage, and offsite treatment and disposal, these



businesses would not significantly affect the Planning Area due to unauthorized releases. However, as regulation of hazardous materials and hazardous wastes has occurred only in recent years, it is possible that inadequate storage or improper disposal of hazardous materials or wastes in the past has resulted in a release to the environment that is not included in the hazardous waste release site listings.

### Significance of Impacts

Numerous identified permitted establishments which use hazardous materials or generate hazardous waste in their business are located throughout the Planning Area.

Impacts associated with the use of hazardous materials or hazardous waste disposal by businesses in the Planning Area are potentially significant. Site-specific significance can only be ascertained by identifying likely release scenarios for each development project, on a case by case basis at such time as development plans are submitted to the Redevelopment Agency for a specific site. Assuming all sites are significant, the following mitigation is proposed.

### Mitigation

Specific mitigation measures can only be ascertained after the nature and extent of environmental contamination have been delineated. A general mitigation plan, as follows, may be carried out on a site-specific basis to assess the potential for environmental contamination. The following is a recommended procedure to be completed for each individual development project.

A Phase I hazardous materials site assessment shall be conducted on individual development project properties to assess the potential for a hazardous materials release, and incorporated into the project implementation documents. The Phase I assessment shall include a site-specific land use survey, a review of regulatory agency records, and a physical inspection. A site-specific historic land use survey for a particular parcel shall be conducted. In addition, a review of regulatory agency records concerning the particular parcel shall be conducted to provide more detailed information. In addition, an inspection of the property by qualified individuals shall be conducted.

If evidence of environmental contamination is found during the Phase I hazardous materials site assessment, confirmation shall be made through collection of samples of suspected contaminated environmental media, and laboratory analysis of the samples. Mitigation of environmental contamination would be required, pursuant to applicable federal, state and local regulations.

### 3. Underground Storage Tanks

#### Existing Conditions

Through a review of resources including the HMMD database and Sanborn Maps, 414 underground storage tanks were located in the Planning Area. The tanks are of varying capacity, age, and permitting status. The contents of the underground storage tanks are primarily fuel and waste oil. Of the 414 underground storage tanks, 136 have reportedly been closed by removal.

In general, the identified underground storage tanks are located throughout the entire Planning Area.

It is estimated that a great many more underground storage structures, possibly 4 times more than those identified, existed within the Planning Area in the past, and have either been removed or still are in place, although records of their existence are not included in the HMMD's data information system (Gagliardo 1991). The City of San Diego Fire Department also maintains information on underground hazardous materials storage tanks. Prior to the HMMD's implementation of their underground storage tank permitting program in the mid-1980s, the Fire Department was the primary agency for permitting hazardous materials storage structures and the Fire Department maintains records from as early as 1930. A comprehensive evaluation of the Fire Department's permitting records could not be accomplished during the course of this study. However this information source shall be accessed at such time as specific redevelopment projects are proposed.

## Impacts

The primary impacts of the identified underground hazardous material storage tanks, as well as any unidentified underground storage structures such as underground sumps, piping and other underground impoundment structures located within the Planning Area are permitting requirements and potential environmental contamination resulting from releases from these structures.

The California Health and Safety Code, Division 20, Chapter 6.7, Section 25286 requires that an underground storage tank permittee notify the local permitting agency of any changes in the usage of any permitted underground storage tank. This includes operational changes incurred by the proposed project. Further, permanent closure requirements apply to those underground storage tanks in which the storage of hazardous substances has ceased and where the owner or operator has no intent within the next 2 years to use the underground storage tank for storage of hazardous substances.

Permits to operate underground storage tanks are granted for those tanks that meet strict requirements for secondary containment, leak detection, corrosion and overflow protection, and tightness testing. Typically, underground tanks are not equipped with these rather modern requirements (most requirements were instigated with the passage of California underground tank laws in 1984) and are generally more than 5 years old. Of the hazardous waste release sites identified in Section 1, nearly 90 percent were the result of releases from underground storage tanks.

## Significance of Impacts

Impacts associated with the presence of underground storage structures such as tanks, sumps, and piping are potentially significant. The significance can only be ascertained through required permitting of individual storage structures, and mitigation measures outlined for proper abandonment and operating procedures. These potential impacts must be assessed on a case by case basis at such time as specific development plans are submitted to the Redevelopment Agency. Assuming all sites are significant, the following mitigation is proposed.

## Mitigation

The nature of mitigation measures are specific to individual underground storage structures within the Planning Area. However, a general mitigation plan may be considered as three phases.

First, on a site-specific basis, a review of underground tank information provided in the Hazardous Materials Contamination Technical Report shall be supplemented by a review of permits recorded at the City of San Diego Fire Department and other historic documents of the specific property to identify locations of underground hazardous materials storage structures. In addition, geophysical methods may be utilized to identify suspected locations of underground hazardous materials storage structures as oftentimes record searches will not indicate their presence.

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

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

### 4. Asbestos

## Existing Conditions

A thorough asbestos survey of the existing buildings within the Planning Area to identify types and locations of friable and/or non-friable asbestos was not performed as a part of this study due to the size and complexity of such a task.

However, it is likely that a great majority of buildings within the Planning Area contain friable and/or non-friable asbestos-containing building materials (ACBM), as the use of ACBM was an accepted and often required practice in building construction until the mid-1970s, and ACBM has been found in buildings constructed as recently as the mid-1980s. Asbestos has been used as an insulator material, for fireproofing, and in such materials as floor tile, roof shingles and tar, and acoustical ceilings. A variety of types of buildings may contain asbestos, such as single family residential buildings, apartments and hotels, outdoor recreational buildings, stores, warehouses, factories, hospitals, and schools.

### Impacts

The primary impact of ACBM to the proposed Redevelopment Project would result from building demolition or renovation. The U. S. Environmental Protection Agency's (EPA) National Emission Standards for Hazardous Air Pollutants (NESHAPS) 40 Code of Federal Regulations, Part 61, Subpart M, requires the removal of friable asbestos prior to demolition and renovation activities and provides the requirements for handling asbestos during building demolition or removal of ACBM. In addition, notification to the San Diego County APCD and the EPA Region IX, must be made prior to demolition of any buildings within the Planning Area, whether or not asbestos is present. The notifications must provide a variety of information including estimates of the amounts of friable asbestos material present, the amounts of non-friable asbestos that is likely to turn friable should demolition occur without prior removal of the ACBM, and procedures that will be employed to comply with NESHAPS Section 61.147 and 61.152 (procedures for asbestos emissions control and standards for waste disposal). Therefore a thorough and accurate asbestos survey of buildings intended for demolition or renovation is required.

All demolition and renovation procedures on buildings within the Planning Area must comply with the above regulations which are designed to limit the emissions of asbestos fibers to the outside air. Construction schedules and techniques would be impacted should the presence of ACBM be confirmed within any of the buildings that are to be demolished.

### Significance of Impacts

Impacts associated with the presence of ACBM within the Planning Area are potentially significant, with significance dependent upon the potential for asbestos release. Release of asbestos may result from unidentified ACBM in a structure to be renovated or demolished, inadequate renovation or demolition techniques, or inadequate asbestos abatement techniques. A thorough asbestos survey of buildings to be demolished or renovated should be undertaken on a case by case basis at such time as specific development plans are submitted to the Redevelopment Agency. Assuming asbestos is a significant issue in all cases, the following mitigation is proposed.

### Mitigation

The extent and nature of specific mitigating measures cannot be ascertained without the knowledge of specific locations, types, and amounts of ACBM in existing buildings that are to be demolished or renovated as a result of the proposed Plans. However, the following mitigation plan shall be carried out, as a general policy.

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

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

Only a California Licensed Contractor, certified in asbestos abatement, shall be used for any ACBM removal activities. The abatement project shall be monitored

by an independent third party to insure that the work is performed properly and in compliance with all regulatory standards, to insure a safe and healthful environment prior to reoccupancy, and to document all of the abatement activities. Abatement activities shall comply with all federal and state occupational safety and health requirements.

## K. PALEONTOLOGICAL RESOURCES

### 1. Existing Conditions

Fossils are the remains or traces of plants and animals that have been preserved in sedimentary rocks since some past geologic or prehistoric time. Fossils include casts of the hard parts of an organism (such as bone or shell), the original bone or shell material, petrified portions of an organism (where the original substance, such as wood or bone, has been replaced by mineral matter from circulating solutions within the rocks or by infilling of pore spaces with mineral matter), preserved traces of animals, such as burrows, tracks or scat, and a numerous number of other forms. Fossils are important in that they provide information on past environmental conditions and are important time indicators for correlating rocks of similar ages from different places. Only a tiny fraction of the organisms that lived during the past geologic time have been preserved as fossils. Usually when an organism dies, its remains are rapidly eaten by other organisms or decomposed by bacteria. However, in certain cases, the remains may be buried quickly by sediment, thereby removing the dead organism from the environment where the forces of decay are the greatest. Sometimes this rapid burial along with other special conditions results in the preservation of the organism as a fossil. The potential for a rock formation to have a fossil record has many variables, including the environment in which it was deposited, the extent to which the layers have been disturbed, etc. The oldest known multicelled fossils date from the Precambrian Era, and are approximately 700 million years old. The age of the earth is thought to be close to 4.6 billion years old.

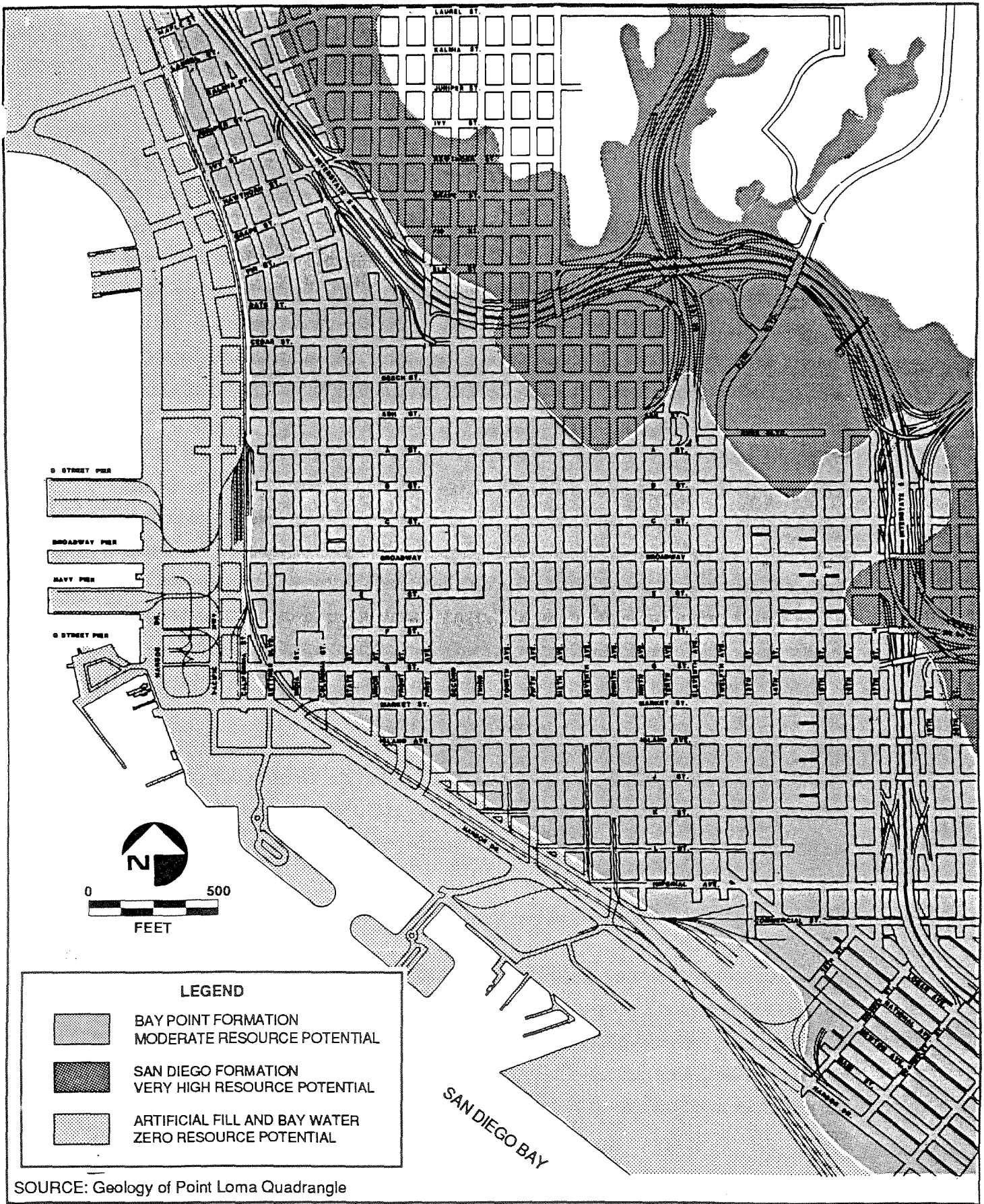
Rock formations can be thought of as possessing a specific paleontologic resource sensitivity which is based on the rock's type (sedimentary, igneous, etc.) and previous fossil discoveries made in that formation. A sedimentary formation that has produced important or significant amounts of fossil remains is considered to have a high resource potential. A sedimentary formation that has produced few fossil remains, or is limited by the nature of its deposits is considered to have a low paleontological resource potential. Rock formations which crystalized from a magma (such as granite), or have a molten volcanic origin (i.e., basalt) cannot contain preserved fossil remains, and are considered to have zero paleontological resource potential.



The Centre City Planning Area is underlain by (from oldest to youngest); the Pliocene aged San Diego Formation, the Pleistocene aged Bay Point Formation and recent artificial fill (Kennedy 1975) (Figure 4.K-1). The Bay Point formation underlies the majority of the project area except for the northeastern corner which is underlain by the San Diego formation and an area of artificial fill associated with the harbor, which is generally located west of the ATSF Railway (Figure 4.K-1). The Planning Area is generally entirely covered with development (pavement, buildings, landscaping and streets) and little if any geologic material is exposed at the surface. Fossil discoveries are generally made when construction excavations extend into the rock formations below the surface of the ground (i.e., during the excavation for foundations, basement levels or underground structures).

### San Diego Formation

The San Diego Formation is composed generally of yellow-brown, fine to medium grained sandstone with thin interbeds of bentonite (a type of clay), brown mudstone and marl (a mixture of clay and shell fragments). It is found in the northeastern portion of the Planning Area, from I-5 south to B Street and west to 3rd Avenue, and from I-5 east to about 16th Street between Broadway and F Street (Figure 4.K-1). The San Diego Formation in the Planning Area is considered to have a high to very high paleontological resource potential. The formation is known to produce a rich assemblage of marine vertebrate and invertebrate fossils. Significant fossil discoveries have occurred in this formation just north of the Planning Area and include the remains of baleen whales, dolphins, sea lions, aquatic birds and sharks. Within the Planning Area boundaries, one fossil locality site has been recorded within this formation by the City of San Diego. The site is an area along Park Boulevard from I-5 to "A" Street. The San Diego formation can be found in the subsurface under the majority of the Planning Area, beneath variable thicknesses of the younger Pleistocene deposits, such as the Bay Point Formation (City of San Diego undated).



FIGURE



Distribution of Rock Formations and their Paleontologic Resource Potentials

**4.K-1**

### Bay Point Formation

The Bay Point Formation is composed predominantly of marine and non-marine, fine and medium grained pale brown sandstone. This formation comprises the bedrock along most of the Planning Area (Figure 4.K-1). The Bay Point Formation (Downtown Pleistocene of the City of San Diego) is considered to have a low to moderate paleontological resource potential. Within the Planning Area several fossil localities have been identified in this formation generally in the vicinity of Horton Plaza. In the Planning Area the fossil remains are generally confined to the subsurface, due to the lack of canyon and hillside exposures, and are generally only encountered during deep (basement) excavations (City of San Diego undated). These discoveries most likely are the result of this area's recent redevelopment. It is expected that fossil discoveries will be made elsewhere in this formation as redevelopment proceeds. Fossils recovered from these deposits are generally a variety of molluscan species, foraminifera and ostracods. Mollusks include snails, clams, mussels and other small shelled creatures. Foraminifera are single celled organisms with outer skeletons (tests) made of calcium carbonate. Ostracods are microscopic bivalved organisms with calcium carbonate shells.

### Artificial Fill

The areas of artificial fill were placed by man as part of the construction of harbor facilities. It is not a naturally occurring formation, and is recent in age; therefore, it is considered to have zero paleontological resource potential.

## 2. Impacts

Whenever rocks containing fossils are excavated, there is the potential for adverse impacts to the region's paleontological resources. If fossils are discovered onsite during grading for redevelopment within the proposed Community Planning Area boundaries, measures described below would mitigate potential adverse impacts to the resources to below a level of significance.

### 3. Significance of Impacts

The physical destruction of important fossil remains during construction activities results in the loss of a non-renewable resource, and is considered to be significant. If construction and excavation activities are conducted using the mitigation program described below, no impacts to paleontological resources would occur.

### 4. Mitigation

- a. Because fossil remains are expected to be encountered during excavation in rock units in the Planning Area which are identified on Figure 4.K-1 as having a moderate or high paleontological resource sensitivity, a qualified paleontologist or paleontological monitor shall be retained by the building developer to carry out an appropriate mitigation program. (A qualified paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology, who is familiar with paleontological procedures and techniques).
- b. The developer shall be required to submit evidence of retaining the appropriate required professional as a condition of approval by the Redevelopment Agency, and the developer shall certify that the required mitigation or monitoring personnel will be given adequate advance notice of the start of the subject activities and adequate coordination with the contractor will be guaranteed by the developer.
- c. When fossils are discovered, the paleontologist or paleontological monitor (an individual who has experience in the collection and salvage of fossil materials who works under the direction of a qualified paleontologist) shall recover them. In most cases this fossil salvage can be completed in a short time. However, some fossil specimens may require extended salvage time. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt excavation work to allow recovery of fossil remains in a timely manner.
- d. A paleontologist or paleontological monitor shall be present onsite at all times during the original cutting of previously undisturbed sediments within the San Diego Formation which is known to have a high resource sensitivity, to inspect

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

- e. Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, sorted, and cataloged and then with the owner's permission, deposited in a scientific institution with paleontological collections.
  
- f. A final summary report shall be prepared outlining the methods followed and summarizing the results of the mitigation program. This report shall also include a list of the kinds of fossils recovered, and a summary of the stratigraphic context of all collecting localities. This report shall be submitted to the Redevelopment Agency, the San Diego Natural History Museum and any scientific institution that received salvaged fossils from the project.

## V. OTHER REQUIRED CEQA SECTIONS

### A. GROWTH INDUCEMENT

Section 15126(g) of the California Environmental Quality Act (CEQA) Guidelines requires a discussion of the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly. Induced growth is distinguished from the direct employment, population, or housing growth of a project. A project could induce growth by lowering or removing barriers to growth or by creating or allowing an amenity such as an industrial facility that attracts new population or economic activity.

The expected primary economic effects of the proposed Community and Redevelopment Plans are continued growth in investment, and increased population and employment. Tax increments collected by the Redevelopment Agency would be used for further investment in affordable housing, public improvements and facilities, and private development. It is expected that the Redevelopment Agency activity would attract substantially more development to the Planning Area than would occur otherwise.

The adoption of the proposed Community and Redevelopment Plans allows the goals and objectives of the San Diego Progress Guide and General Plan to be effectively implemented. As such, long-term, positive economic and physical growth are expected to occur within the Planning Area. The intent of the proposed Community and Redevelopment Plans is to ensure orderly and well planned growth within the Planning Area, thereby not only eliminating severe blighting conditions within the Planning Area, but also redirecting the demand for growth elsewhere in the region where such growth may have an adverse impact. The proposed Community and Redevelopment Plans can serve as a key component in the City of San Diego's continuing struggle to manage regional growth.

The SANDAG Series 7 Regional Growth Forecast only identifies a total population increase in the Planning Area of 3,944 persons over the next twenty years; the change in direction of the Planning Area afforded by the proposed Community and Redevelopment Plans is beneficial in capturing growth which otherwise would occur elsewhere in the region. County-wide growth for the twenty year period is

forecasted to be 640,700 persons. Earlier SANDAG estimates of a Planning Area population of 3,944 persons provided the Planning Area with only .6% of regional growth; the proposed Community and Redevelopment Plans project a population increase in the Planning Area for the same twenty year period of 19,530 residents, or 3% of projected County-wide growth.

Significant growth is forecasted within the Planning Area with respect to employment. According to 1990 Census estimates, approximately 72,950 persons are employed in the Planning Area. Based on employment generation rates of 1 person per 225 square feet of office, 1 person per 350 square feet of retail, .8 person per hotel room, 1 person per 1,000 square feet of industrial/transportation, and 1 person per 4,000 square feet of cultural/institutional uses, it is projected that approximately 154,233 persons will be employed in the Planning Area by the year 2025. This intensity of employment will require an increase in the efficiency of public transportation which hubs into and from the Planning Area and will create a beneficial synergistic effect for all land uses in the Planning Area.

The proposed Community and Redevelopment Plans call for a substantial increase in the number of people living in the Planning Area, positively affecting the jobs/housing balance. As discussed in Section IV.A., the typical strategy for achieving a greater jobs/housing balance includes locating higher density housing near employment centers, promoting in-fill development, actively recruiting businesses that will utilize the local workforce, and providing affordable housing opportunities within the community. The primary effect of greater jobs/housing balance is to reduce congestion and commute times, thereby positively affecting air quality and the quality of life for commuters. The cumulative effect of residential construction downtown is a positive impact to the jobs/housing balance. Employment and population projections as estimated indicate that the jobs to housing ratio will decrease (improve) from 72,950 persons/6,880 non-SRO housing units in 1990 (10.6:1) to 154,233 persons/24,050 non-SRO housing units in 2025 (6.4:1). As the Planning Area further redevelops, beneficial spillover effects on neighboring areas such as Uptown/Hillcrest, North Park and Golden Hill are anticipated, attracting residents working downtown, which would further reduce commute times.

Although it is likely that all population and employment growth projected for the Planning Area would occur elsewhere in the region, if not in the Planning Area, there is an unquantifiable effect that redevelopment may have on inducing additional growth to the region. Cities' images to the nation and world are most often associated with their downtowns. To the extent that the implementation of the proposed Community and Redevelopment Plans continue the success of existing redevelopment programs, the image of the City of San Diego will be even more greatly enhanced to those who may be impressed enough to consider relocating to the region.

Growth impacts relating to population increases, employment increases and enhanced business opportunities have been addressed in the proposed Community and Redevelopment Plans which define the availability of financial and planning resources so that growth is accommodated in an efficient, orderly manner. The proposed Community and Redevelopment Plans promote infill development within the Project Area rather than encouraging the development of currently undeveloped areas. The net effect on regional growth as a result of the proposed Plans is not considered to be significant. Growth would be shifting to the Planning Area, reducing commutes, promoting in-fill development and providing enhanced opportunities for utilizing the local workforce. For these reasons, the proposed Community and Redevelopment Plans are considered growth inducing in the Planning Area, as downtown captures growth from other competing centers of growth in the County. Regionally, there is no growth, or significant growth, inducement. There is no change in overall forecasted growth as a result of the proposed Community and Redevelopment Plans but rather a small shift in where the growth occurs in the County. All negative impacts to the Planning Area from additional localized growth can be mitigated, to accommodate growth in an orderly, phased manner.

## B. CUMULATIVE IMPACTS

Cumulative impacts refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (Section 15355 of the State CEQA Guidelines). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. The CEQA guidelines also state that cumulative



impacts shall be discussed when they are significant (Section 15130a). The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness (Section 15130b).

The following Cumulative Impact analysis is divided into two subsections for the purpose of analysis: 1) Cumulative Impacts within the Planning Area, and 2) Regional Cumulative Impacts. The environmental impact discussion in Section IV of this EIR analyzes ultimate capacity development at year 2025 which is, in effect, an analysis of cumulative impacts within the Planning Area. The following discussion in subsection I is similar to the discussion of environmental impacts in Section IV. Because the Planning Area is already highly urbanized, implementation of the proposed Plans would not result in significant cumulative impacts in the areas of noise, urban design, geological resources, hydrology and water quality and paleontology.

#### Cumulative Impacts within the Planning Area

Implementation of the proposed Plans would result in a cumulative change in the existing character of the Planning Area. The land use mix would change, and the intensity of development would increase within the Expansion Sub Area. Implementation of Redevelopment Agency activities would result in the redevelopment of areas that may not otherwise be redeveloped. The long-term effect of redevelopment would be a decrease in existing adverse land use impacts such as incompatible land uses, obsolete and unsafe land uses, and existing conditions of blight within the Expansion Sub Area.

Redevelopment of obsolete, deteriorated, and dilapidated structures would result in the development of new structures in accordance with existing city codes and local, state and federal requirements. Positive effects of this include the remediation of toxic and hazardous materials contamination prior to construction, the installation of fire sprinklers and handicap access, and reinforcement of unreinforced masonry structures. This is considered a positive cumulative effect on the health, safety, and welfare of the inhabitants of these buildings.

Positive economic effects of the proposed Plans are continued growth in investment, increased population and employment, appreciating property values and increases in retail sales. The project's social impacts are related to changes in the population and housing mix, changing the Planning Area from a predominantly low and low-moderate income center to one in which a balance of low, moderate and high incomes would exist. Further expansion and enhancement of the Planning Area as a cultural and community center would result in enhanced opportunities for development of the arts, recreation and social programs.

Downtown currently has one of the highest trip end densities in San Diego County. Implementation of the proposed Plans would result in a cumulative increase in the amount of trips to and from the Planning Area each day, however, the new office, retail and residential development proposed under the Plans would improve the jobs/housing balance in the Planning Area which would reduce commute times.

As indicated in the air quality impact discussion in Section IV.C, pollutant emissions from construction activities and motor vehicles associated with various land uses in the Planning Area are predicted to contribute additional pollution to the local air pollution background. This increase due to the proposed project would be in addition to existing vehicular and stationary source emissions in the area, as well as emissions from any other local projects that will be completed before the Plans have been finished.

Implementation of the proposed Plans would result in a cumulative increase in the demand for the public facilities/services, discussed in Section IV of this EIR. However, implementation of the proposed Plans would also facilitate installation and replacement of aging utilities throughout the Planning Area that may not otherwise occur. A phased Planning Area-wide public improvements program would be implemented to provide improvements to infrastructure and a library, courts, health and social facilities. Community facilities such as neighborhood parks and community centers would be developed to accommodate the increased population in the Planning Area. These improvements would result in a cumulative, and beneficial impact. Surface improvements, including sidewalks, curbs and gutters, medians, streets, landscaping, street lights, and traffic signals located within the public right-of-way would also occur with the implementation of the proposed Plans. Positive cumulative impacts related to surface improvements

include the provision of necessary vehicular, pedestrian, and handicap access to property, drainage of surface runoff, and increased pedestrian and vehicular safety within the Planning Area.

### Regional Cumulative Impacts

Transportation and Circulation. The traffic study prepared for this project was based on traffic forecasts prepared by SANDAG for the region. The SANDAG Regional Model had 2010 as its horizon year, so traffic data was projected forward to 2025 ultimate capacity. As discussed in Section V.A, the growth inducement potential for this project is viewed as being a non-issue for the region as a whole, because the project would provide for a shift in regional population from other areas to the Planning Area. The project would be considered growth inducing for the Planning Area however as the plan allows for the capturing of 3 percent of the county-wide population growth, while SANDAG estimated 0.6 percent.

As such, the following conclusions can be drawn regarding cumulative traffic impacts. If redevelopment proceeds as planned, relocation of corporate offices and other businesses from other parts of the county to downtown would be expected over time. With this increase in jobs, is expected an increase in the number of people living downtown (or in surrounding communities) and thus a reduced commute to work for these people. As stated above, the Planning Area expects to capture 2.4 percent more regional growth than SANDAG had estimated for the Planning Area. Therefore, the assumption is made that this shift to downtown living/working would reduce congestion areawide as less people would be attempting to travel greater distances to get from home to downtown jobs. Therefore, no regional traffic circulation impacts would be expected to result from implementation of the Plans.

Implementation of the Plans however, would increase traffic congestion within and near the Planning Area (as discussed in Section IV.B, Traffic and Circulation). While this kind of project-specific congestion is anticipated in an urban area (and is analyzed in detail in Section IV.B), particularly if more residential use is expected, as well as greatly increased public transportation, using the street, system, it is the adjacent freeway system that is of concern from a cumulative perspective.

Freeways are area-wide serving facilities. As such, identified impacts to traffic circulation on freeway segments (I-5, SR-163 and SR-94) and ramps in the vicinity of the Planning Area are considered significant adverse localized cumulative impacts of project development. As discussed in Section IV.B, mitigation for these cumulative impacts is recommended, and includes specific roadway improvements as well as incorporation of a 60 percent transit mode split. If all measures detailed in Section IV.B for Freeways and Ramps can be implemented, no significant localized cumulative impacts to area-wide serving freeway facilities would be expected.

Air Quality. Because the proposed Community and Redevelopment Plans represent greater land use densities, the increased traffic associated with this greater density will likely add to the air pollutant burden in the San Diego Air Basin. Unless the increased traffic projected to occur through implementation of the proposed Plans is offset with a decrease of traffic elsewhere in the County, cumulative air emissions from this plan, elsewhere in the County, cumulative air emissions from the Plans, other future proposed projects, and current existing sources will exceed the assumptions on which the RAQS is based, thus making compliance with state and federal air quality standards difficult to achieve.

Water Service, Sewer Service and Solid Waste. The cumulative demand placed on water, sewer, and solid waste disposal services would not result in an increase to service capacities since implementation of the Plans would not encourage new growth on a region-wide basis. Instead, redevelopment of the Planning Area would result in the redistribution of population within the San Diego region as residents move from other parts of the County into the Planning Area. Without implementation of the proposed Plans, the provision of these services would still be required. Therefore, regional cumulative impacts from the proposed Plans would not be significant.

Courts and Jails and Health and Social Services. Implementation of the proposed Plans would not encourage growth on a region-wide basis, but instead would result in the redistribution of population within the region as residents move to the Planning Area from other parts of the County. The proposed Plans would improve many of the conditions currently contributing to the overcrowding of courts and detention facilities and the demand for health and social services. Without

implementation of the proposed Plans, the provision of these services would still be required. Therefore, regional cumulative impacts from the proposed Plans would not be significant.

Senior Services. The addition of senior housing in the Planning Area would attract senior citizens from other areas of the county. Without implementation of the proposed Plans, senior housing and associated services would still be required, therefore, implementation of the proposed Plans would not result in regional cumulative impacts.

Regional Cumulative Impacts on Surrounding Communities. Implementation of the proposed Community and Redevelopment Plans would not have a negative impact on surrounding communities (Middletown, Uptown, Balboa Park, Golden Hill, Southeast and Barrio Logan). Middletown is separated by Laurel Street which is heavily traveled. Barrio Logan is substantially separated by railroad yards and heavily traveled streets. The remaining communities are physically separated by Interstate 5.

Overall, implementation of the Community and Redevelopment Plans is anticipated to have beneficial impacts on surrounding communities. The elimination of deteriorated and dilapidated conditions, incompatible uses, and building obsolescence would increase investment within and around the Planning Area. Adverse social conditions that spill over to surrounding communities would be alleviated through the provision of court and social service facilities. Implementation of the redevelopment program also includes the provision of community and neighborhood parks. Although designed to meet the needs of the Planning Area population, these facilities would undoubtedly serve residents in surrounding communities as well.

No significant traffic impacts to surrounding communities are anticipated resulting from implementation of the proposed Community and Redevelopment Plans. Implementation of the redevelopment program provides freeway ramp, local street, and Bay Park Link/streetscape improvements which mitigate the effects of increased traffic.

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

Implementation of the proposed Community and Redevelopment Plans would involve certain short-term and long-term effects on the Planning Area. The short-term physical effects of implementing the proposed Plans includes construction-related impacts on transportation systems, aesthetics, air and noise quality. During the short-term development phase of the project, all of these factors would be impacted as construction activities proceed. Transportation systems would be affected as circulation patterns are detoured to accommodate developments within the Planning Area. Construction-related effects also include anticipated increases in noise and air pollution. Short-term aesthetic effects in the Planning Area would result from disruption caused by construction activities.

Short-term socioeconomic impacts include changes in land use, impacts from relocation of businesses and residents, and changes in the economic base characteristics of the area. During redevelopment, land use in the Planning Area would be affected in the short-term, as land and buildings are temporarily withdrawn from productive use. To accommodate the changes in land use, businesses and residents in the Planning Area would have to relocate. The relocation would produce short-term changes in lifestyles and create certain psychological and physiological effects upon the individuals. Businesses that must relocate would be expected to experience some short-term effects upon their employment and productivity. Residential displacement may magnify the psychological effects on residents who would experience a loss of a familiar social network, as well as their homes.

Notwithstanding these short-term effects, implementation of the proposed Plans would create gains in long-term productivity of the Planning Area. Implementation of the proposed Plans would alter the present deteriorating conditions and scattered land uses in the Expansion Sub Area to areas of compatible land uses. The resultant long-term changes in land use would generate changes in the economic base characteristics of the area. Increased office and commercial activity in the Core Redevelopment District would create a high level of employment. Expansion of the residential community downtown would support employment in the Planning Area

as well as retail sales. These long-term productivity gains in the land use and economic character of the Planning Area would ultimately result in higher assessed property valuation and increased tax revenues.

In addition to the land use-economic productivity gains, the social environment in the Planning Area would be affected by implementation of the proposed Plans. Increased multi-family residential developments could be expected to create long-term effects on the regional housing demand. Moreover, if the housing to jobs ratio is improved in the Planning Area, long-term productivity gains could be expected as a result of lower energy consumption resulting from decreased levels of commuting to and from work.

Long-term gains in the aesthetic quality of the Planning Area would also occur. Developments proposed in the Planning Area would be required to conform to approved urban design guidelines and development criteria. Implementation of the proposed Plans would therefore create a more aesthetically attractive environment.

D. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Should the approval of the proposed Community and Redevelopment Plans occur, the following irreversible changes are anticipated:

Cultural Resources

The proposed Plans have the potential to significantly impact important historic structures and archaeology. The historic architecture and its associations with the City would be lost. Potential historic information and material elements such as these are irreplaceable. However, mitigation measures described herein would preserve, to the extent feasible, and/or document cultural resources within the Planning Area for the benefit of future generations.

Paleontology

The physical destruction of important paleontological remains during construction activities would result in the loss of a non-renewable resource. However,

mitigation measures described herein would allow for the collection and preservation of these resources for the benefit of future generations.

E. EFFECTS NOT FOUND TO BE SIGNIFICANT

Due to the highly urbanized nature of the Planning Area, it was determined during the preliminary analysis that no significant environmental impacts of redevelopment activities would occur to biological and mineral resources.

Biological Setting

The highly urbanized setting of the Planning Area is not likely to contain any sensitive biological resources.

Mineral Resources

The potential for economically viable extraction of mineral resources is limited due to the urbanized nature of the Planning Area. The area has not been designated as having a high potential for mineral resources.



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## VI. ALTERNATIVES

In accordance with Section 15126(d) of the State CEQA Guidelines, a range of project alternatives "which could feasibly attain the basic objectives of the project" must be addressed in this EIR. In addition, these alternatives must include a comparative evaluation of the No Project Alternative, per Section 15143 of the CEQA Guidelines. This discussion focuses on alternatives "capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance."

The following section describes the project alternatives and discusses their potential environmental impacts. Alternatives identified for the proposed project include: (A) no project, and (B) reduced density alternative. The existing conditions for both alternatives are similar to those described in Section IV of the EIR.

### A. ALTERNATIVE A – NO PROJECT

Under the no-project alternative, the proposed Community and Redevelopment Plans would not be adopted. The Planning Area would be regulated by the existing Community Plan; the existing Columbia, Marina and Gaslamp Quarter Redevelopment Plans; and related existing documents.

The land use, transportation, and development regulations of the existing Community Plan are generally less restrictive than the proposed Community Plan. The land use and development regulations of the existing redevelopment plans are similar to the proposed Community and Redevelopment Plans.

Redevelopment Agency activities such as land acquisition, demolition, disposition, and implementation of the proposed redevelopment program would not occur outside of the existing redevelopment project areas. Existing adverse conditions such as incompatible land use, deteriorated and dilapidated buildings, and inadequate infrastructure would continue to exist outside of the existing redevelopment project areas. Less investment would be expected in the Expansion Sub Area without the application of Redevelopment Agency resources. Improvement costs would be borne by the City and private sector.

Since existing adverse conditions would remain, it is expected that the rate of development outside of existing redevelopment project areas would be significantly less than that developed through the proposed Community and Redevelopment Plans. Portions of the Planning Area would probably not redevelop at all over the 35-year period of time.

### Land Use

Under this alternative, the Planning Area would develop according to the land uses permitted by the existing Centre City Community Plan and existing Redevelopment Plans which include office, commercial, retail, hotel, residential, cultural/institutional, and industrial/transportation uses.

Commercial, office and retail development would be permitted through a greater portion of the Planning Area. The existing Community Plan does not establish predominantly residential areas. New development would not occur in a manner that would create residential neighborhoods, an amenity and catalyst to residential development. Therefore, less residential development would be expected. This is confirmed by the SANDAG Series 7 Regional Growth Forecast which identifies a total population increase in the Planning Area of 3,944 persons over the next twenty years. This projection was based on the existing Community Plan.

Under the no-project alternative, new development is expected to occur primarily within existing redevelopment project areas due to more severe adverse conditions in the Planning Area.

Potential land use incompatibilities would occur whenever sensitive land uses such as residences, parks or schools are proposed in proximity to land use such as railroads, freeways, parking structures, or industrial land uses.

### Transportation and Circulation. Air Quality and Noise.

Under the no-project alternative, development within the Planning Area would continue, although at a reduced rate than that provided for through implementation of the proposed Community and Redevelopment Plans. Existing traffic impacts associated with unacceptable levels of service on north Harbor Drive, Hawthorn

Street and Second Avenue as well as on Planning Area freeway segments and ramps would be expected to increase as development continues over time (Refer to Section IV.B, Traffic and Circulation, Figure 4.B-1 and Table 4.B-1). Associated noise and localized air quality impacts would be expected to increase proportionately with traffic. Although the increase of impacts would be relatively less under the no-project alternative than for the proposed project, freeway ramp, roadway, and transit improvements would still be required. Necessary capital improvements would be funded by the City of San Diego, private sector, or other agencies.

### Cultural Resources

Under the no-project alternative, although occurring at a significantly reduced rate, new development may impact cultural resources within the Planning Area. Under the no-project alternative, floor area ratio incentives provided for in the proposed Community and Redevelopment Plans would be eliminated reducing the long term viability of historic structures outside of existing redevelopment project areas.

### Urban Design

Under the no-project alternative, less comprehensive urban design guidelines and development criteria would exist. Sun access is not protected and wind studies are not required. New development approved and constructed under these criteria would be less aesthetically pleasing and would have environmental impacts. As the amount of new development would be less under this alternative, the scope of pedestrian improvements would be reduced.

It is also likely that park and public right-of-way improvements, such as community parks, neighborhood parks, the extension of the Linear Park, the enhancement of Pacific Highway, and Bay Park Link/streetscape improvements would be implemented to a much lesser extent, if at all, under the no-project alternative thereby reducing the environmental, aesthetic, and social quality of the Planning Area.

### Public Facilities/Services

The no-project alternative would not demand the same increase in the level of public facilities/services required through implementation of the proposed Community and Redevelopment Plans. New development within the Planning Area would still require water, sewer, storm drain, and surface street improvements. The existing public infrastructure and street system that has been identified as inadequate throughout the Expansion Sub Area would presumably be replaced by the private sector on a project-by-project basis.

The improvements to public facilities, including social service facilities, proposed in the redevelopment program would not be made. Alternative funding sources, such as impact fees, the general fund, and private sector would be required to make necessary improvements.

### Hazardous Material Contamination

Under the no-project alternative the remediation of contaminated sites would be delayed due to lack of funding, or not made at all. Unremediated contaminated sites may pose hazards to the health and safety of those living and working in the vicinity, which may be spread to other sites through ground water.

### Geological Resources

Because the Planning Area is already a highly urbanized area, impacts to geologic resources expected as a result of the no-project alternative would be similar to those described for the proposed project.

### Hydrology and Water Quality

Because the Planning Area is already a highly urbanized area, impacts to hydrology and water quality expected as a result of the no-project alternative would be similar to those described for the proposed project.

## Paleontology

Because the Planning Area is already a highly urbanized area, impacts to paleontology expected as a result of the no-project alternative would be similar to those described for the proposed project.

## Cumulative Impacts

Under the no-project alternative, new development would continue within the Planning Area but at a substantially reduced rate. Existing adverse conditions, and the high costs associated with necessary improvements will hinder new development. Incompatible uses would remain. Significant residential development would not occur and the downtown would not become a viable mixed use community. A reasonable job/housing balance would not be achieved. Traffic congestion, and resulting air quality and noise related impacts would increase but no mitigation measures would be implemented.

The no-project alternative would not improve the overall land use, social and economic conditions within the Planning Area.

Implementation of the no-project alternative would not alleviate existing adverse conditions, and, would create significant unmitigated long-term adverse impacts. The no-project alternative is not considered to be an environmentally superior alternative.

### B. ALTERNATIVE B – REDUCED DENSITY ALTERNATIVE

Under the reduced density alternative, the proposed Community and Redevelopment Plans would not be adopted as proposed. The Plans would be modified to provide for reduced intensity of development throughout the Planning Area. It is assumed that only the floor area ratios would be adjusted, all other land use, transportation and development regulations would remain as proposed by the Community and Redevelopment Plans.

Redevelopment Agency activities such as land acquisition, demolition, disposition, and implementation of the proposed redevelopment program would occur as

proposed. However, revenues to the Redevelopment Agency, particularly tax increment, would be less than that projected to be generated through implementation of the proposed project. As a result, the ability of the Redevelopment Agency to carry out all aspects of the proposed redevelopment program would be reduced.

Overall, less development of all types would result in the Planning Area through implementation of the reduced density alternative. The impacts of the reduced density alternative would be similar to those of the proposed Community and Redevelopment Plans with the exception of transportation and circulation, air quality, and traffic related noise. Land use projections for the reduced density alternative are summarized in Table 6-1.

- Under the reduced density alternative, a total of 26,101,493 square feet (sf) of office development would exist within the Planning Area at buildout. This is 4,702,287 sf less office space than the 30,803,780 sf which would exist under the ultimate capacity scenario analyzed in Section IV of this EIR.
- A total of 5,281,417 sf of retail development would exist within the Planning Area at buildout. This is 317,023 sf less retail space than the 5,598,440 sf which would exist under the ultimate capacity scenario.
- A total of 12,001 hotel rooms would exist within the Planning Area at buildout. This is 1,599 less rooms than the 13,600 hotel rooms which would exist under the ultimate capacity scenario.
- A total of 25,854 residential dwelling units would exist within the Planning Area at buildout, or 10,816 less dwelling units than the 36,670 dwelling units which would exist under the ultimate capacity scenario.
- A total of 5,138,695 sf of industrial/transportation land use would exist within the Planning Area under the reduced density alternative. This is 973,485 sf more than the 4,165,210 sf which would exist under the ultimate capacity scenario.

Table 6-1

**REDUCED DENSITY ALTERNATIVE  
LAND USE COMPARISON**

Land Use Category	Existing Land Use Planning Area Total	Ultimate Capacity Planning Area Total	Reduced Density Total	Difference Under Reduced Density Alternative
Office (sf)	17,037,490	30,803,780	26,101,493	(4,702,287)
Retail (sf)	4,509,710	5,598,440	5,281,417	(317,023)
Hotel (rooms)	8,510	13,600	12,001	(1,599)
Residential (units)	12,640	36,670	25,854	(10,816)
Industrial/Transport. (sf)	5,152,980	4,165,210	5,138,695	+973,485
Cultural/Institution (sf)*	808,240	1,202,800	1,202,787	(13)

() = less sf under reduced density alternative.  
 + = more sf under reduced density alternative.

\*Cultural/Institutional may be expressed in square feet, number of seats, number of beds or marina berths.



- Under the reduced density alternative, as under the ultimate capacity scenario, industrial and transportation related land uses are restricted by the proposed Community Plan and are not anticipated to increase in the future, however, less demolition of industrial and transportation related land uses would occur resulting in a larger number of remaining uses under this alternative than would remain at buildout of the ultimate capacity scenario.

### Land Use

Under this alternative, the Planning Area would develop according to the land uses permitted by the proposed Community and Redevelopment Plans. A mix of office, commercial retail, hotel, residential, cultural/institutional, and industrial/transportation uses would be permitted in specific geographic areas.

Commercial, office and retail development would be permitted throughout the Columbia Sub Area, Core Redevelopment District, and Horton Plaza Redevelopment Project. Residential uses would be required in specific areas within the Harborview, Cortez and Centre City East Redevelopment Districts and the Marina Sub Area. Residential uses would be encouraged throughout the remaining Planning Area.

Potential land use incompatibilities would occur whenever sensitive land uses such as residences, parks or schools are proposed in proximity to land uses such as railroads, freeways, parking structures, or industrial land uses.

### Transportation and Circulation

Under the reduced density alternative, the total amount of development within the Planning Area would be less than that of the proposed project. Transportation and circulation impacts would increase over existing conditions. A 40 percent transit mode split is assumed to be achieved. With this mode split, street segments operating at an LOS of E or worse would number 21 as compared to 30 segments for the proposed project (see Table 6-2 and Figure 6-1). Impacts at freeway ramps and segments would be similar to the proposed project under the reduced density alternative with 9 ramps and 9 segments (both AM and PM peak) operating at a LOS E or worse (see Tables 6-3 and 6-4). As shown on Table 6-5,

**TABLE 6-2**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline A Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	700	700	E
Pac.Hwy	2700	2780	E
India St	500	700	D
State St	1000	2190	
Union St	50	700	
First Ave	1850	4000	
Second Ave	50	700	
Third Ave	200	2190	
Fifth Ave	1700	4000	
Seventh Ave	10	990	
Eighth Ave	10	700	
Ninth Ave	10	725	
Park Blvd	700	1830	
Overall	9480	22205	

Screenline A Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	800	700	F
Pac.Hwy	2800	2780	F
Kettner Blvd	1800	2990	
India St	600	700	D
Columbia St	600	700	D
Union St	200	700	
Front Ave	2800	4000	
Second Ave	1450	1430	F
Fourth Ave	2900	4000	
Sixth Ave.	2950	4000	
Seventh Ave	400	700	
Eighth Ave	300	700	
Ninth Ave	100	700	
Park Blvd	800	1830	
Overall	18500	25930	

**TABLE 6-2b**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline B Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	600	700	D
Pac.Hwy	2700	2780	E
Kettner Blvd	500	1830	
India St	800	2990	
State St	750	2990	
Union St	350	700	
First Ave	2200	2990	
Third Ave	600	1430	
Fifth Ave	1400	2990	
Seventh Ave	250	1430	
Eighth Ave	200	1430	
Ninth Ave	300	700	
Eleventh Ave	1700	4000	
Fourteenth St	100	725	
Sixteenth St	300	1830	
Overall	12750	29515	

Screenline B Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	700	700	E
Pac.Hwy	3100	2780	F
Kettner Blvd	950	1830	
Columbia St	1550	2990	
Union St	300	700	
Front St	1200	4000	
Third Ave	600	700	D
Fourth Ave	2000	4000	
Sixth Ave	1650	2990	
Seventh Ave	550	1430	
Eighth Ave	600	2990	
Ninth Ave	200	700	
Tenth Ave	1400	4000	
Sixteenth St	700	1830	
Overall	15500	31640	

**TABLE 6-2c**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline C Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	700	700	E
Pac.Hwy	2350	2780	D
Kettner Blvd	1050	1830	
State St	600	725	D
Union St	600	725	D
First Ave	1850	4000	
Fifth Ave	1400	1450	E
Seventh Ave	500	1430	
Eighth Ave	500	1430	
Ninth Ave	600	700	D
Eleventh Ave	1750	2990	
Thirteenth St	50	700	
Fourteenth St	50	2190	
Sixteenth St	650	1830	
Overall	12650	23480	

Screenline C Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	600	700	D
Pac.Hwy	2000	2780	D
Kettner Blvd	1000	1830	
State St	400	725	
Union St	50	725	
Front St	1100	4000	
Fourth Ave	700	4000	
Sixth Ave	800	1430	
Seventh Ave	400	1430	
Eighth Ave	350	2990	
Ninth Ave	200	700	
Tenth Ave	700	2990	
Thirteenth St	150	725	
Sixteenth St	600	1430	
Overall	9050	26455	

**TABLE 6-2d**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline D Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Harbor Dr	3500	1830	F
First Ave	2700	2990	D
Fifth Ave	500	700	D
Eighth Ave	700	1830	
Overall	7400	7350	

Screenline D Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Harbor Dr	740	1830	
Front St	400	2990	
Fifth Ave	375	700	
Eighth Ave	1400	1830	D
Overall	2915	7350	

**TABLE 6-2e**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline E Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Grape St	1500	4000	
Fir St	50	700	
Cedar St	100	700	
Beech St	500	700	D
Ash St	1500	2780	
Broadway	1550	1830	D
G St	1150	1980	
Harbor Dr	800	2780	
Overall	7150	15470	

Screenline E Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Hawthorn St	3200	4000	D
Fir St	50	700	
Cedar St	100	700	
Beech St	150	700	
Ash St	1550	2780	
Broadway	1350	1830	D
G St	600	1830	
Harbor Dr	3700	2780	F
Overall	10700	15320	

**TABLE 6-2f**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline F Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Cedar St	50	1450	
Beech St	150	700	
A st	1500	4000	
Broadway	1220	2780	
E St	50	700	
F St	200	2860	
G St	300	990	
Market St	575	1830	
Island Ave	100	840	
Harbor Dr	925	1830	
Overall	5070	17980	

Screenline F Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Beech St	700	700	E
Ash St	3200	4000	D
B St	3200	4000	D
Broadway	2650	1830	F
E St	50	700	
F St	300	1430	
Market St	2400	2780	D
Island Ave	800	840	E
Harbor Dr	3100	1830	F
Overall	16400	18110	

**TABLE 6-2g**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline G Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Cedar St	800	1450	D
Beech St	200	700	
A st	1250	4000	
Broadway	1350	1830	
E St	400	2190	
G St	200	4000	
Market St	600	1830	
Island Ave	50	700	
J St	250	700	
K St	50	700	
Harbor Dr	950	1830	
Overall	6100	19930	

Screenline G Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Beech St	600	700	D
Ash St	2950	4000	D  D F  D D  F
B St	3000	4000	
Broadway	2250	1830	
F St	1850	4000	
Market St	2400	2780	
Island Ave	600	700	
J St	400	700	
K St	300	700	
Harbor Dr	3850	1830	
Overall	18200	21240	



**TABLE 6-2h**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline H Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
C St	650	2190	
Broadway	300	1830	
E St	250	1430	
G St	900	4000	
Market St	550	1830	
Island Ave	50	700	
J St	50	700	
K St	50	700	
Imperial Ave	200	1830	
Overall	3000	15210	

Screenline H Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
B St	2450	2990	D
Broadway	1550	1830	D
E St	1300	1430	D
F St	3000	4000	D
Market St	1850	2780	
Island Ave	550	700	D
J St	450	700	D
K St	300	700	D
Imperial Ave	1450	1830	D
Overall	12900	16960	

**TABLE 6-2i**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

Screenline I Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Laurel St	1000	2780	
Grape St	1500	4000	
Overall	2500	6780	

Screenline I Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Laurel St	3600	2780	F
Hawthorn St	3200	4000	D
Overall	6800	6780	

**TABLE 6-2 j**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative**

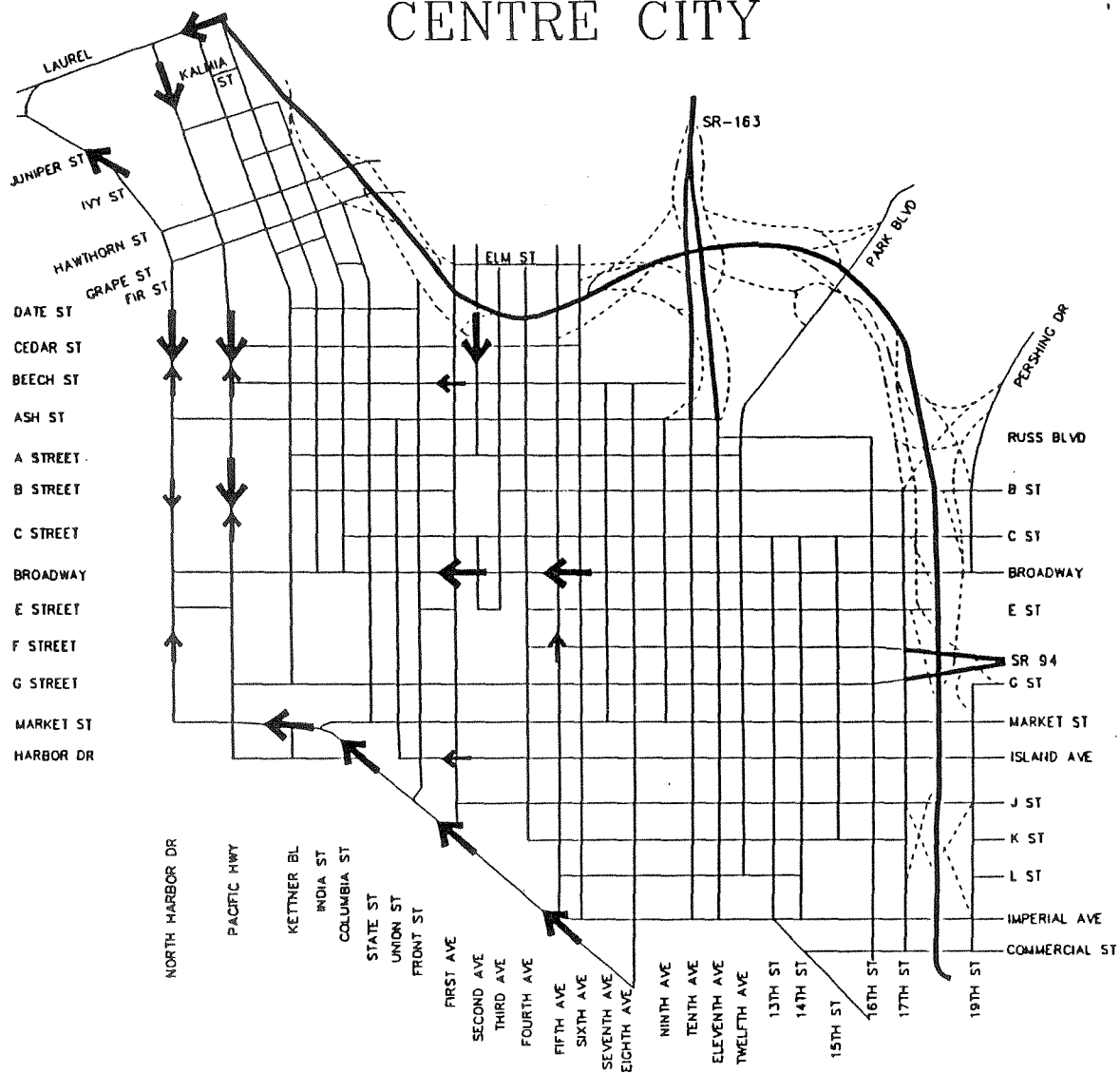
Screenline J Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	3900	2780	F
Pac.wy	2300	2780	D
India St	1100	2990	
Overall	7300	8550	

Screenline J Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	2300	2780	D
Pac.Hwy	3500	2780	F
Kettner Bl	2600	2990	D
Overall	8400	8550	

# CENTRE CITY



LEGEND	
FREEWAY	
STREET	
FREEWAY RAMPS	
LOS F	
ARROW SHOWS DIRECTION OF TRAVEL	
LOS E	



LOS for Reduced Density Alternative

FIGURE

6-1

TABLE 6-3  
 FREEWAY RAMP SEGMENTS WITH UNACCEPTABLE LEVELS OF SERVICE  
 FOR REDUCED DENSITY ALTERNATIVE

RAMP LOCATION:	2010 AM PEAK HOUR		2010 PM PEAK HOUR	
	V/C	LOS	V/C	LOS
<b>Interstate 5:</b>				
NB OFF TO J ST. AND 19TH ST.	1.12	F	1.97	F
NB ON FROM PERSHING DR. AND B ST; B ON	1.36	F	1.11	F
NB OFF TO 6TH AVE.	2.58	F	1.43	F
NB ON FROM 1ST AVE.	0.95	E	1.91	E
SB OFF TO FRONT ST.	1.17	F	0.57	A
SB OFF TO 2ND AVE.	1.04	F	0.75	C
SB ON FROM GRAPE ST.	0.57	A	1.37	F
NB OFF TO HAWTHORN ST.	1.52	F	0.93	F
<b>State Route 94:</b>	V/C	LOS	V/C	LOS
EB ON FROM G ST.	0.53	A	1.21	F
<b>State Route 163:</b>				
NB ON FROM 11TH AVE.	1.02	F	1.69	F
SB OFF TO 4TH AVE.	1.66	F	1.06	F

TABLE 6-4  
 FREEWAY RAMP V/Cs AND LOS  
 IN THE VICINITY OF CENTRE CITY SAN DIEGO FOR THE  
 REDUCED DENSITY ALTERNATIVE

RAMP LOCATION:	REDUCED DENSITY ALTERNATIVE							
	ADT	% CHANGE	Peak Hour		LOS	Peak Hour		LOS
Interstate 5:			AM	V/C		PM	V/C	
NB OFF TO J ST. AND 19TH ST.	23733	2.7	1680	1.12	F	2960	1.97	F
NB ON FROM IMPERIAL AVE. AND 19TH S	6346	1.0	585	0.39	A	644	0.43	A
SB OFF TO IMPERIAL AVE. AND 17TH ST.	9834	1.9	835	0.56	A	891	0.59	A
SB ON FROM J ST. AND 17TH ST.	4568	1.0	295	0.20	A	457	0.30	A
SB ON FROM E ST.	2991	0.6	430	0.29	A	249	0.17	A
NB OFF TO PERSHING DR.	4388	0.8	375	0.13	A	439	0.16	A
NB OFF TO B ST.	4593	0.8	810	0.54	A	342	0.23	A
SB ON FROM PERSHING DR. AND C ST.	6780	0.9	455	0.30	A	642	0.43	A
NB ON FROM PERSHING DR. AND B ST; B	22828	4.8	2045	1.36	F	1665	1.11	F
NB ON FROM PERSHING DR.	8566	1.1	900	0.50	A	727	0.48	A
SB OFF TO PERSHING DR. AND B ST; B S	4471	1.1	380	0.25	A	34	0.02	A
SB OFF TO PERSHING DR.	3051	0.2	180	0.12	A	285	0.19	A
NB ON FROM PARK BL.	311	0.2	20	0.01	A	29	0.02	A
SB ON FROM PARK BL. AND SR-163	15297	0.9	1485	0.53	A	1548	0.55	A
NB ON FROM 11TH AVE.	1542	0.2	100	0.04	A	188	0.07	A
SB OFF TO 10TH AVE.	3212	0.5	405	0.27	A	223	0.15	A
NB OFF TO 6TH AVE.	57088	3.4	7220	2.58	F	3996	1.43	F
SB ON FROM 5TH AVE.	7470	0.8	487	0.33	A	960	0.64	B
NB ON FROM 1ST AVE.	20448	0.6	1420	0.95	E	2859	1.91	F
SB ON FROM 1ST AVE.	5657	0.5	330	0.22	A	775	0.52	A
SB OFF TO FRONT ST.	22025	1.6	3280	1.17	F	1585	0.57	A
SB OFF TO 2ND AVE.	19179	2.8	2905	1.04	F	1354	0.48	A
SB ON FROM GRAPE ST.	19630	0.9	860	0.57	A	2057	1.37	F
NB OFF TO HAWTHORN ST.	44864	1.8	4255	1.52	F	2617	0.93	F
NB ON FROM HAWTHORN ST.	11068	1.2	455	0.30	A	1291	0.86	D
State Route 94:								
WB OFF TO F ST.	15503	0.7	2140	0.50	A	835	0.19	A
EB ON FROM G ST.	42343	2.3	2280	0.53	A	5211	1.21	F
State Route 163:								
NB ON FROM 11TH AVE.	27699	1.0	1840	1.02	F	3047	1.69	F
NB ON FROM PARK BL.	4038	1.3	265	0.18	A	480	0.32	A
SB OFF TO 10TH AVE.	13263	0.5	1555	0.56	A	928	0.33	A
SB OFF TO 4TH AVE.	20231	3.1	2490	1.66	F	1587	1.06	F
SB OFF TO PARK BL.	13619	0.8	1285	0.86	D	1239	0.83	D

**TABLE 6-5**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline A Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	550	1430	
Pac.Hwy	2250	2780	D
India St	500	700	D
State St	1450	2190	
Union St	200	700	
First Ave	1800	4000	
Second Ave	50	700	
Third Ave	200	2190	
Fifth Ave	1700	4000	
Seventh Ave	50	700	
Eighth Ave	50	700	
Ninth Ave	50	700	
Park Blvd	600	1830	
Overall	9450	22620	

Screenline A Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	1100	1430	D
Pac.Hwy	2400	2780	D
Kettner Blvd	2400	2990	D
India St	400	700	
Columbia St	500	700	D
Union St	200	700	
Front Ave	2800	4000	
Second Ave	1200	1430	D
Fourth Ave	2900	4000	
Sixth Ave.	2950	4000	
Seventh Ave	400	700	
Eighth Ave	300	700	
Ninth Ave	100	700	
Park Blvd	800	1830	
Overall	18450	26660	

**TABLE 6-5b**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline B Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	1100	1430	D
Pac.Hwy	2150	2780	D
Kettner Bl	500	1830	
India St	950	2990	
State St	1150	2990	
Union St	350	700	
First Ave	1900	2990	
Third Ave	400	1430	
Fifth Ave	1350	2990	
Seventh Ave	250	1430	
Eighth Ave	200	1430	
Ninth Ave	300	700	
Eleventh Ave	1700	4000	
Fourteenth St	100	725	
Sixteenth St	300	1830	
Overall	12700	30245	

Screenline B Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	700	1430	
Pac.Hwy	2300	2780	D
Kettner Blvd	1400	1830	D
Columbia St	1550	2990	
Union St	300	700	
Front St	1900	4000	
Third Ave	600	700	D
Fourth Ave	2000	4000	
Sixth Ave	1650	2990	
Seventh Ave	550	1430	
Eighth Ave	600	2990	
Ninth Ave	200	700	
Tenth Ave	1100	4000	
Sixteenth St	700	1830	
Overall	15550	32370	



**TABLE 6-5c**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline C Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	600	700	D
Pac.Hwy	2350	2780	D
Kettner Blvd	1200	1830	
State St	600	725	D
Union St	500	725	
First Ave	1850	4000	
Fifth Ave	1300	1450	D
Seventh Ave	500	1430	
Eighth Ave	600	1430	
Ninth Ave	600	700	D
Eleventh Ave	1750	2990	
Thirteenth St	50	700	
Fourteenth St	50	2190	
Sixteenth St	650	1830	
Overall	12600	23480	

Screenline C Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	500	700	D
Pac.Hwy	2100	2780	D
Kettner Blvd	1000	1830	
State St	400	725	
Union St	50	725	
Front St	1100	4000	
Fourth Ave	700	4000	
Sixth Ave	800	1430	
Seventh Ave	400	1430	
Eighth Ave	350	2990	
Ninth Ave	200	700	
Tenth Ave	700	2990	
Thirteenth St	150	725	
Sixteenth St	600	1430	
Overall	9050	26455	

**TABLE 6-5d**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline D Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Harbor Dr	1550	1830	D
First Ave	2700	2990	D
Fifth Ave	500	700	D
Eighth Ave	700	1830	
Overall	5450	7350	

Screenline D Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Harbor Dr	740	1830	
Front St	400	2990	
Fifth Ave	375	700	
Eighth Ave	1400	1830	D
Overall	2915	7350	

**TABLE 6-5e**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline E Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Grape St	1500	4000	
Fir St	50	700	
Cedar St	100	700	
Beech St	500	700	D
Ash St	1500	2780	
Broadway	1550	1830	D
G St	1150	1980	
Harbor Dr	800	2780	
Overall	7150	15470	

Screenline E Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Hawthorn St	3100	4000	D
Fir St	50	700	
Cedar St	100	700	
Beech St	150	700	
Ash St	1550	2780	
Broadway	1250	1830	
G St	600	1830	
Harbor Dr	2450	2780	D
Overall	9250	15320	

**TABLE 6-5f**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline F Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Cedar St	50	725	
Beech St	150	1430	
A st	1500	4000	
Broadway	1220	1830	
E St	50	700	
F St	200	1430	
G St	300	990	
Market St	575	1830	
Island Ave	100	840	
Harbor Dr	925	1830	
Overall	5070	15605	

Screenline F Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Beech St	900	1430	D
Ash St	3200	4000	D
B St	3200	4000	D
Broadway	1550	1830	D
E St	400	700	
F St	500	1430	
Market St	2300	2780	D
Island Ave	700	840	
Harbor Dr	1550	1830	D
Overall	14300	18840	

**TABLE 6-5g**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline G Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Cedar St	800	1450	
Beech St	300	1430	
A st	1250	4000	
Broadway	1250	1830	
E St	400	2190	
G St	200	4000	
Market St	600	1830	
Island Ave	50	700	
J St	250	700	
K St	50	700	
Harbor Dr	950	1830	
Overall	6100	20660	

Screenline G Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Beech St	700	1430	
Ash St	3300	4000	D
B St	3300	4000	D
Broadway	1550	1830	D
F St	2400	4000	
Market St	2300	2780	D
Island Ave	600	700	D
J St	600	700	D
K St	600	700	D
Harbor Dr	1550	1830	D
Overall	16900	21970	

**TABLE 6-5h**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline H Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
C St	500	2190	
Broadway	300	1830	
E St	250	1430	
G St	950	4000	
Market St	550	1830	
Island Ave	50	700	
J St	50	700	
K St	50	700	
Imperial Ave	200	1830	
Overall	2900	15210	

Screenline H Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
B St	2450	2990	D
Broadway	1550	1830	D
E St	1300	1430	D
F St	3000	4000	D
Market St	1850	2780	
Island Ave	550	700	D
J St	450	700	D
K St	300	700	D
Imperial Ave	1450	1830	D
Overall	12900	16960	

**TABLE 6-5i**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline I Eastbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Laurel St	1000	1830	
Grape St	1500	4000	
Overall	2500	5830	

Screenline I Westbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
Laurel St	3250	3700	D
Hawthorn St	3100	4000	D
Overall	6350	7700	

**TABLE 6-5j**  
**Centre City**  
**Screenline AM Peak Volumes and LOS:**  
**Reduced Density Alternative with Mitigation**

Screenline J Northbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	3250	3700	D
Pac.Hwy	2450	2780	D
India St	1500	2990	
Overall	7200	9470	

Screenline J Southbound

ROAD	AM PEAK HOUR VOLUME	CAPACITY-AM	AM LOS (if worse than C)
N.Harbor Dr	3100	3700	D
Pac.Hwy	2450	2780	D
Kettner Bl.	2800	2990	D
Overall	8350	9470	



the impacts to street segments could be mitigated by incorporation of specific roadway improvements (described in Section IV.B, Traffic and Circulation), so that all segments would operate at a minimum of LOS D. Freeway and ramp impacts would be more difficult to mitigate as they would require freeway improvements (described in Section IV.B) that may prove infeasible due to right-of-way constraints. As with the proposed project, it is likely that unmitigated freeway and ramp impacts would remain.

Under the reduced density alternative, parking spaces would still be in short supply in the unmitigated condition (Table 6-6), however, the deficit of spaces would be less: 7,877 spaces short compared to 9,618 best case; 17,069 spaces short compared to 18,810 worst case (refer to the Traffic Technical Report for this project for more detailed information on the reduced density alternative (available for review and/or purchase at the offices of CCDC).

Although the relative increase in impacts would generally be less under the reduced density alternative, mitigation measures such as transit, freeway ramp and street improvements will still be required. Under this alternative, the ability of the Redevelopment Agency to carry out transit, freeway ramp and street improvements will be significantly reduced due to the reduced revenues generated by the redevelopment program.

#### Air Quality

Even though the reduced density alternative would have a lower density than the proposed Community and Redevelopment Plans, it still represents a higher density than is currently projected in the existing Community Plan. The traffic associated with the reduced density alternative will be expected to add more pollutant emissions to the air quality background. The reduced density alternative is expected to generate more trips than the existing Community Plan, however, it is not considered a growth inducing project but rather a redistribution of planned county-wide growth. Therefore significant regional air quality impacts are not anticipated. Increases in localized emissions, however, due to CO hot spot occurrence would be less than those associated with the proposed project.

TABLE 6-6  
CENTRE CITY  
PARKING DEMAND AND SUPPLY BY TAZ FOR  
REDUCED DENSITY ALTERNATIVE

SANDAG TAZ	PARKING DEMAND	STALLS ON-SITE RETAINED	STALLS ON-SITE NEW (*)	PRESENT STALLS ON-STREET RESTR'D	PRESENT STALLS ON-STREET UNRESTR'D	STALLS OFF-SITE MAX.	STALLS OFF-SITE MIN.
180	682	1556	0	157	154	-874	-1185
181	6489	2530	3180	315	903	779	-439
182	7271	2921	5313	344	878	-963	-2185
183	153	550	0	0	0	-397	-397
185	8518	5652	2174	512	75	692	105
186	7762	4902	1973	200	3	887	684
187	10848	4744	2450	331	20	3655	3304
188	7950	1520	2195	218	388	4235	3629
189	12543	6388	4577	154	211	1579	1214
190	9694	5774	852	239	24	3069	2806
191	5621	1706	2004	468	16	1912	1428
192	8586	1706	4131	364	460	2749	1925
193	3336	2086	1149	186	79	102	-164
194	1117	2000	565	186	79	-1449	-1714
195	8424	1934	4692	247	696	1798	855
196	5676	2400	3980	108	1177	-704	-1989
TOTAL	104671	48369	39233	4029	5163	17069	7877

## Noise

Under the reduced density alternative aircraft and rail noise would remain unchanged. The traffic related noise levels would decrease proportionally to the decrease in traffic volumes. Industrial noise, however, would occur in more areas as compared to the proposed project because the industrial land use would decrease by 40 percent under the proposed project but would be reduced by less than 20 percent under the reduced density alternative.

## Cultural Resources

Under the reduced density alternative, new development may impact cultural resources within the Planning Area. The amount of floor area ratio incentive provided for in the proposed Community and Redevelopment Plans would be reduced, which may reduce the financial feasibility of rehabilitating and reusing designated historic structures within the Planning Area.

## Urban Design

Under the reduced density alternative, the potential for significant long-term aesthetic and urban design impacts would be better sun access. The overall quality of, or scope of, park and public right-of-way improvements such as community parks, neighborhood parks, the extension of the Linear Park, the enhancement of Pacific Highway, and Bay Park Link/streetscape improvements may not be implemented to the extent proposed in the Community and Redevelopment Plans. A reduction in the quality or scope of improvements would impact the overall environmental, aesthetic, and social quality of the Planning Area.

## Public Facilities Services

The reduced density alternative would increase population within the planning area, but not to the extent that the proposed project would. The increases in square footage of office space, residential units, commercial/retail facilities and hotels over existing conditions would require public utility and surface street improvements similar to those required for the proposed project. Existing deficiencies in the water distribution, sewer and storm drain systems described earlier in this EIR would still

require remediation under the reduced density alternative. Surface street improvements (street, curb and gutter, sidewalk, streetlights and traffic signals) will be required to the same degree as under the proposed project although demands on police, fire and other services would be expected to be less.

Revenues to the Redevelopment Agency would be less under the reduced density alternative and the ability of the Redevelopment Agency to carry out public utility and street improvements would be significantly reduced. Therefore alternative funding sources (that are as yet unidentified) would be necessary to implement required improvements, or the scope of improvements would have to be reduced and existing adverse conditions would not be alleviated. In addition, no revenues would be available to contribute to the payment of additional police or fire service as would be the case if the proposed project were implemented.

#### Geological Resources

Impacts due to lithology, seismically-induced ground acceleration and liquefaction, possible native soil impacts, and high water levels are similar under this alternative to the proposed project. Geotechnical investigations would be required on a project-specific basis.

#### Hydrology

The Redevelopment Agency and individual project applicants would be required to implement stormwater runoff control measures under the reduced density alternative similar to the proposed project.

#### Hazardous Materials Contamination

Impacts under this alternative would be similar as those under the proposed project. It is possible that remediation of contaminated sites would be delayed due to lower funding amounts, therefore reducing future development.

### Paleontological Resources

Impacts to paleontological resources under the reduced density alternative are similar to the proposed project.

### Cumulative Impacts

Under the reduced density alternative, new development would continue within the Planning Area but at a substantially reduced build out level. It may be more difficult for the Redevelopment Agency to alleviate adverse conditions due to lower levels of projected funding. The existing jobs/housing balance would be improved but not to the extent possible through the proposed project.

No regional traffic circulation impacts would be expected to result from implementation of the reduced density alternative. Implementation of the reduced density alternative however, would increase congestion to a level below significance near the Planning Area on the area-wide serving freeway facilities. These impacts would be considered adverse localized cumulative impacts of the proposed development. Air quality impacts associated with CO hot spots generated by poor traffic circulation on area-wide serving freeways such as I-5, SR-163 and SR-94 would also be considered cumulative impacts of the implementation of the reduced density alternative.

Traffic congestion, and resulting air quality and noise related impact would still be significant and require the implementation of mitigation measures to improve traffic circulation.

The reduced density alternative would improve some of the overall land use, social and economic conditions within the Planning Area but not to the extent possible through implementation of the proposed Plans. The reduced density alternative is not considered to be an environmentally superior alternative.

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Julie Eakins, Environmental Scientist  
Scott Fleury, Environmental Analyst  
Jeff Fuller, Acoustician  
Katherine Hon, Civil Engineer  
Victoria C. Johnson, Air Quality Specialist  
Roxana Phillips, Historian  
David A. Potter, Project Director  
Catherine J. Presmyk, Project Manager  
Lynne Silverman, Principal Environmental Analyst  
Mike Slavick, Air Quality Analyst  
Teresa Telez-Giron, Environmental Analyst

ERCE was assisted by the following consultants in preparation of the Draft EIR for the Centre City Redevelopment Project, Centre City Community Plan and Related Documents:

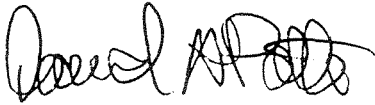
### JayKim Engineers

W. Cheui Young, Vice President

Korve Engineering

Michael Bates, Vice President  
Douglas Hunt, Project Manager

We hereby affirm that to the best of our knowledge and belief, the statements and information contained herein are in all respects true and correct and that all information concerning the potentially significant environmental effects of the project has been included and fully evaluated in this EIR.



---

David A. Potter, AICP  
Project Director



---

Catherine J. Presmyk  
Project Manager

**APPENDIX A**  
**NOTICE OF PREPARATION**  
**AND RESPONSES**

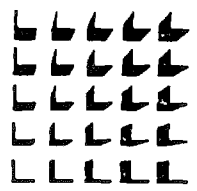
## APPENDICES

225 Broadway  
Suite 1100  
San Diego, California 92101-5074  
619/236-7101

Centre City  
Development  
Corporation

John G. Davies  
PRESIDENT  
Gil R. Ontai  
VICE PRESIDENT  
Philip C. Blair  
SECRETARY  
Janay P. Kruger  
TREASURER

Directors  
Thomas F. Carter  
Patrick Kruer  
Henri S. Lagatella  
  
Pamela M. Hamilton  
EXECUTIVE VICE PRESIDENT



NOTICE OF PREPARATION

September 14, 1990

Project Title: CENTRE CITY SAN DIEGO COMMUNITY  
PLAN UPDATE AND REDEVELOPMENT  
PLAN EIR

Project Location: Bounded on the north by Laurel Street and  
Interstate 5; on the east by Interstate 5,  
Commercial, 16th, Newton, Sigsbee, Harbor  
and the extension of Beardsley Street; and on the  
south and west by the San Diego Bay and the  
mean high tide line.

The Redevelopment Agency of the City of San Diego will be the Lead Agency and intends to prepare an EIR for the Centre City San Diego Community Plan Update and Redevelopment Plan.

We need to know the views of your agency or organization as to the scope and context of the environmental information which is germane to your agency's statutory responsibilities or your organization's interests in connection with the proposed action. If your agency is a responsible agency as defined by Section 15381 of the State CEQA Guidelines, your agency will need to use the environmental document prepared by the Redevelopment Agency when considering your permit or other approval for the project.

The project description, location map and preliminary identification of the potential environmental effects are contained in the attached materials.

September 12, 1990  
NOTICE OF PREPARATION  
PAGE 2

Due to the time limits mandated by State law and the Redevelopment Agency's environmental procedures for compliance with State law, your comments should be sent by the earliest possible date but no later than 30 days after your receipt of this notice. Please send your response to the following address: Centre City Development Corporation (CCDC), 225 Broadway, Suite 1100, San Diego, CA 92101, ATTN: Beverly Schroeder. Any questions regarding the proposed project may be directed to Paul Desrochers at CCDC. We will need to know the name for a contact person in your agency.

A copy of this notice appeared in the San Diego Daily Transcript on Friday, September 14, 1990.

CENTRE CITY DEVELOPMENT CORPORATION

A handwritten signature in black ink, appearing to read "Paul Desrochers", written in a cursive style.

Paul Desrochers

Assistant Vice President

Attachment

# CENTRE CITY SAN DIEGO COMMUNITY PLAN UPDATE AND REDEVELOPMENT PLAN EIR

## PROJECT DESCRIPTION

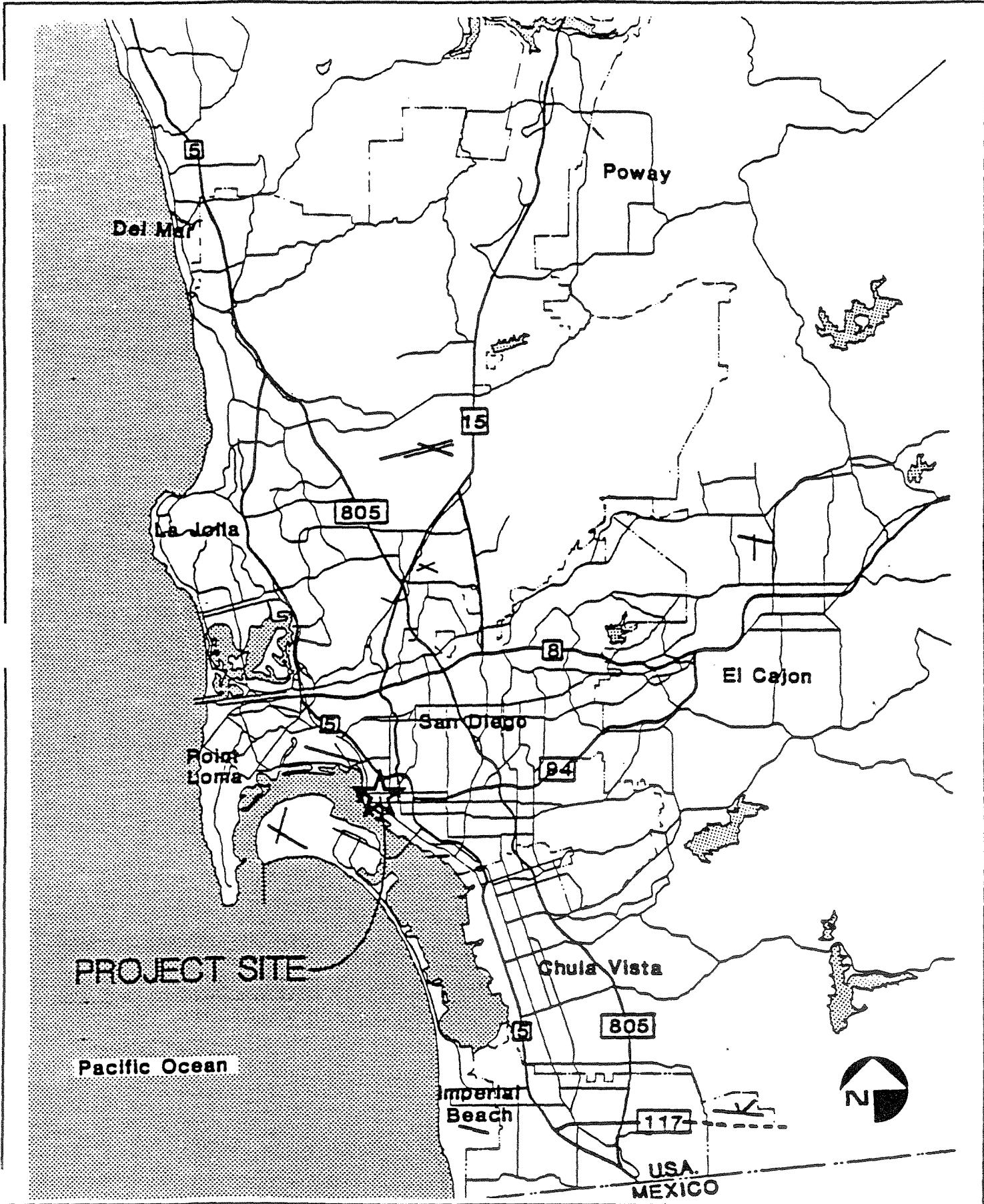
The Centre City Community Plan and Redevelopment Plan Area is located in the City of San Diego Metropolitan area (Figure 1). The City of San Diego is located approximately 15 miles from the United States International Border with Mexico and approximately 130 miles south of Los Angeles. Major north-south access routes to San Diego are Interstate 5, Interstate 805, State Route 163, and State Route 15. Major east-west access routes to San Diego are Interstate 8 and State Route 94.

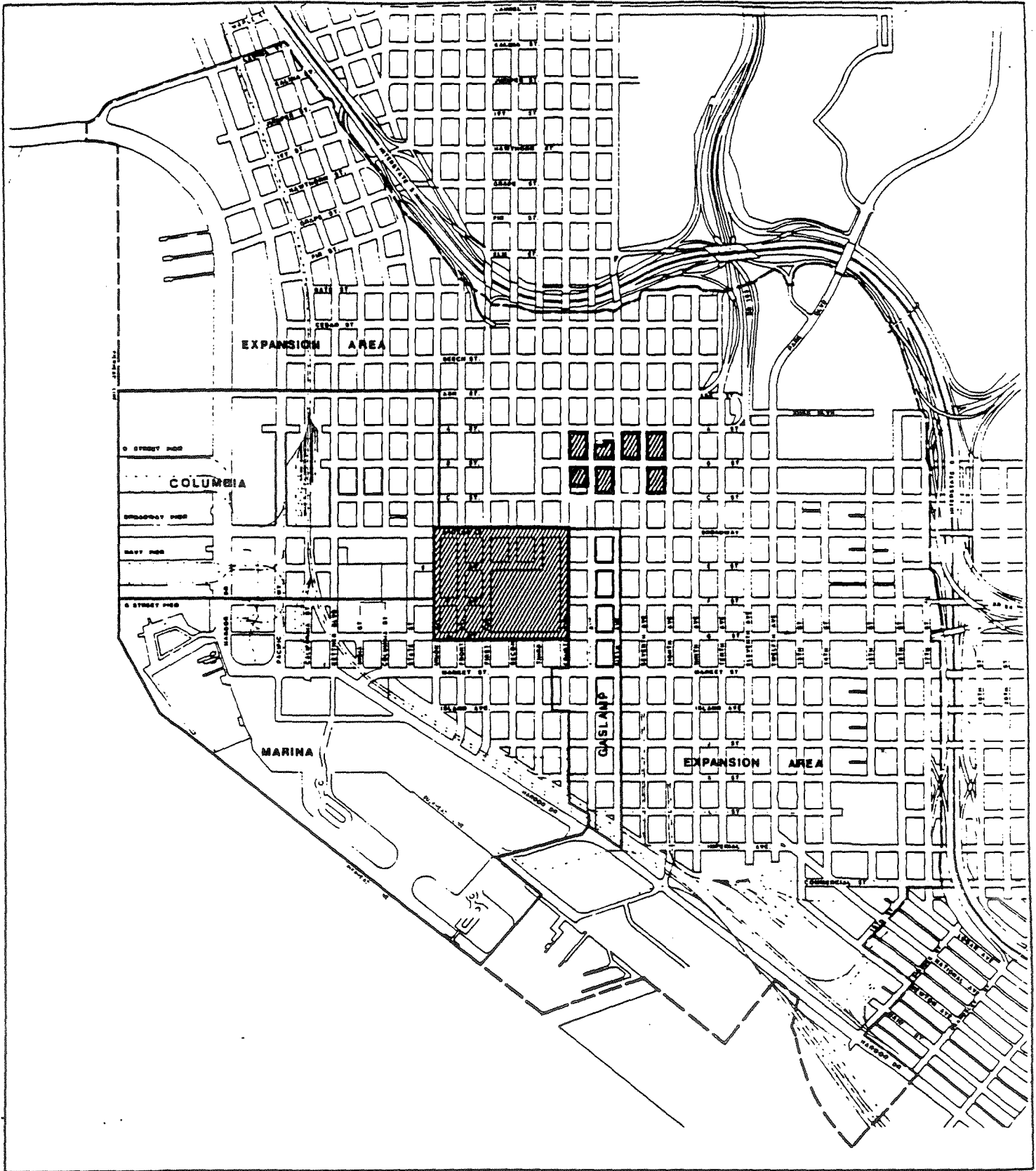
Centre City includes approximately 1535 acres of the metropolitan core, bounded on the north by Laurel Street and Interstate 5; on the east by Interstate 5, Commercial, 16th, Newton, Sigsbee, Harbor and the extension of Beardsley Street; and on the south and west by the San Diego Bay and the mean high tide line.

The EIR will address the Centre City Community Plan Update and Redevelopment Plan located within Centre City (Figure 2). The Centre City San Diego Community Plan was preliminarily approved by the San Diego City Council on July 23, 1990, although certain specific issues were referred to staff for a subsequent public hearing. The Centre City Preliminary Redevelopment Plan was approved by the City of San Diego Planning Commission on September 13, 1990. The Redevelopment Plan is intended to promote an arrangement of land use, circulation, and services which will eliminate blight, provide affordable housing for persons and families of low and moderate income, and encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the community. The fundamental purpose of State Law redevelopment projects is to expand the supply of low and moderate income housing, to expand the employment opportunities for jobless, under-employed, and low-income persons, and to provide an environment for the social, economic, and psychological growth and well-being of all citizens. Fiscal tools include the use of tax increment financing for the implementation of project activities.

Goals of the Centre City Community Plan include development of Centre City with a strong financial/commercial core surrounded by distinct but well integrated mixed-use and residential neighborhoods along with the amenities, commerce, and services necessary to










**CENTRE CITY REDEVELOPMENT PROJECT AREA BOUNDARIES**



-  AREAS EXCLUDED FROM PROJECT AREA EXPANSION
-  EXISTING PROJECT AREA BOUNDARIES
-  EXPANSION PROJECT AREA BOUNDARY

**FIGURE**  
**2**

support a vibrant urban downtown. The plan would substantially increase the number of people living downtown and provide a range of housing to meet the need of an economically and socially balanced population. The plan would also accommodate a comprehensive multi-modal transportation system that supports planned development intensities and land use patterns in Centre City. A plan objective is to increase use of mass transit, especially by daily commuters, with less reliance on automobiles and long-term downtown parking.

The plan proposes to take maximum advantage of Centre City's unique topography and waterfront setting by orienting it to people and their activities in a dynamic expanding downtown. An urban open space system is provided for in the Centre City plan that is designed to take advantage of San Diego's climate and setting; the open space system also offers both formal and informal places, and active-recreational and passive areas for downtown workers, residents and visitors.

An objective of the plan is to make Centre City the dominant center of the region for music, theatre, dance and the visual arts, for dining out and for entertainment and public festivals, and to preserve historic structures and districts which provide a tangible link to the past. The plan also proposes to promote the growth and vitality of Centre City as the primary business, educational, cultural and entertainment magnet of the region. Finally, the plan provides for the establishment of a comprehensive program to provide facilities and amenities in Centre City which are determined to be of benefit to the public.

The probable environmental effects of the proposed community plan update and redevelopment project to be addressed in the EIR include:

- Land Use;
- Transportation/Circulation;
- Air Quality;
- Noise;
- Urban Design/Aesthetics;
- Cultural Resources;
- Geotechnical;
- Water Resources;
- Hazardous Waste Contamination;
- Public Services and Utilities;

- Socioeconomics; and
- Paleontological Resources.

Alternatives to the proposed project will also be discussed in the EIR.

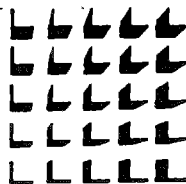
225 Broadway  
Suite 1100  
San Diego, California 92101-5074  
619/236-7101

Centre City  
Development  
Corporation

JOHN G. DAVIES  
PRESIDENT  
Gil R. Ontai  
VICE PRESIDENT  
Philip C. Blair  
SECRETARY  
Janay P. Kruger  
TREASURER

DIRECTORS  
Thomas F. Carter  
Patrick Krueger  
Henri S. Lagatella

Pamela M. Hamilton  
EXECUTIVE VICE PRESIDENT



September 25, 1990

Subject: Scoping Meeting to Solicit Agency Comments on the Centre City San Diego  
Community Plan Update and Redevelopment Plan EIR

Dear Agency Representative:

Centre City Development Corporation (CCDC) and ERC Environmental and Energy Services Company (ERCE) is holding an environmental scoping meeting on Wednesday, October 3, 1990 at 9:00 am to solicit your comments regarding the preparation of an EIR for the Centre City San Diego Community Plan Update and Redevelopment Plan. The meeting will be held at CCDC offices, 225 Broadway, Suite 1100, San Diego, California 92101. Please RSVP if you plan to attend to Beverly Schroeder at (619) 236-7101.

A copy of the NOP and Scope of Work for the environmental document is attached for your review. We look forward to seeing you at the scoping meeting next month.

CENTRE CITY DEVELOPMENT CORPORATION

Paul Desrochers  
Assistant Vice President

Attachments: NOP and EIR Scope of Work

## OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814

DATE: Sep 18, 1990

TO: Reviewing Agency

RE: CITY OF SAN DIEGO's NOP for  
CENTRE CITY SAN DIEGO COMMUNITY PLAN UPDATE AND REVIEW  
SCH # 90010898

Attached for your comment is the CITY OF SAN DIEGO's Notice of Preparation of a draft Environmental Impact Report (EIR) for the CENTRE CITY SAN DIEGO COMMUNITY PLAN UPDATE AND REVIEW.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

PAUL DESROCHERS  
CITY OF SAN DIEGO  
225 BROADWAY, SUITE 1100  
SAN DIEGO, CA 92101

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Terri Lovelady at (916) 445-0613.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp  
Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

SEP 21 1990

A handwritten signature in black ink, appearing to read "Paul".



**ACKNOWLEDGEMENT**

**State of California  
Project Notification and Review System  
Office of the Governor  
(916) 445-0613**

SCH NUMBER: 90010898  
TITLE: CENTRE CITY SAN DIEGO COMMUNITY  
PLAN UPDATE AND REVIEW  
SCH Contact: Terri Lovelady  
Dept. Date: 09/18/90  
Clearance Date: 10/18/90  
(If document received after 10 AM,  
review starts on next day.)

Please use the State Clearinghouse Number on future correspondence with this office  
and with agencies approving or reviewing your project.

This card does not verify compliance with environmental review requirements. A letter  
containing the State's comments or a letter confirming no State comments will be  
forwarded to you after the review is complete.

Rev. 8/82





# County of San Diego

NORMAN W. HICKEY  
CHIEF ADMINISTRATIVE OFFICER  
(619) 631-8228  
(Location Code 730)

CHIEF ADMINISTRATIVE OFFICE

1800 PACIFIC HIGHWAY, SAN DIEGO, CALIFORNIA 92101-2472

CENTRE CITY  
DEVELOPMENT  
CORPORATION

OCT 23 1990

October 17, 1990

Orig. To: B.W.S.  
Copy To: \_\_\_\_\_

Centre City Development Corporation  
ATTN: Beverly Schroeder  
225 Broadway, Suite 1100  
San Diego, CA 92101

RE: Comments Regarding Proposed Environmental Impact Report  
for the Centre City San Diego Community Plan Update and  
Redevelopment Plan

Dear Ms. Schroeder:

On behalf of the Chief Administrative Officer of the County of San Diego, I am responding to the Notice of Preparation of an Environmental Impact Report (EIR) for the proposed Centre City San Diego Community Plan Update and Redevelopment Plan. The County is a responsible agency since it provides regional services to the Community Plan and proposed Redevelopment Plan area. Our comments are as follows:

1. The California Environmental Quality Act provides a means for evaluating the economic and fiscal effects of projects. The EIR should include data reflecting the fiscal impact which may occur as a result of this project.
2. The project description should include a discussion of the project as a redevelopment area. This discussion should evaluate the appropriateness of the site as a redevelopment area and its conformance to criteria in the California Community Redevelopment Law which define blight (Health and Safety Code Sections 33031 and 33032).
3. The EIR should contain a description of the regional services provided by the County, including social services, public health, welfare, courts, criminal justice and other services provided both within the project area and throughout San Diego County. Existing capital and operating deficiencies should be identified, particularly with

respect to justice system services. Unless a pass-through of the County's share of property tax growth is part of the project proposal, loss of annual tax increment would undermine the County's ability to provide regional services.

4. The EIR should identify potential impacts on the demand for County services which would result from population growth or other factors. Special needs of indigent and low-income residents of the area, the extent to which those needs may be affected by project activities, and any effects on delivery of County services (e.g., higher delivery costs resulting from greater dispersion of the service population) also should be addressed.
5. The EIR should also include the environmental impacts that would result from the loss of the County's share of property tax growth. We are aware that certain agencies have indicated this type of information will be brought to light if a Fiscal Review Committee is established. However, we feel this information should be presented as part of the EIR.
6. The EIR should address the potential use of redevelopment funds to assist in providing open space in Centre City, including open space proposed on the County Administration Center parking lot sites and for twin plazas at the corner of Cedar Street and Pacific Highway, identified in the Preliminary Center Community Plan, County Administration Center Design Zone.

If you have any questions on these comments, please contact me at 531-5200.

Sincerely,



RICH ROBINSON, Director  
Office of Special Projects

RR:me

cc: Robert Griego, Deputy Chief Administrative Officer  
Lari Sheehan, Deputy Chief Administrative Officer  
Rod Calvao, Auditor and Controller

## STATE LANDS COMMISSION

BOB T. MCCARTHY, *Lieutenant Governor*  
 RAY DAVIS, *Controller*  
 JESSE R. HUFF, *Director of Finance*

EXECUTIVE OFFICE  
 1807 - 13th Street  
 Sacramento, CA 95814  
 CHARLES WARREN  
 Executive Officer

October 29, 1990

Mr. Paul Desrochers  
 City of San Diego  
 225 Broadway, Suite 1100  
 San Diego, CA 92101

CENTRE CITY  
 DEVELOPMENT  
 CORPORATION

NOV 02 1990

Orig. To: Paul D.  
 Copy To: \_\_\_\_\_

Dear Mr. Desrochers:

Staff of the State Lands Commission (SLC) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Centre City San Diego Community Plan Update and Review. Based on this review, we offer the following comments.

The SLC has jurisdiction and authority over all ungranted tidelands, submerged lands, and the beds of navigable rivers, sloughs, lakes, etc. The SLC has an oversight responsibility for tide and submerged lands legislatively granted in trust to local jurisdictions (Public Resources Code Section 6301). All tide and submerged lands, granted or ungranted, are impressed with the Common Law Public Trust. The Public Trust is a sovereign public property right held by the State or its delegated trustee for the benefit of all the people of the State. This right limits the uses of these lands to waterborne commerce, navigation, fisheries, open space, recreation, or other recognized Public Trust purposes. A lease from the Commission is required for any portion of a project extending onto State-owned lands which are under its exclusive jurisdiction.

The proposed project area includes sovereign lands of the State of California that have been transferred in trust to the San Diego Unified Port District, pursuant to Chapter 67, Statutes of 1962. The project location as described in your NOP is inconsistent with the attached map showing the Centre City Redevelopment Project Area Boundaries (Figure 2). The description states the area is bounded on the south and west by the San Diego Bay and the mean high tide line. What is depicted on Figure 2 as the south and west boundary is, for the most part, the pier head line.

We have enclosed a copy of Figure 2 which depicts the adjudicated mean high tide line per Superior Court Case #35473 City of San Diego v Arrow Packing Co., et al (1921) in red. The pier head line is depicted in green and that portion of the Centre City Planning Area boundaries coincidental with the mean high tide line in blue. The lands lying waterward of this line are subject to the above discussed Public Trust land use restrictions.

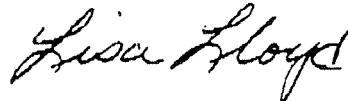
Mr. Paul Desrochers  
October 29, 1990  
Page 2

In addition to the water dependent or water oriented restrictions on the land the Port District holds in trust, revenues generated from these trust lands may not be spent outside the trust boundaries for for nontrust uses.

The SLC is particularly concerned with the natural resources and recreational opportunities of lands under its jurisdiction. We are concerned that the environmental review and decision-making processes of all agencies take into account the impacts that projects may have on Public Trust resources in and along the State's waterways. Please be sure to consider these resources within the "redevelopment" plan.

Thank you for the opportunity to comment. If you have any questions, please contact Curtis Fossum (916) 322-2277.

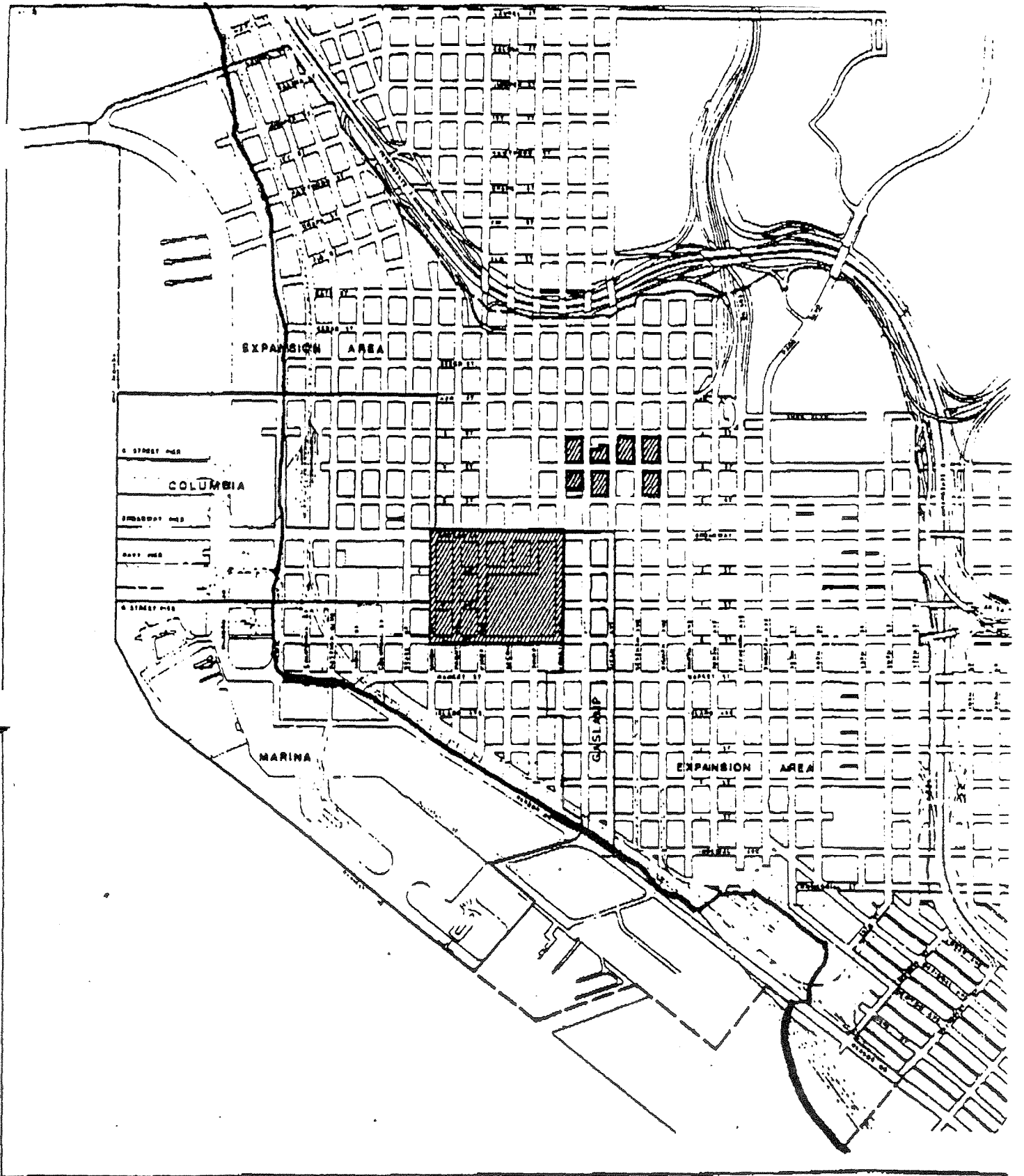
Sincerely,






Dwight E. Sanders, Chief  
Division of Environmental  
Planning and Management

Attachment

cc: Curtis Fossum



**CENTRE CITY REDEVELOPMENT PROJECT AREA BOUNDARIES**

-  AREAS EXCLUDED FROM PROJECT AREA EXPANSION
-  EXISTING PROJECT AREA BOUNDARIES
-  EXPANSION PROJECT AREA BOUNDARY



**FIGURE**  
**2**



# Port of San Diego

and Lindbergh Field Air Terminal

(619) 291-3900 • P.O. Box 488, San Diego, California 92112

October 15, 1990

Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, CA 92101

ATTN: Beverly Schroeder

SUBJECT: CENTRE CITY SAN DIEGO COMMUNITY PLAN UPDATE and  
REDEVELOPMENT PLAN EIR (EIR)  
Response to Notice of Preparation

Dear Ms. Schroeder:

The proposed Centre City Redevelopment Project Expansion Area includes transportation systems serving District lands and facilities, and includes airspace proximate to San Diego International Airport, Lindbergh Field, which is operated by the District.

The District understands that the Redevelopment Plan is intended to promote an arrangement of land use, circulation, and services which will eliminate blight, provide affordable housing, and encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the community.

The EIR for the Redevelopment Plan should address the Plan's effect on local transportation systems, including truck movements to the Tenth Avenue Marine Terminal and the San Diego Convention Center, and vehicular access to the San Diego Embarcadero and Airport facilities.

The EIR should also address the Plan's effects on the arrangement of land uses within the airport's influence area with respect to the compatibility of such uses with the operations of Lindbergh Field.

Sincerely,

RALPH T. HICKS,  
Environmental Management Coordinator

RTH/KLA/nac

cc: - F. Trull

File: - EIR Review/CCDC

CENTRE CITY  
DEVELOPMENT  
CORPORATION

OCT 16 1990

Orig. To: B.A.S.

Copy To: \_\_\_\_\_

## DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P.O. BOX 85406, SAN DIEGO 92186-5406



October 12, 1990

11-SD-005  
(Centre City-SD)Beverly Schroeder  
CCDC  
225 Broadway, Suite 1100  
San Diego, CA 92101

Dear Ms. Schroeder:

Notice of Preparation of a DEIR for the  
Centre City San Diego CPU and  
Redevelopment Plan - SCH 90010898

Caltrans District 11 will appreciate the opportunity to review the draft document. Our review will especially focus on the environmental issues of Traffic/Circulation and Air Quality. Our contact person for Interstate Route 5 is Jim Linthicum, Project Manager, Project Studies Branch "B," (619) 688-6952.

Sincerely,

JESUS M. GARCIA  
District Director

By



JAMES T. CHESHIRE, Chief  
Environmental Planning Branch

MO:wkb

CENTRE CITY  
DEVELOPMENT  
CORPORATION

OCT 16 1990

Orig. To: Bal. S.  
Copy To: \_\_\_\_\_



DEPARTMENT OF THE NAVY  
OFFICER IN CHARGE  
WESTERN DIVISION  
NAVAL FACILITIES ENGINEERING COMMAND DETACHMENT  
BROADWAY COMPLEX  
555 W. BEECH STREET, SUITE 101  
SAN DIEGO, CALIFORNIA 92101-2937

00  
Ser 0764  
04 OCT 1990

CENTRE CITY  
DEVELOPMENT  
CORPORATION

Ms. Beverly Schroeder  
Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, CA 92101-5074

OCT 10 1990

Orig. To: B.W.S.

Copy To: \_\_\_\_\_

Dear Ms. Schroeder:

Thank you for providing the Navy and this office an opportunity to provide "scoping" comments regarding the preparation of the Environmental Impact Report (EIR) for the Centre City San Diego Community Plan Update and Redevelopment Plan.

As you are aware, the Navy owns the eight city blocks bounded by Broadway, Harbor Drive and Pacific Highway known as the Navy Broadway Complex. The property is currently included within two redevelopment project areas (Marina and Columbia). Although not subject to redevelopment jurisdiction under California redevelopment laws, the Redevelopment Agency will benefit from tax increments associated with the anticipated public/private redevelopment of the Complex. The Navy has been working with the City of San Diego, the Centre City Development Corporation (CCDC), the San Diego Unified Port District, the Centre City Planning Committee, the Broadway Complex Coordinating Group and others over the past five years on a project to redevelop the Navy Broadway Complex in such a way to provide the Navy the office facilities it needs and yet enhance and extend the City's plans for the Centre City.

Consistent with a Memorandum of Understanding between the City and the Navy, a Development Agreement will be presented to the City Council for approval in the near future. The City's Final EIR for the proposed action incorporates the Navy's Final EIS on the project. Both documents are at the printers and represent, in large measure, the cooperative efforts of City and Navy staffs. The draft documents were distributed to the City and CCDC for review and comment. The final documents will be distributed later this month. These environmental documents were based on information provided to the Navy by the City identifying projected development plans and intensities in Centre City. The Navy Broadway Complex Project Final EIS fully analyzes the project's impacts within the context of the projected downtown development and identifies the mitigation measures necessitated by the project. The Centre City EIR should acknowledge and consider the Navy Broadway Complex Project, the EIS, the mitigation measures identified therein and in the proposed City Findings.



00  
Ser 0764  
04 OCT 1980

While the Navy is proceeding with plans to redevelop this property, the land will continue to be owned by the Navy and therefore outside CCDC or City of San Diego authority in matters of zoning, land use or redevelopment. The EIR for the Centre City should acknowledge this governmental relationship.

The point of contact from the Navy Broadway Complex Project for the CCDC EIR for the Centre City San Diego Community Plan Update and Redevelopment Plan is Louis Misko, at 532-3289.

Sincerely,



W. K. Goodermote  
CAPT, CEC, USN  
Officer in Charge

Copy to:  
SOUTHWESTNAVFACENCOM, San Diego, CA



THE CITY OF  
**SAN DIEGO**

EXECUTIVE COMPLEX  
1010 SECOND AVENUE • SUITE 444 (West Wing)  
SAN DIEGO, CALIFORNIA 92101-4154  
TELEPHONE: (619) 533-3174

ENGINEERING  
and  
DEVELOPMENT  
DEPARTMENT

CENTRE CITY  
DEVELOPMENT  
CORPORATION

OCT 04 1990

October 3, 1990

Orig. To: Beverly  
Copy To: \_\_\_\_\_

Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, CA 92101

Attn: Beverly Schroeder

RE: NOTICE OF PREPARATION - CENTRE CITY SAN DIEGO COMMUNITY PLAN UPDATE AND REDEVELOPMENT PLAN EIR

We are part of the Engineering and Development Department, Design Division - Tank Management Program. We have and will continue to assist CCDC in dealing with geotechnical, water resources, and hazardous waste contamination issues.

In preparing your EIR we urge you to place a strong emphasis on researching and investigating potential sources of hazardous waste contamination especially underground storage tanks. Often times record searches will not indicate their presence. Many tanks have been found where there was no record of their existence. In the area of project expansion it is likely a great number of underground storage tanks exist. Groundwater and soil contaminated by unauthorized releases from underground storage tanks can greatly affect a project's progress.

We are aware of several active earthquake faults within the project expansion area and expect that the EIR will adequately address these.

If we can be of assistance, please do not hesitate to call at 533-3174.

Sincerely,

Ted Olson  
Project Officer

cc: Paul Gagliardo

# The San Diego Community College District



9375 Camino del Rio South, San Diego, CA 92108-3883 (619) 584-6500

September 20, 1990

Facilities Services  
584-6546

Mr. Paul Desrochers  
Assistant Vice President  
Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, CA 92101-5074

Dear Mr. Desrochers:

We are in receipt of your Notice of Preparation of the Centre City San Diego Community Plan Update and Redevelopment Plan Environmental Impact Report. Even prior to receipt of this notice, San Diego Community College District staff has corresponded with you on downtown redevelopment. The District is also at various stages of negotiating agreements with the Redevelopment Agency of the City of San Diego on redevelopment projects throughout the City.

There are several District-owned facilities and a considerable number of educational programs offered in and around the Centre City area. The District derives substantial revenues from taxes collected in this region and will be significantly impacted by the expanded redevelopment project area.

A reading of the information enclosed with the above-named notice suggests that the Centre City Development Corporation (CCDC) is at a very preliminary stage in the preparation of the environmental documentation. The District should be specifically mentioned in the Environmental Impact Report (EIR) in terms of both impact and the mitigation of such impact. It is not stated within the provided information; however, there will be probable environmental effects in housing and commercial development. Both of these will translate into the need to accommodate greater numbers of students at our facilities.

The District, as a special agency of the State of California, has an autonomous mandate to carry out its mission of making education available to all who may benefit from it. Further documentation from CCDC is awaited; the District expects to be fully informed by CCDC as it prepares substantial redevelopment plans, the EIR, and other related materials. The overall goal is to negotiate a mutually beneficial agreement.

Sincerely,

Damon Schamu, P.E.  
Director, Plant and Equipment Services

SEP 24 1990

rkb

c: Chancellor Wenrich  
Augia Gallego  
Nadeem Shafi

The logo of the San Diego County Archaeological Society is circular. It features a stylized profile of a human face in the center, looking to the right. The words "SAN DIEGO COUNTY" are written in an arc above the face, and "ARCHAEOLOGICAL SOCIETY" is written in an arc below it.

# San Diego County Archaeological Society, Inc.

Environmental Impact Report Review Committee  
P. O. Box A-81106 San Diego, CA 92138

September 16, 1990

To: Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, California 92101-5074

Subject: Notice of Preparation of a Draft Environmental Impact Report  
Centre City San Diego Community Plan Update and  
Redevelopment Plan EIR

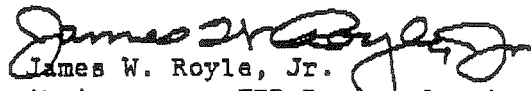
Gentlemen:

Thank you for the subject Notice of Preparation, received by this Society last week.

We are pleased to note the inclusion of cultural resources in the list of issues to be addressed in the DEIR for this project. We look forward to the opportunity to review the DEIR and its cultural resources technical report(s) when the public review period begins.

The San Diego County Archaeological Society appreciates being included in CCDC's environmental review process for this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "James W. Royle, Jr."  
James W. Royle, Jr.  
Chairperson, EIR Review Committee

cc: file

SEP 21 1990

A handwritten signature in cursive script, appearing to read "Paul".

Date October 2, 1990

Centre City Development Corporation  
225 Broadway  
Suite 1100  
San Diego, California 92101

Attention: Beverly Schroeder

Subject: Notice of Preparation  
Centre City San Diego Community Plan Update and Redevelopment Plan EIR

Dear Ms. Schroeder:

I have reviewed the Notice of Preparation for the Centre City Community Plan Update and Redevelopment Plan EIR and recommend that the following issues be discussed in the EIR:

What Urban Guidelines/Goals projected for the Harbor  
View Expansion Area? A terrific idea would be  
an historical museum in one of the historic Bridges to  
Other Comments: have pictures, books & perhaps a film of Horton's  
time to the 2000 year.

BARBARA AREY  
Name

1610 Union Street  
Address

SAN Diego, Cal. 92101  
City, State, Zip Code

Phone Number

CENTRE CITY  
DEVELOPMENT  
CORPORATION

OCT 03 1990

Orig. To: Beverly

Copy To: \_\_\_\_\_

## DEPARTMENT OF FISH AND GAME

330 Golden Shore, Suite 50  
Long Beach, CA 90802  
(213) 590-5113



September 28, 1990

Ms. Beverly Schroeder  
Centre City Development Corporation  
225 Broadway, Suite 1100  
San Diego, CA 92101

Dear Ms. Schroeder:

We have reviewed the Notice of Preparation of a Draft EIR for the Centre City San Diego Community Plan Update and Redevelopment Plan EIR project. To enable our staff to adequately review and comment on this project, we recommend the following information be included in the Draft EIR:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened and locally unique species and sensitive and critical habitats.
2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and maintenance in their natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife, but to include direct benefit to wildlife and wildlife habitat. Those discussions should consider the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

CENTRE CITY  
DEVELOPMENT  
CORPORATION

OCT 03 1990

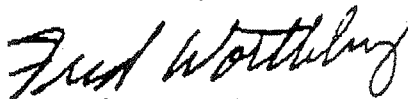
Orig. To: Ber S.  
Copy To: \_\_\_\_\_

September 28, 1990

Diversion, obstruction of the natural flow, or changes in the bed, channel, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code. Notification should be made after the project is approved by the lead agency.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Kris Lal of our Environmental Services staff at (213) 590-5137.

Sincerely,



Fred Worthley  
Regional Manager  
Region 5

cc: Office of Planning & Research



# SAN DIEGO COUNTY OFFICE OF EDUCATION

104 A VISTA ROAD

September 28, 1990

Paul Desrochers  
Assistant Vice President, Operations  
Centre City Redevelopment Agency  
225 Broadway, Suite 1100  
San Diego CA 92101

CENTRE CITY  
DEVELOPMENT  
CORPORATION

OCT 03 1990

Dear Mr. Desrochers:

Subject: Centre City Redevelopment Project

Orig. To: Paul Desrochers

Copy To: \_\_\_\_\_

This letter is part of our continuing outreach efforts to work with you on achieving an agreement for mitigation of impacts of the referenced redevelopment project on the San Diego County Office of Education (COE).

The COE, as a regional education agency, is affected by every redevelopment project within the boundaries of San Diego County and has been successful in reaching agreements with redevelopment agencies throughout the area. The following information is provided to assist in our deliberations.

### INPUT ON DRAFT EIR PREPARATION

The COE has prepared extensive analysis of redevelopment projects and their impact on our operations. Exemplary impact information is provided in attachment #1. These same components of impact and methodology will be used in assessing the impact of your project as appropriate. Your EIR documents will need to address these areas of impact at a minimum.

### ADDITIONAL INFORMATION IF FURTHER QUANTIFICATION IS NEEDED BY RDA

If you are going to hold the COE to a higher level of detailed impact assessment in light of the mitigation measures we propose, then additional information may be needed from the RDA to allow the COE to respond. Attachment #2 is a list of exemplary data based on past experience. A specific request will be made to you if necessary.

### LANGUAGE AND PROVISIONS OF DESIRED AGREEMENT

Attachment #3 is a draft memorandum of understanding with exemplary boiler plate language and provisions we desire. They are similar to those contained in agreements reached with other redevelopment agencies. It is provided to you at this early date so that these aspects of an agreement between our agencies can be ironed out now and not cause time delays later in the negotiation process when deadlines are eminent.

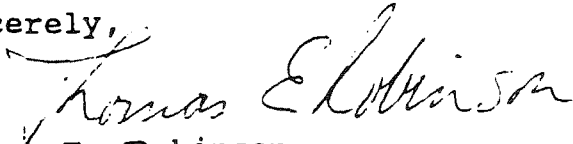
BOARD OF EDUCATION: Martin Block  Ann Navarra  Jack Port  Joe Rindone  Amy Villalobos  
Thomas C. Boysen, County Superintendent of Schools



Paul Desrochers  
September 28, 1990  
2.

I will contact you to set a meeting for further negotiation.

Sincerely,

A handwritten signature in cursive script that reads "Thomas E. Robinson". The signature is written in dark ink and is positioned above the typed name.

Thomas E. Robinson  
Director, Facility Planning

TER:ms  
Enclosures

cc: Bowie Arneson Kadi & Dixon  
David Taussig & Associates

**APPENDIX B**

**RECENTLY APPROVED AND CONSTRUCTED PROJECTS**

## APPENDIX B

The following list of recently constructed or approved projects, included in the Centre City Development Corporation's existing land use data base, includes projects approved and considered likely to be constructed. CCDC also considered these projects as "retained uses," not to be redeveloped, when developing the various buildout scenarios. The reader should be aware that some of these projects may not develop.

La Pensione Hotel at India and Date, Columbia Renaissance Building, McCormick & Mitchell Building, Radisson Hotel, Harborview, Harborview, La Pensione on Second Avenue, Ashforth Building, 400 West A, Parking Palace, Sandford Hotel, Columbia Square, Union Street Bank, One Courthouse Plaza, City Suites at Old Columbia Square, 11/B Clubsuites, Great American Plaza, Emerald-Shapery Center, Towne Square, Broadway Pier, Reidy O'Neil Building, City Villas, City Views, Seabridge Apartments, 7 On Kettner, Jacob Weinberger Courthouse, The Paladion, Horton Fourth Avenue, Peachtree Inn, Watermark, The Courtyard, Roger Morris Plaza, Market Street Townhomes, Harbor Place Inn, Marina Court, Seaport Village, Hyatt Regency Hotel, Marina Linear Park, J Street Inn, Chinese Regal Hotel, Hotel Metro/Hotel 434, One Harbor Drive, Pioneer Warehouse Lofts, and the Hotel At Brunswig Square.

## **APPENDIX C**

### **DEFINITIONS OF ACOUSTICAL TERMINOLOGY AND TABLE OF FAMILIAR NOISE SOURCES**

## Appendix C DEFINITIONS

Term	Definition
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
A-Weighted Sound Level, dB(A)	The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted.
Community Noise Equivalent Level, CNEL	CNEL is the average sound level during a 24-hour day and it is calculated by adding 5 decibels (dB) to sound levels in the evening (7 p.m. to 10 p.m.) and adding 10 dB to sound levels in the night (10 p.m. to 7 a.m.).
Ldn	Similar to CNEL, however, there is no penalty for sound levels in the evening (7:00 p.m. to 10:00 p.m.). There is approximately a 1 decibel difference between Ldn and CNEL.
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Equivalent Noise Level, Leq	The energy mean "A" weighted sound level during the measured time interval
L <sub>10</sub>	The L <sub>10</sub> is the sound level exceeded 10 percent of the time and corresponds to the peaks of noise.
L <sub>50</sub>	L <sub>50</sub> is the sound level exceeded 50 percent of the time and corresponds to the average noise.

**Appendix C (Continued)**  
**DEFINITIONS**

Term	Definition
L <sub>90</sub>	L <sub>90</sub> is the sound level exceeded 90 percent of the time and corresponds to the residual noise.
L <sub>min</sub>	The lowest A-weighted sound level measured during a designated time.
L <sub>max</sub>	The greatest A-weighted sound level measured during a designated time.

## Appendix C

### SOUND LEVELS OF TYPICAL NOISE SOURCES AND NOISE ENVIRONMENTS (A-Weighted Sound Levels)

Noise Source (at a Given Distance)	Scale of A-Weighted Sound Level in Decibels	Noise Environment	Human Judgement of Noise Loudness (Relative to a Reference Loudness of 70 Decibels*)
	140		
Military Jet Take-off with After-burner (50 ft) Civil Defense Siren (100 ft)	130	Carrier Flight Deck	
Commercial Jet Take-off (200 ft)	120		<u>Threshold of Pain</u> *32 times as loud
Pile Driver (50 ft)	110	Rock Music Concert	*16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft)	100		<u>Very Loud</u> *8 times as loud
Motorcycle (25 ft) Propeller Plane Flyover (1000 ft) Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	90	Boiler Room Printing Press Plant	*4 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	80	High Urban Ambient Sound	*2 times as loud
	70		<u>Moderately Loud</u> *70 dB (Reference Loudness)
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	60	Data Processing Center Department Store	*1/2 as loud
Light Traffic (100 ft)	50	Private Business Office	*1/4 as loud
Bird Calls (distant)	40	Lower Limit of Urban Ambient Sound	<u>Quiet</u> *1/8 as loud
Soft Whisper (5 ft)	30	Quiet Bedroom	
	20	Recording Studio	<u>Just Audible</u>
	10		<u>Threshold of Hearing</u>
	0		

**APPENDIX D**  
**SERVICE LETTERS**



December 19, 1990

FILE NO.

Lynne Trancik, ERC  
Environmental and Energy Services Company  
5510 Morehouse Drive  
San Diego, California 92121

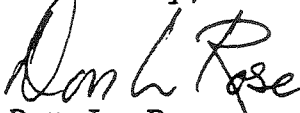
Re: Notice of Preparation, Centre City Community Plan

Ms. Trancik:

Currently, adequate facilities are in place to serve development in Centre City for the near future. SDG&E will monitor electrical load growth in the area to determine when additional facilities will be required. We anticipate that within the next 10 years another downtown substation will be needed to serve the area. Currently we expect the load center to be south of Market Street and east of 6th Avenue. This projection could change as the area develops.

If you have any questions regarding this letter, please give me a call at 696-2409.

Sincerely,



Don L. Rose  
Senior Land Planner  
Land Planning & Permits

DLR:gro

[TRANALTR.L19]



THE CITY OF

# SAN DIEGO

FIRE DEPARTMENT • 525 B STREET, SUITE 805 • SAN DIEGO, CALIFORNIA 92101

FIRE  
PREVENTION  
BUREAU

December 10, 1990

Ms. Lynne Trancik  
Environmental and Energy Services Company  
5510 Morehouse Drive  
San Diego, CA 92121

RE: ENVIRONMENTAL IMPACT REPORT FOR THE CENTRE CITY COMMUNITY PLAN

Dear Lynne:

This letter is in response to your letter dated October 25, 1990 in which you requested Fire Department feedback of the Centre City Community Plan Environmental Impact Report.

Following is the information you requested:

1. The stations which will serve the Centre City area are:

Stations	Location	Engine & Trucks
1	1st Ave. & 'B' St.	E1, E49, T1 (within areas)
3	Kalmia St. & State St.	F3 (within areas)
4	8th Ave. & 'J' St.	E4
5	9th Ave. & University Ave.	E5, T5
7	Crosby St. & National Ave.	E7
11	25th St. & Broadway	E11, T11

There are four (4) personnel on each engine and truck company. The normal downtown response is four (4) engine companies and two (2) truck companies.

2. Five target areas were evaluated for response times. They are as follows (by location, engine and truck number, and response time in minutes):

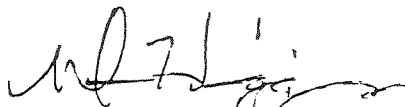
**"MAKE YOUR PLACE FIRE SAFE: Hunt for Home Hazards"**

- (S) Sigsbee Street & Harbor Drive  
E7 - 1.6, E4 - 2.3, E49 - 1.5, E1 - 1.5, T1 - 1.5, T11 - 4.9
- (N) California & Laurel Streets  
E3 - 1.5, E49 - 4.0, E1 - 4.0, E5 - 5.3, T1 - 4.0, T5 - 5.3
- (E) 16th Street & 'F' Street  
E11 - 2.2, E4 - 2.5, E7 - 4.4, E49 - 4.4, T11 - 2.2, T1 - 4.4
- (W) Pacific Highway & Broadway  
E49 - 2.2, E1 - 2.2, E3 - 3.1, E4 - 3.4, T1 - 2.2, T11 - 5.9
- (Mid) 4th Avenue & 'E' Street  
E49 - 1.8, E1 - 1.8, E4 - 2.7, E11 - 5.1, T1 - 1.8, T11 - 5.1

Since your proposal was general and included no specifics, such as planned street vacations, or other modifications which could affect fire department response, we are unable to evaluate the need for additional facilities or future adequacy of fire department services.

Once more specific plans are available, the Fire Department will be happy to evaluate your proposal further. If you have any questions, please don't hesitate to contact Garner Palenske at (619) 533-4473.

Sincerely,



Monica Higgins  
Fire Marshal

MH:cc

cc: Allen Thomason, Assistant Fire Marshal  
Norval Brewer, Division Chief  
Garner Palenske, Fire Protection Engineer  
Donna Luney, Community Research Aide



THE CITY OF  
**SAN DIEGO**

POLICE DEPARTMENT • 1401 BROADWAY  
SAN DIEGO, CALIFORNIA 92101 - 5729 • TELEPHONE (619) 531-2000

OFFICE OF  
BOB BURGREN  
CHIEF OF POLICE

IN REPLYING  
PLEASE GIVE  
OUR REF.NO.

447

November 9, 1990

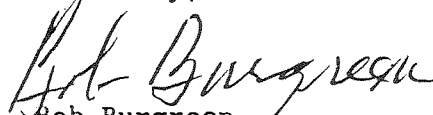
Lynne Trancik  
Environmental Analyst  
Environmental & Energy Services Co.  
5510 Morehouse Drive  
San Diego, CA 92121

Dear Miss Trancik:

The following information should be helpful in completing the Environmental Impact Report (EIR) regarding the Centre City Redevelopment Plan. It should be noted that there is no process or program available that can determine the amount of additional police resources needed if the proposed redevelopment project is approved.

- o The Central Area Command, located at 1401 Broadway, services the Centre City area.
- o There are 200 sworn personnel assigned at this division, of which 160 are patrol officers. The average response time for priority calls is 4.4 minutes.
- o The Environmental & Energy Services Company indicated the population for the Centre City area to be at 12,818. This would put the present officer to population figure at 15.6 officers per thousand. This number is quite misleading, as the population figure does not represent the thousands of citizens who enter the downtown area during the day.
- o If the population were to increase in the Centre City area by over 40,000 people in a 20 year period, as indicated by the plan, there is little doubt that this would impact police services. It is not known at this time how many additional personnel will be needed and if an additional police facility would be required.

Sincerely,

  
Bob Burgreen  
Chief of Police

BB:GS:de

LLLLL  
LLLLL  
LLLLL  
LLLLL  
LLLLL  
LLLLL  
Centre City  
Development  
Corporation

Sgt. Dave Douglas  
Special Projects  
S.D. POLICE DEPARTMENT  
1401 Broadway  
San Diego, CA 92101

SUBJECT: LAW ENFORCEMENT CAPITAL IMPROVEMENTS

This is a summary of the law enforcement capital improvements associated with the Centre City Community Plan and Redevelopment Plan. These improvements are based on the three development scenarios that I provided you on January 15, 1991.

You indicated that two types of facilities would be required; Police Substation and Technical Support Center. Police substations house field units. Technical support center provides administrative, laboratory, support facilities, and specialized units.

The standard cost of the 16,000 square foot substation (a standard configuration used throughout the City) has been \$4,000,000 in 1991 dollars not including land costs. Technical support centers are largely administrative facilities, therefore, typical costs are similar to commercial office space.

Market

- No new facilities required.

Commercial Buildout

- Police Substation 16,000 square feet
- Technical Support Center 85,000 square feet  
(one - two facilities)

Residential Buildout

- Police Substation 16,000 square feet
- Technical Support Center 60,000 square feet

February 12, 1991  
Sgt. Dave Douglas  
Page 2

As we discussed, I will assume these numbers to be correct unless I receive written comments by February 19, 1991. If you have any questions regarding this matter, please feel free to call me at 235-2200.



MARK WARDLAW  
SENIOR PLANNER

cc: Paul Desrochers  
Frank Alessi



# SAN DIEGO CITY SCHOOLS

EDUCATION CENTER • 4100 Normal Street, San Diego, CA 92103-2682 • (619) 293-8024 8326

PLANNING, RESEARCH AND EVALUATION DIVISION  
Planning Department

January 18, 1991

Mark Wardlaw  
Centre City Development  
Corporation  
225 Broadway  
Suite 1100  
San Diego, CA 92101

Mr. Wardlaw:

After our discussions this week and reviewing the pertinent data, I have assembled some information that I think will help you with your long-range planning for the Centre City area. In the table below I have included current and projected (year 2000) school site operating capacities for sites that currently have attendance areas serving the Centre City area. Note that Sherman Elementary School is currently operating with a multitrack schedule and will change to a single-track schedule when a new elementary school in the San Diego High School is built (outside of Centre City). Other capacity changes include only planned major facilities changes over the next decade, whether currently funded or not. ~~The district also redistributes many portable classrooms each year, depending upon the enrollment demands, and these are not accounted for in the figures below.~~

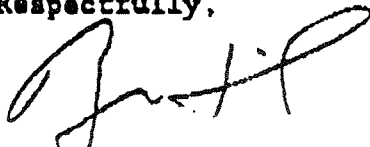
School	Capacity Current	Projected
Perkins Elementary	519	750
Sherman Elementary	1,260	1,015
Washington Elementary	<del>310</del> 360	750
Memorial Junior High	1,100	1,100
Roosevelt Junior High	1,292	1,292
San Diego Senior High	1,651	1,851

The most difficult problems with assessing the public school facility needs for the Centre City area is that it has only a small impact on most of the facilities serving the area and student attendance trends in the area. Nearly all of the high density student populations that have been impacting these and other nearby schools in recent years are located outside of the Centre City area. We have estimated that only 530 students actually reside within the area, and only 335 (or 63%) attend the schools listed in the table above. The remaining 195 students attend other district schools, either through the integration programs or other programs available.

In the data that you supplied to me about the three build-out scenarios, I noticed that you are using a projected household size of 1.5. I researched historical household size rates for Centre City and found that estimates by SANDAG include 1.50 for January 1, 1985 and 1.39 for January 1, 1990. My expectations are that this will continue to drop through to build out with the continued dominance of the highrise apartments and condos of small square footage. I estimate that the household size rate will drop to 1.25 or even lower for this area. Thus I feel that enrollments will also fall in the Centre City area while just outside this area they may grow substantially. I suggest that you review this trend and try to incorporate it into your population estimates and assessments of facility needs. It also seems to me that housing vacancy rates for the area should be addressed.

I'm sorry that I wasn't able to supply you with more specific data, but the Centre City area's relationship with public school facilities is very different than most other parts of the school district. Please let me know if I can be of any further assistance.

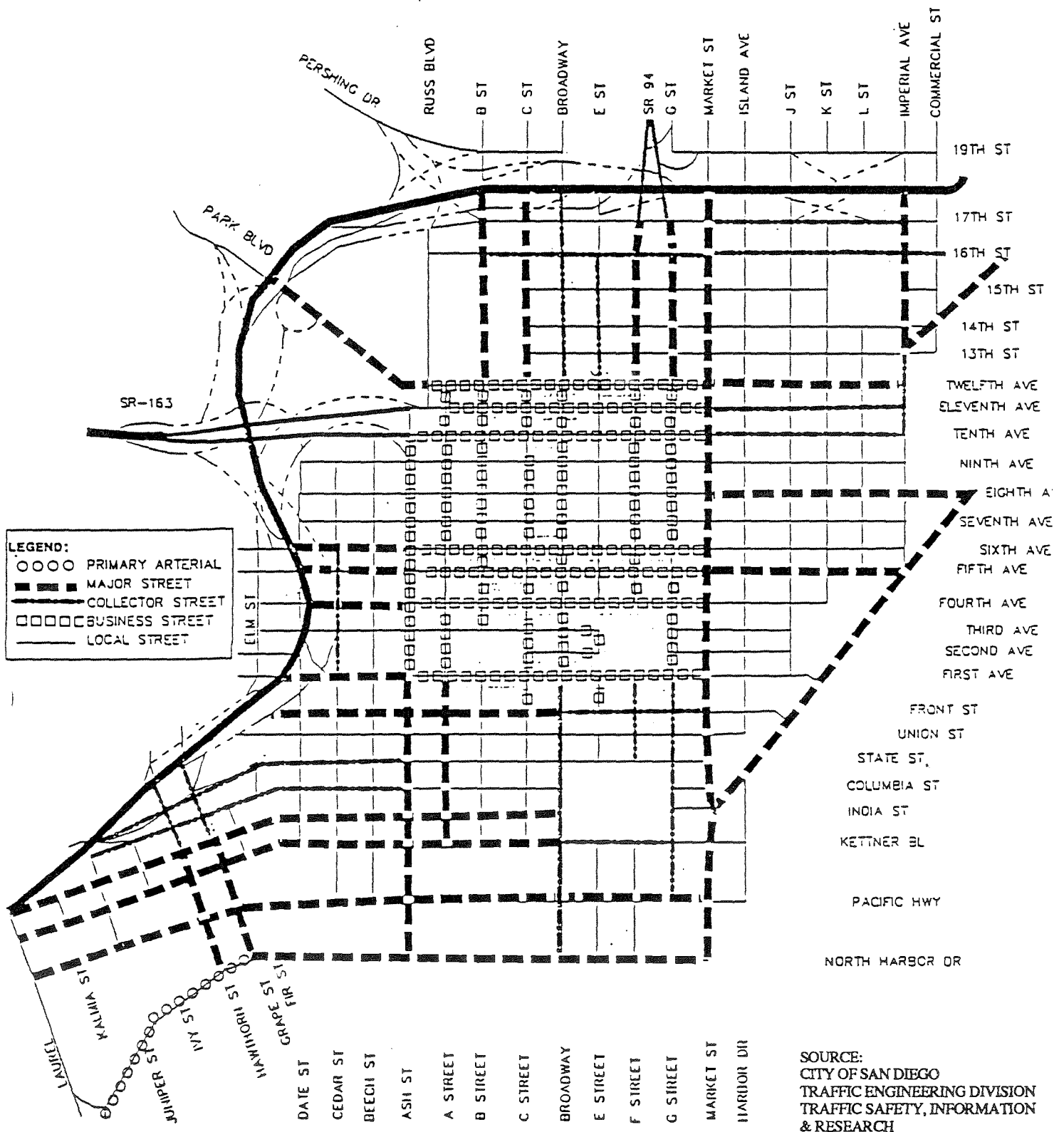
Respectfully,



Bruce Silva  
Demographer



**APPENDIX E**  
**TRAFFIC DATA**

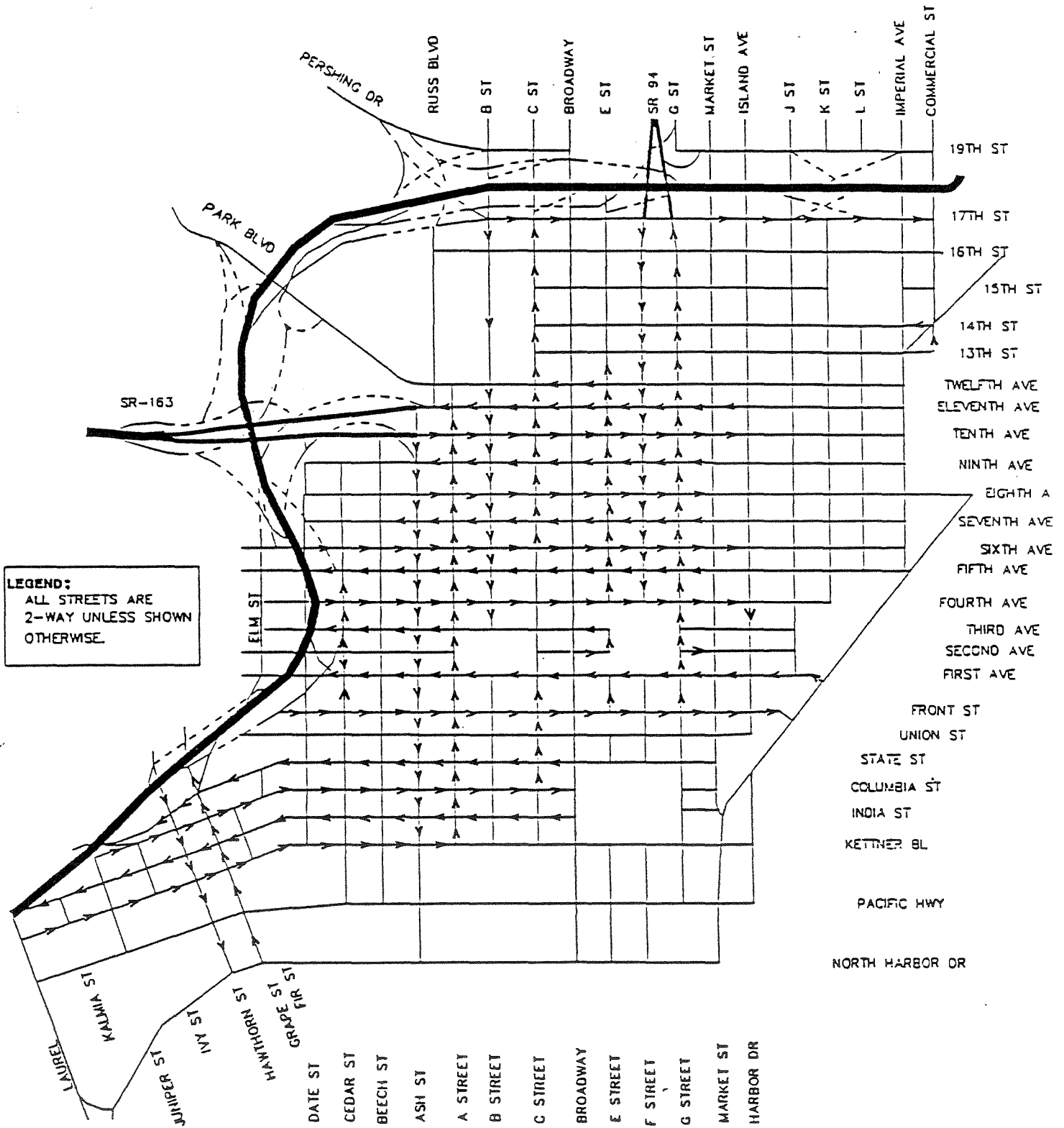


# FUNCTIONAL STREET CLASSIFICATION EXISTING CONDITIONS



**SOURCE:**  
 THE CITY OF  
 SAN DIEGO  
 DEPARTMENT OF  
 ENGINEERING & DEVELOPMENT

FIGURE 3.1-A



SOURCE: TABLE 1

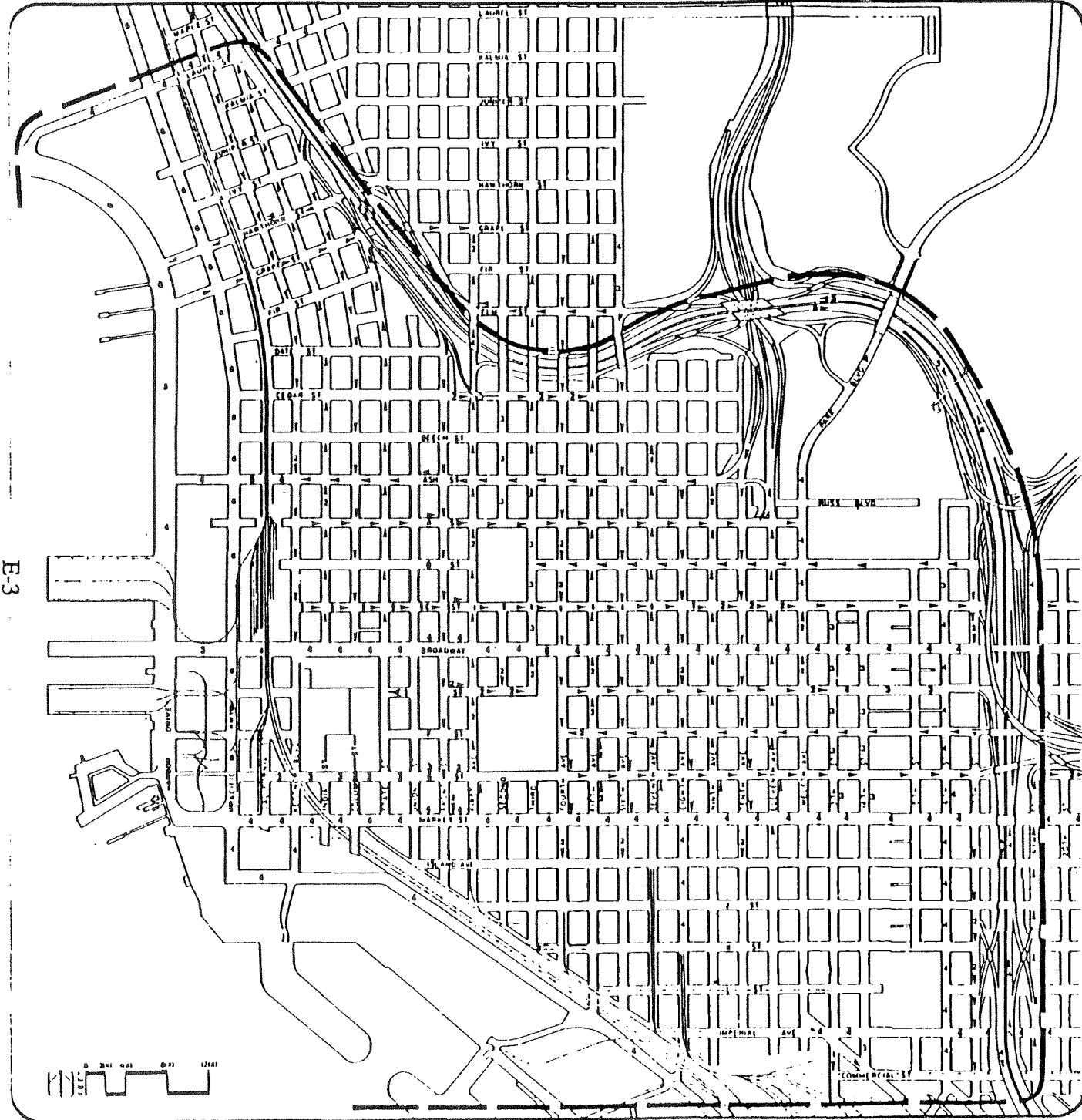


NOT TO SCALE

SOURCE:  
THE CITY OF  
SAN DIEGO  
DEPARTMENT OF  
ENGINEERING & DEVELOPMENT

# EXISTING TRAFFIC CIRCULATION

FIGURE 3.1-B



B-3

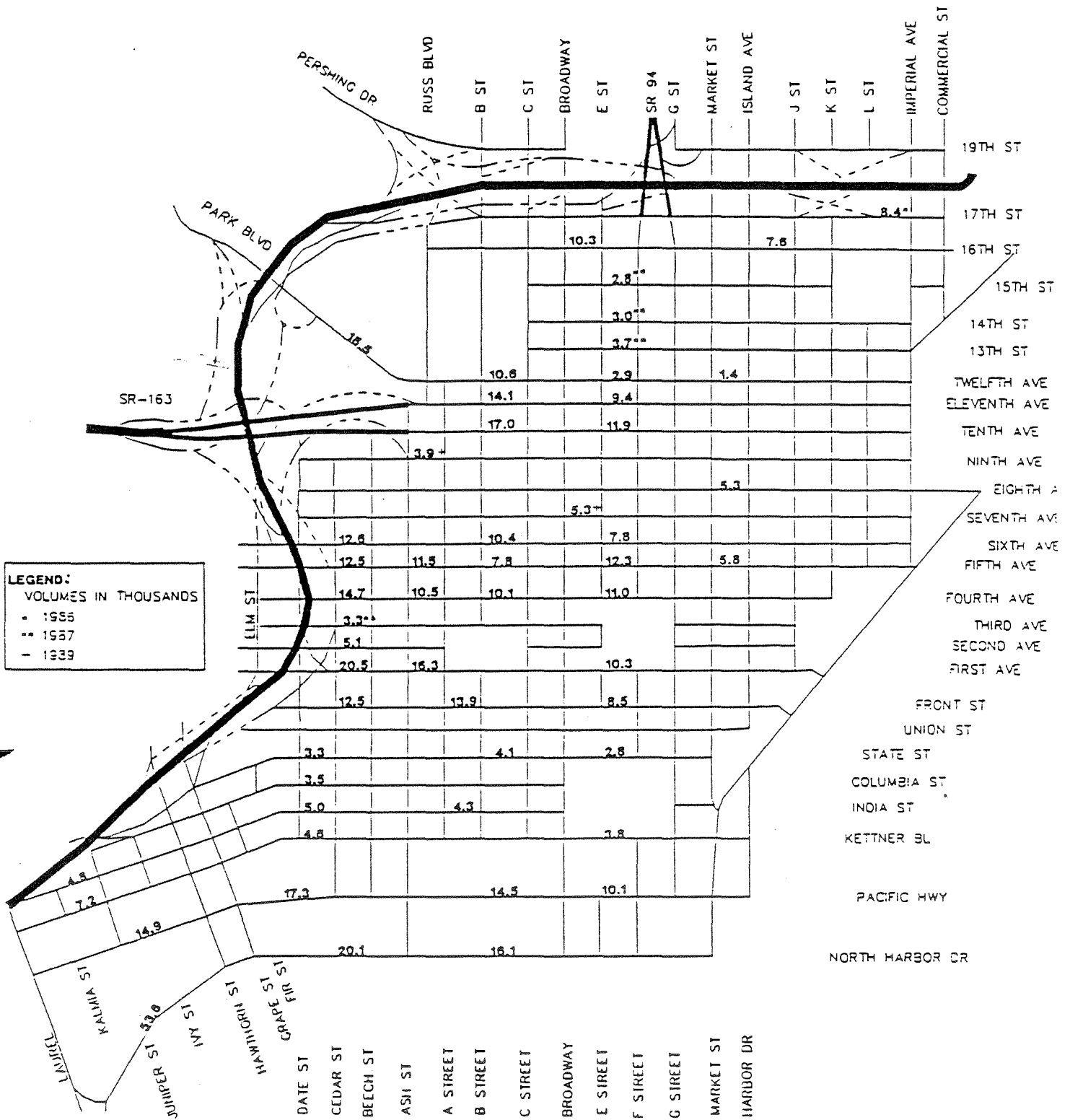
**Legend:**

**NOTES:**

1. STREETS ARE TWO DIRECTIONAL EXCEPT WHERE INDICATED.
2. TWO-WAY STREETS ARE ONE LANE IN EACH DIRECTION, EXCEPT WHERE INDICATED.
3. ONE-WAY STREETS ARE THREE LANES, EXCEPT WHERE INDICATED.

**FIGURE 3.1-C**  
**EXISTING STREET SYSTEM CHARACTERISTICS**

SOURCE:  
 PRC Engineering, Inc.



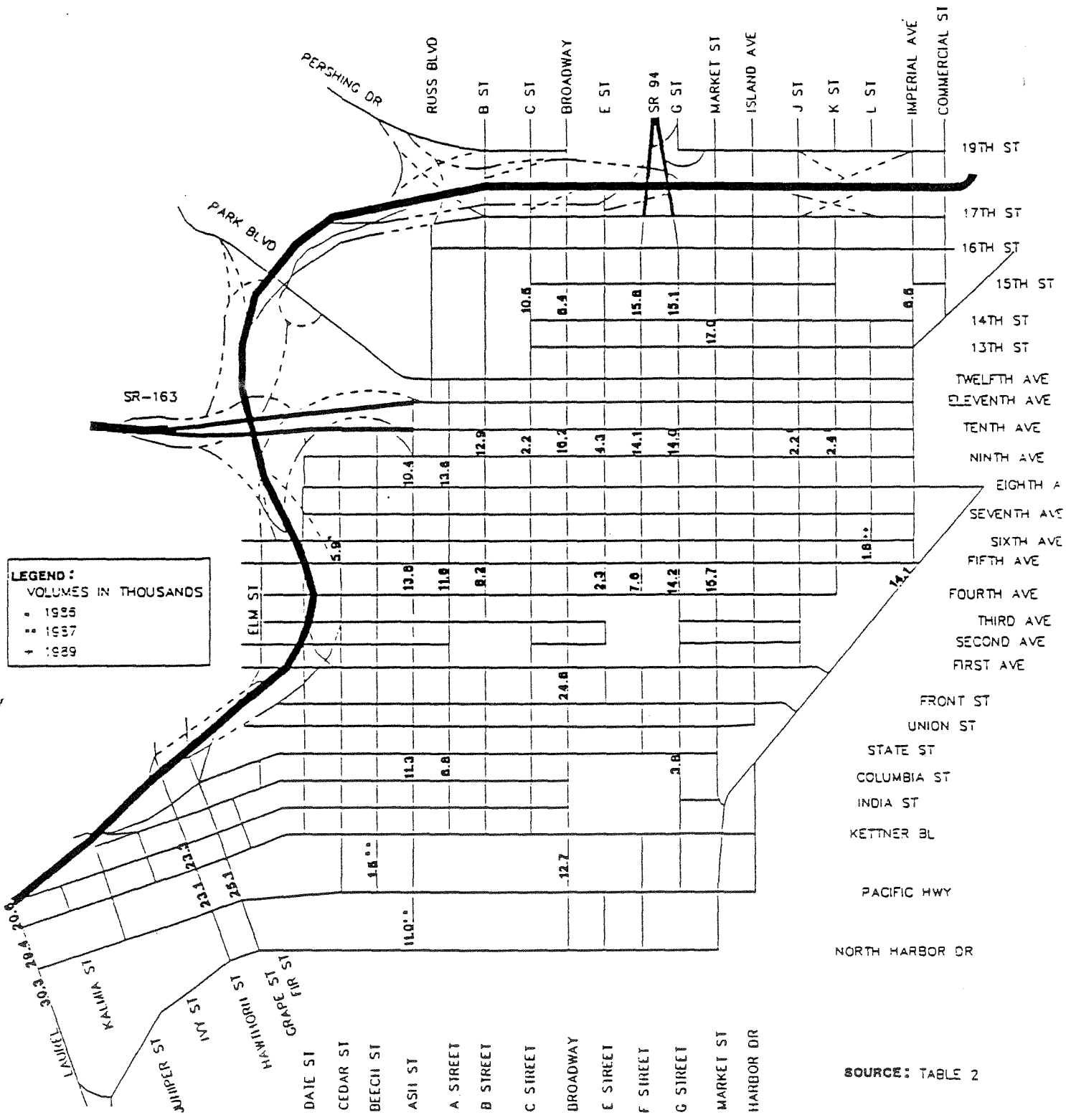
SOURCE: TABLE 2

# 1990 AVERAGE DAILY TRAFFIC VOLUMES - NORTH/SOUTH DIRECTION



SOURCE:  
 THE CITY OF  
 SAN DIEGO  
 DEPARTMENT OF  
 ENGINEERING & DEVELOPMENT

FIGURE 3.1-D



SOURCE: TABLE 2

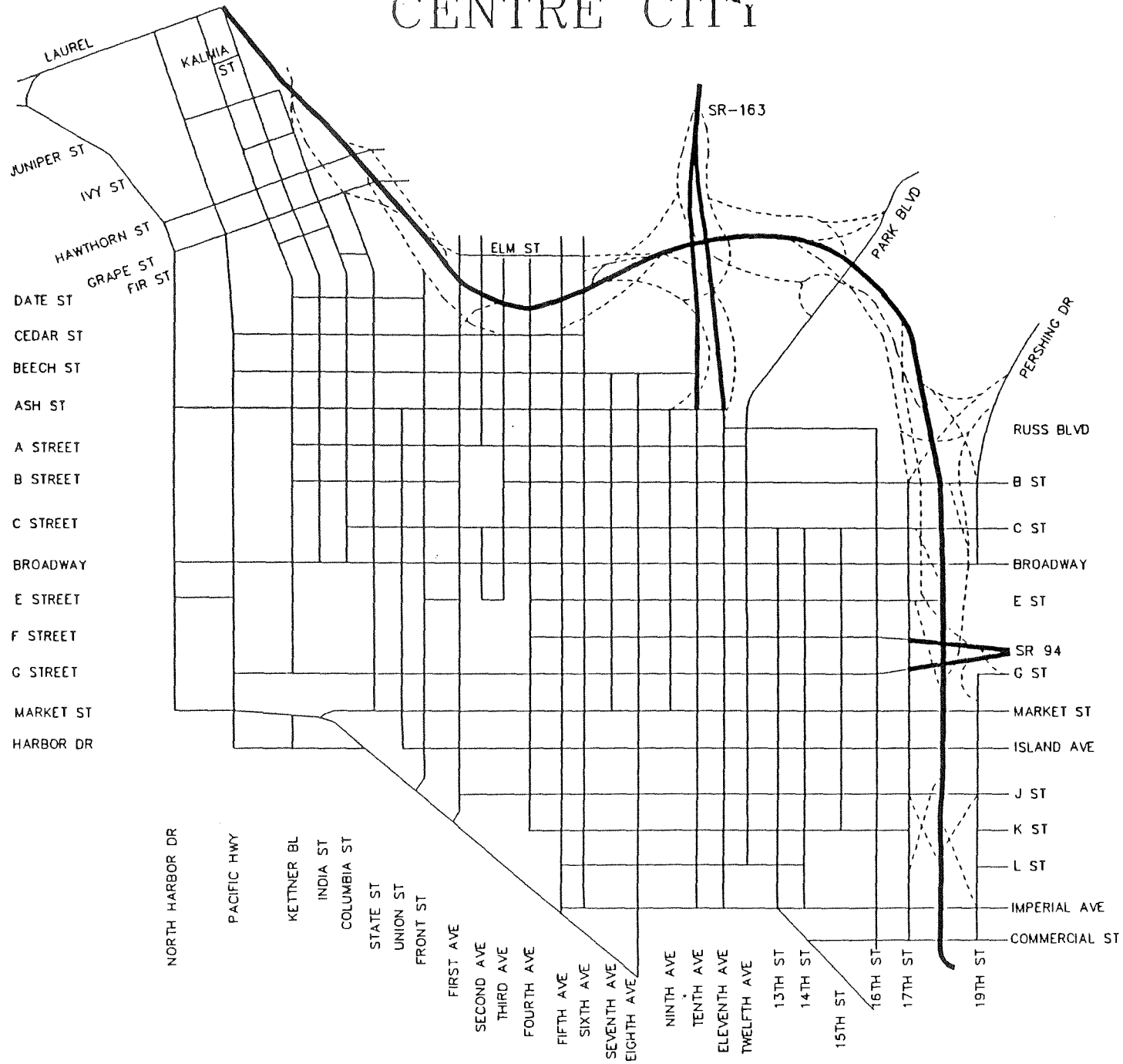
# 1990 AVERAGE DAILY TRAFFIC VOLUMES - EAST/WEST DIRECTION



SOURCE:  
 THE CITY OF  
 SAN DIEGO  
 DEPARTMENT OF  
 ENGINEERING & DEVELOPMENT

FIGURE 3.1-E

# CENTRE CITY



**FIGURE 3.2-A  
FREEWAYS AND RAMPS**

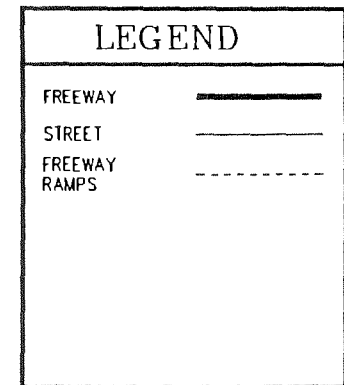


Table 3.1A  
Centre City  
Traffic Volume Summary

STREET	COUNT YEAR	ADT *	WEEKDAY AM PEAK HOUR VPH **	PEAK (%) FACTOR ***	PEAK DIR. DIST. (%) †	WEEKDAY PM PEAK HOUR VPH	PEAK (%) FACTOR	PEAK DIR. DIST. (%)
A STREET (COLUMBIA ST. TO STATE ST.) EASTBOUND 1-WAY	1990	6,800	490	7.2%	100.0%	820	12.1%	100.0%
A STREET (04TH AVE. TO 05TH AVE.) EASTBOUND 1-WAY	1990	11,800	910	7.7%	100.0%	1,480	12.5%	100.0%
A STREET (08TH AVE. TO 09TH AVE.) EASTBOUND 1-WAY	1990	13,600	770	5.7%	100.0%	2,050	15.1%	100.0%
ASH STREET (N. HARBOR DR. TO PACIFIC HWY.) EASTBOUND	1987	4,700	340	7.2%	30.0%	470	10.0%	49.0%
WESTBOUND		8,300	780	12.4%	70.0%	500	7.9%	51.0%
TOTAL		11,000	1,120	10.2%	100.0%	970	8.8%	100.0%
ASH STREET (04TH AVE. TO 05TH AVE.) WESTBOUND 1-WAY	1990	13,800	1,830	13.3%	100.0%	1,050	7.6%	100.0%
ASH STREET (08TH AVE. TO 09TH AVE.) WESTBOUND 1-WAY	1990	10,400	1,580	15.2%	100.0%	740	7.1%	100.0%
B STREET (04TH AVE. TO 05TH AVE.) WESTBOUND 1-WAY	1990	8,200	760	9.3%	100.0%	640	7.8%	100.0%
B STREET (09TH AVE. TO 10TH AVE.) WESTBOUND 1-WAY	1990	12,900	1,840	14.3%	100.0%	950	7.4%	100.0%
BEECH STREET (PACIFIC HWY. TO KETTNER BL.) † † EASTBOUND	1987	700	40	5.7%	33.0%	120	17.1%	63.0%
WESTBOUND		800	80	10.0%	67.0%	70	8.8%	37.0%
TOTAL		1,500	120	8.0%	100.0%	190	12.7%	100.0%
BROADWAY (PACIFIC HWY. TO KETTNER BL.) EASTBOUND	1990	5,500	430	7.8%	35.0%	470	8.5%	44.0%
WESTBOUND		7,200	790	11.0%	65.0%	610	8.5%	56.0%
TOTAL		12,700	1,220	9.6%	100.0%	1,080	8.5%	100.0%
BROADWAY (FRONT ST. TO 01ST AVE.) EASTBOUND	1990	11,400	780	6.8%	47.0%	840	7.4%	48.0%
WESTBOUND		13,200	890	6.7%	53.0%	930	7.0%	52.0%
TOTAL		24,600	1,670	6.8%	100.0%	1,770	7.2%	100.0%
BROADWAY (09TH AVE. TO 10TH AVE.) EASTBOUND	1990	7,600	450	5.9%	41.0%	650	8.6%	48.0%
WESTBOUND		8,600	650	7.6%	59.0%	700	8.1%	52.0%
TOTAL		16,200	1,100	6.8%	100.0%	1,350	8.3%	100.0%
BROADWAY (14TH ST. TO 15TH ST.) EASTBOUND	1990	4,500	350	7.8%	55.0%	410	9.1%	54.0%
WESTBOUND		3,900	290	7.4%	45.0%	350	9.0%	46.0%
TOTAL		8,400	640	7.6%	100.0%	760	9.0%	100.0%

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**Table 3.1A (cont'd.)  
Centre City  
Traffic Volume Summary**

STREET	COUNT YEAR	ADT *	WEEKDAY AM PEAK HOUR VPH **	PEAK (%) FACTOR ***	PEAK DIR. DIST. (%) †	WEEKDAY PM PEAK HOUR VPH	PEAK (%) FACTOR	PEAK DIR. DIST. (%)
C STREET (14TH ST. TO 15TH ST.) EASTBOUND 1-WAY	1990	10,500	680	6.5%	100.0%	1,230	11.7%	100.0%
CEDAR STREET (05TH AVE. TO 06TH AVE.) EASTBOUND	1988	2,500	330	13.2%	60.0%	250	10.0%	37.0%
WESTBOUND		3,400	220	6.5%	40.0%	420	12.4%	63.0%
TOTAL		5,900	550	8.3%	100.0%	670	11.4%	100.0%
COLUMBIA STREET (CEDAR ST. TO DATE ST.) SOUTHBOUND 1-WAY	1990	3,500	490	14.0%	100.0%	280	8.0%	100.0%
E STREET (04TH AVE. TO 05TH AVE.) EASTBOUND 1-WAY	1990	2,300	170	7.4%	100.0%	210	9.1%	100.0%
E STREET (09TH AVE. TO 10TH AVE.) EASTBOUND 1-WAY	1990	4,300	300	7.0%	100.0%	590	13.7%	100.0%
F STREET (04TH AVE. TO 05TH AVE.) WESTBOUND 1-WAY	1990	7,600	540	7.1%	100.0%	550	7.2%	100.0%
F STREET (09TH AVE. TO 10TH AVE.) WESTBOUND 1-WAY	1990	14,100	1,820	12.9%	100.0%	830	5.9%	100.0%
F STREET (14TH ST. TO 15TH ST.) WESTBOUND 1-WAY	1990	15,800	2,170	13.7%	100.0%	910	5.8%	100.0%
FRONT STREET (F ST. TO E ST.) SOUTHBOUND 1-WAY	1990	8,500	850	10.0%	100.0%	760	8.9%	100.0%
FRONT STREET (B ST. TO A ST.) SOUTHBOUND 1-WAY	1990	13,800	1,700	12.2%	100.0%	1,100	7.9%	100.0%
FRONT STREET (BEECH ST. TO CEDAR ST.) SOUTHBOUND 1-WAY	1990	12,500	1,740	13.9%	100.0%	910	7.3%	100.0%
G STREET (04TH AVE. TO 05TH AVE.) EASTBOUND 1-WAY	1990	14,200	660	4.6%	100.0%	1,300	9.2%	100.0%
G STREET (09TH AVE. TO 10TH AVE.) EASTBOUND 1-WAY	1990	14,000	820	5.9%	100.0%	1,690	12.1%	100.0%
G STREET (14TH ST. TO 15TH ST.) EASTBOUND 1-WAY	1990	15,100	930	6.2%	100.0%	2,020	13.4%	100.0%
GRAPE STREET (PACIFIC HWY. TO KETTNER BL.) EASTBOUND 1-WAY	1990	25,100	1,410	5.6%	100.0%	2,220	8.8%	100.0%

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Table 3.1A (cont'd.)
  
Centre City
  
Traffic Volume Summary

STREET	COUNT YEAR	ADT *	WEEKDAY AM PEAK HOUR VPH **	PEAK (%) FACTOR ***	PEAK DIR. DIST. (%) †	WEEKDAY PM PEAK HOUR VPH	PEAK (%) FACTOR	PEAK DIR. DIST. (%)
HARBOR DRIVE (04TH AVE. TO 05TH AVE.)								
EASTBOUND	1990	7,300	510	7.0%	44.0%	760	10.4%	59.0%
WESTBOUND		6,800	660	9.7%	58.0%	530	7.8%	41.0%
TOTAL		14,100	1,170	8.3%	100.0%	1,290	9.1%	100.0%
HAWTHORN STREET (KETTNER BL. TO INDIA ST.)								
WESTBOUND 1-WAY	1990	23,300	2,390	10.3%	100.0%	1,510	6.5%	100.0%
IMPERIAL AVENUE (14TH ST. TO 15TH ST.) ††								
EASTBOUND	1990	3,000	220	7.3%	40.0%	330	11.0%	57.0%
WESTBOUND		3,500	330	9.4%	60.0%	250	7.1%	43.0%
TOTAL		6,500	550	8.5%	100.0%	580	8.9%	100.0%
INDIA STREET (B ST. TO A ST.)								
NORTHBOUND 1-WAY	1990	4,300	300	7.0%	100.0%	520	12.1%	100.0%
INDIA STREET (CEDAR ST. TO DATE ST.)								
NORTHBOUND 1-WAY	1990	5,000	440	8.8%	100.0%	580	11.6%	100.0%
INDIA STREET (JUNIPER ST. TO KALMIA ST.)								
NORTHBOUND 1-WAY	1990	4,800	370	7.7%	100.0%	540	11.3%	100.0%
J STREET (09TH AVE. TO 10TH AVE.) ††								
EASTBOUND	1989	1,100	130	11.8%	65.0%	80	7.3%	38.0%
WESTBOUND		1,100	70	6.4%	35.0%	130	11.8%	62.0%
TOTAL		2,200	200	9.1%	100.0%	210	9.5%	100.0%
K STREET (09TH AVE. TO 10TH AVE.) ††								
EASTBOUND	1989	1,200	50	4.2%	21.0%	190	15.8%	79.0%
WESTBOUND		1,200	190	15.8%	79.0%	50	4.2%	21.0%
TOTAL		2,400	240	10.0%	100.0%	240	10.0%	100.0%
KETTNER BOULEVARD (F ST. TO E ST.) ††								
NORTHBOUND	1990	2,000	100	5.0%	42.0%	160	8.0%	53.0%
SOUTHBOUND		1,800	140	7.8%	58.0%	140	7.8%	47.0%
TOTAL		3,800	240	6.3%	100.0%	300	7.9%	100.0%
KETTNER BOULEVARD (CEDAR ST. TO DATE ST.)								
SOUTHBOUND 1-WAY	1990	4,600	470	10.2%	100.0%	410	8.9%	100.0%
KETTNER BOULEVARD (JUNIPER ST. TO KALMIA ST.)								
SOUTHBOUND 1-WAY	1990	7,200	560	7.8%	100.0%	630	8.8%	100.0%
L STREET (05TH AVE. TO 06TH AVE.) ††								
EASTBOUND	1987	900	70	7.8%	54.0%	60	6.7%	40.0%
WESTBOUND		900	60	6.7%	48.0%	90	10.0%	60.0%
TOTAL		1,800	130	7.2%	100.0%	150	8.3%	100.0%

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Table A (cont'd.)  
Centre City  
Traffic Volume Summary

STREET	COUNT YEAR	ADT *	WEEKDAY AM PEAK HOUR VPH **	PEAK (%) FACTOR ***	PEAK DIR. DIST. (%) †	WEEKDAY PM PEAK HOUR VPH	PEAK (%) FACTOR	PEAK DIR. DIST. (%)
LAUREL STREET (PACIFIC HWY. TO KETTNER BL.)								
EASTBOUND	1990	15,400	930	6.0%	44.0%	1,340	8.7%	59.0%
WESTBOUND		14,000	1,180	8.4%	56.0%	940	6.7%	41.0%
TOTAL		29,400	2,110	7.2%	100.0%	2,280	7.8%	100.0%
MARKET STREET (04TH AVE. TO 05TH AVE.)								
EASTBOUND	1990	7,000	460	6.6%	35.0%	770	11.0%	52.0%
WESTBOUND		8,700	850	9.8%	65.0%	720	8.3%	48.0%
TOTAL		15,700	1,310	8.3%	100.0%	1,490	9.5%	100.0%
MARKET STREET (13TH ST. TO 14TH ST.)								
EASTBOUND	1990	8,200	580	7.1%	35.0%	990	12.1%	61.0%
WESTBOUND		8,800	1,070	12.2%	65.0%	830	7.2%	39.0%
TOTAL		17,000	1,650	9.7%	100.0%	1,820	9.5%	100.0%
NORTH HARBOR DRIVE (BROADWAY TO ASH ST.)								
NORTHBOUND	1990	7,900	560	7.1%	49.0%	630	8.0%	46.0%
SOUTHBOUND		8,200	590	7.2%	51.0%	740	9.0%	54.0%
TOTAL		16,100	1,150	7.1%	100.0%	1,370	8.5%	100.0%
NORTH HARBOR DRIVE (HAWTHORN ST. TO LAUREL ST.)								
NORTHBOUND	1990	26,300	2,330	8.9%	57.0%	1,790	6.8%	45.0%
SOUTHBOUND		27,300	1,760	6.4%	43.0%	2,180	8.0%	55.0%
TOTAL		53,600	4,090	7.6%	100.0%	3,970	7.4%	100.0%
PACIFIC HIGHWAY (F ST. TO E ST.)								
NORTHBOUND	1990	6,500	390	7.1%	57.0%	420	7.6%	44.0%
SOUTHBOUND		4,600	290	6.3%	43.0%	530	11.5%	56.0%
TOTAL		10,100	680	6.7%	100.0%	950	9.4%	100.0%
PACIFIC HIGHWAY (BROADWAY TO ASH ST.)								
NORTHBOUND	1990	8,500	560	6.6%	53.0%	760	8.9%	61.0%
SOUTHBOUND		6,000	490	8.2%	47.0%	490	8.2%	39.0%
TOTAL		14,500	1,050	7.2%	100.0%	1,250	8.6%	100.0%
PACIFIC HIGHWAY (CEDAR ST. TO ELM ST.)								
NORTHBOUND	1990	10,800	810	7.5%	60.0%	1,000	9.3%	64.0%
SOUTHBOUND		6,500	550	8.5%	40.0%	560	8.6%	36.0%
TOTAL		17,300	1,360	7.9%	100.0%	1,560	9.0%	100.0%
PACIFIC HIGHWAY (HAWTHORN ST. TO JUNIPER ST.)								
NORTHBOUND	1990	9,000	660	7.3%	46.0%	460	5.1%	46.0%
SOUTHBOUND		5,900	770	13.1%	54.0%	540	9.2%	54.0%
TOTAL		14,900	1,430	9.6%	100.0%	1,000	6.7%	100.0%
PARK BOULEVARD (RUSS BL TO I-5)								
NORTHBOUND	1990	7,800	660	8.5%	47.0%	750	9.6%	53.0%
SOUTHBOUND		7,700	740	9.6%	53.0%	670	8.7%	47.0%
TOTAL		15,500	1,400	9.0%	100.0%	1,420	9.2%	100.0%

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**Table 3.1A (cont'd.)  
Centre City  
Traffic Volume Summary**

STREET	COUNT YEAR	ADT *	WEEKDAY AM PEAK HOUR VPH **	PEAK (%) FACTOR ***	PEAK DIR. DIST. (%) †	WEEKDAY PM PEAK HOUR VPH	PEAK (%) FACTOR	PEAK DIR. DIST. (%)
STATE STREET (C ST. TO B ST.) NORTHBOUND 1-WAY	1990	4,100	300	7.3%	100.0%	420	10.2%	100.0%
STATE STREET (CEDAR ST. TO DATE ST.) NORTHBOUND 1-WAY	1990	3,300	230	7.0%	100.0%	550	16.7%	100.0%
01ST AVENUE (F ST. TO E ST.) NORTHBOUND 1-WAY	1990	10,300	810	5.0%	100.0%	930	9.0%	100.0%
01ST AVENUE (BEECH ST. TO CEDAR ST.) NORTHBOUND 1-WAY	1990	20,500	1,400	6.8%	100.0%	2,410	11.8%	100.0%
02ND AVENUE (BEECH ST. TO CEDAR ST.) † †								
NORTHBOUND	1990	2,500	70	2.8%	13.0%	320	12.8%	80.0%
SOUTHBOUND		2,600	490	18.8%	87.0%	80	3.1%	20.0%
TOTAL		5,100	560	11.0%	100.0%	400	7.8%	100.0%
03RD AVENUE (BEECH ST. TO CEDAR ST.) NORTHBOUND 1-WAY	1987	3,300	270	8.2%	100.0%	390	11.8%	100.0%
04TH AVENUE (F ST. TO E ST.) SOUTHBOUND 1-WAY	1990	11,000	880	8.0%	100.0%	910	8.3%	100.0%
04TH AVENUE (BEECH ST. TO CEDAR ST.) SOUTHBOUND 1-WAY	1990	14,700	1,600	10.9%	100.0%	1,220	8.3%	100.0%
05TH AVENUE (A ST. TO ASH ST.) NORTHBOUND 1-WAY	1990	11,500	880	7.7%	100.0%	1,250	10.9%	100.0%
05TH AVENUE (BEECH ST. TO CEDAR ST.) NORTHBOUND 1-WAY	1990	12,500	980	7.8%	100.0%	1,600	12.8%	100.0%
06TH AVENUE (C ST. TO B ST.) SOUTHBOUND 1-WAY	1990	10,400	860	8.3%	100.0%	930	8.9%	100.0%
06TH AVENUE (BEECH ST. TO CEDAR ST.) SOUTHBOUND 1-WAY	1990	12,600	1,330	10.6%	100.0%	1,020	8.1%	100.0%
07TH AVENUE (E ST. TO BROADWAY) NORTHBOUND 1-WAY	1989	5,300	380	7.2%	100.0%	610	11.5%	100.0%
08TH AVENUE (ISLAND AVE. TO MARKET ST.) † †								
NORTHBOUND	1990	2,600	190	7.3%	43.0%	330	12.7%	56.0%
SOUTHBOUND		2,700	250	9.3%	57.0%	260	9.6%	44.0%
TOTAL		5,300	440	8.3%	100.0%	590	11.1%	100.0%
09TH AVENUE (A ST. TO ASH ST.) NORTHBOUND 1-WAY	1989	3,900	580	14.9%	100.0%	310	7.9%	100.0%

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Table 1 (cont'd.)  
Centre City  
Traffic Volume Summary

STREET	COUNT YEAR	ADT *	WEEKDAY AM PEAK HOUR VPH **	PEAK (%) FACTOR ***	PEAK DIR. DIST. (%) †	WEEKDAY PM PEAK HOUR VPH	PEAK (%) FACTOR	PEAK DIR. DIST. (%)
10TH AVENUE (C ST. TO B ST.) SOUTHBOUND 1-WAY	1990	17,000	1,350	7.9%	100.0%	1,340	7.9%	100.0%
11TH AVENUE (F ST. TO E ST.) NORTHBOUND 1-WAY	1990	9,400	810	8.5%	100.0%	840	10.0%	100.0%
11TH AVENUE (C ST. TO B ST.) NORTHBOUND 1-WAY	1990	14,100	970	6.9%	100.0%	1,490	10.6%	100.0%
12TH AVENUE (F ST. TO E ST.) NORTHBOUND	1990	2,600	200	7.7%	87.0%	230	8.8%	85.0%
SOUTHBOUND		300	30	10.0%	13.0%	40	13.3%	15.0%
TOTAL		2,900	230	7.8%	100.0%	270	9.3%	100.0%
12TH AVENUE (C ST. TO B ST.) NORTHBOUND	1990	3,300	230	7.0%	34.0%	280	8.5%	27.0%
SOUTHBOUND		7,300	450	6.2%	68.0%	770	10.5%	73.0%
TOTAL		10,600	680	6.4%	100.0%	1,050	9.9%	100.0%
13TH STREET (F ST. TO E ST.) ††								
NORTHBOUND	1987	1,900	90	4.7%	35.0%	220	11.6%	59.0%
SOUTHBOUND		1,800	170	9.4%	65.0%	150	8.3%	41.0%
TOTAL		3,700	260	7.0%	100.0%	370	10.0%	100.0%
14TH STREET (F ST. TO E ST.) ††								
NORTHBOUND	1987	1,500	100	6.7%	40.0%	210	14.0%	70.0%
SOUTHBOUND		1,500	150	10.0%	60.0%	90	6.0%	30.0%
TOTAL		3,000	250	8.3%	100.0%	300	10.0%	100.0%
15TH STREET (F ST. TO E ST.) ††								
NORTHBOUND	1987	1,400	60	4.3%	29.0%	100	7.1%	36.0%
SOUTHBOUND		1,400	150	10.7%	71.0%	180	12.9%	64.0%
TOTAL		2,800	210	7.5%	100.0%	280	10.0%	100.0%
16TH STREET (E ST. TO BROADWAY) NORTHBOUND	1990	5,800	380	6.6%	39.0%	490	8.4%	55.0%
SOUTHBOUND		4,500	600	13.3%	81.0%	400	8.9%	45.0%
TOTAL		10,300	980	9.5%	100.0%	890	8.6%	100.0%
17TH STREET (IMPERIAL AVE. TO L ST.) SOUTHBOUND 1-WAY	1986	8,400	680	8.1%	100.0%	760	9.0%	100.0%

\* AVERAGE DAILY TRAFFIC.

\*\* VEHICLES PER HOUR.

\*\*\* PERCENT OF (ANNUAL) AVERAGE DAILY TRAFFIC.

† PEAK DIRECTIONAL DISTRIBUTION (%).

†† ASSUMED DIRECTIONAL DISTRIBUTION % BASED ON EXISTING INTERSECTION TRAFFIC VOLUME COUNTS.

**Table 3.1B  
Centre City  
Roadway Link Capacity Analysis Summary**

STREET	COUNT YEAR	NUMBER OF LANES	WEEKDAY AM PEAK HOUR / PEAK DIRECTION		WEEKDAY PM PEAK HOUR / PEAK DIRECTION	
			VOLUME VPH *	LOS **	VOLUME VPH	LOS
A STREET (COLUMBIA ST. TO STATE ST.) EASTBOUND 1-WAY	1990	3	490	C	820	C
A STREET (04TH AVE. TO 05TH AVE.) EASTBOUND 1-WAY	1990	3	910	C	1,480	C
A STREET (08TH AVE. TO 09TH AVE.) EASTBOUND 1-WAY	1990	3	770	C	2,050	C
ASH STREET (N. HARBOR DR. TO PACIFIC HWY.) EASTBOUND WESTBOUND	1987	4	780	C	500	C
ASH STREET (04TH AVE. TO 05TH AVE.) WESTBOUND 1-WAY	1990	3	1,830	C	1,050	C
ASH STREET (08TH AVE. TO 09TH AVE.) WESTBOUND 1-WAY	1990	3	1,580	C	740	C
B STREET (04TH AVE. TO 05TH AVE.) WESTBOUND 1-WAY	1990	3	760	C	640	C
B STREET (09TH AVE. TO 10TH AVE.) WESTBOUND 1-WAY	1990	3	1,840	C	950	C
BEECH STREET (PACIFIC HWY. TO KETTNER BL) ***,+ EASTBOUND WESTBOUND	1987	2	80	C	120	C
BROADWAY (PACIFIC HWY. TO KETTNER BL) ++ EASTBOUND WESTBOUND	1990	4	790	D	610	D
BROADWAY (FRONT ST. TO 01ST AVE) ++ EASTBOUND WESTBOUND	1990	4	890	D	930	D
BROADWAY (09TH AVE. TO 10TH AVE) ++ EASTBOUND WESTBOUND	1990	4	650	D	700	D
BROADWAY (14TH AVE. TO 15TH AVE.) EASTBOUND WESTBOUND	1990	4	350	C	410	C
C STREET (14TH ST. TO 15TH ST.) + EASTBOUND 1-WAY	1990	2	680	C	1,230	D

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Table 3. (cont'd.)  
Centre City  
Roadway Link Capacity Analysis Summary

STREET	COUNT YEAR	NUMBER OF LANES	WEEKDAY		WEEKDAY	
			AM PEAK HOUR / PEAK DIRECTION		PM PEAK HOUR / PEAK DIRECTION	
			VOLUME VPH *	LOS **	VOLUME VPH	LOS
CEDAR STREET (05TH AVE. TO 06TH AVE.) + EASTBOUND WESTBOUND	1988	2	330	C	420	D
COLUMBIA STREET (CEDAR ST. TO DATE ST.) + SOUTHBOUND 1-WAY	1990	3	490	C	280	C
E STREET (04TH AVE. TO 05TH AVE.) + EASTBOUND 1-WAY	1990	3	170	C	210	C
E STREET (09TH AVE. TO 10TH AVE.) + EASTBOUND 1-WAY	1990	3	300	C	590	C
F STREET (04TH AVE. TO 05TH AVE.) WESTBOUND 1-WAY	1990	3	540	C	550	C
F STREET (09TH AVE. TO 10TH AVE.) WESTBOUND 1-WAY	1990	3	1,820	C	830	C
F STREET (14TH ST. TO 15TH ST.) WESTBOUND 1-WAY	1990	3	2,170	C	910	C
FRONT STREET (F ST. TO E ST.) SOUTHBOUND 1-WAY	1990	3	850	C	760	C
FRONT STREET (B ST. TO A ST.) SOUTHBOUND 1-WAY	1990	3	1,700	C	1,100	C
FRONT STREET (BEECH ST. TO CEDAR ST.) SOUTHBOUND 1-WAY	1990	3	1,740	C	910	C
G STREET (04TH AVE. TO 05TH AVE.) EASTBOUND 1-WAY	1990	3	660	C	1,300	C
G STREET (09TH AVE. TO 10TH AVE.) EASTBOUND 1-WAY	1990	3	820	C	1,690	C
G STREET (14TH ST. TO 15TH ST.) EASTBOUND 1-WAY	1990	3	930	C	2,020	C
GRAPE STREET (PACIFIC HWY. TO KETTNER BL.) EASTBOUND 1-WAY	1990	3	1,410	C	2,220	D
HARBOR DRIVE (04TH AVE. TO 05TH AVE.) EASTBOUND WESTBOUND	1990	4	660	C	760	C
HAWTHORN STREET (KETTNER BL. TO INDIA ST.) WESTBOUND 1-WAY	1990	3	2,390	D	1,510	C

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Table 3.1B (cont'd.)  
Centre City  
Roadway Link Capacity Analysis Summary

STREET	COUNT YEAR	NUMBER OF LANES	WEEKDAY		WEEKDAY	
			AM PEAK HOUR / PEAK DIRECTION		PM PEAK HOUR / PEAK DIRECTION	
			VOLUME VPH *	LOS **	VOLUME VPH	LOS
IMPERIAL AVENUE (14TH ST. TO 15TH ST.) ***,+ EASTBOUND WESTBOUND	1990	4	330	C	330	C
INDIA STREET (B ST. TO A ST.) + NORTHBOUND 1-WAY	1990	3	300	C	520	C
INDIA STREET (CEDAR ST. TO DATE ST.) + NORTHBOUND 1-WAY	1990	3	440	C	580	C
INDIA STREET (JUNIPER ST. TO KALMIA ST.) + NORTHBOUND 1-WAY	1990	3	370	C	540	C
J STREET (09TH AVE. TO 10TH AVE.) ***,+ EASTBOUND WESTBOUND	1989	2	130	C	130	C
K STREET (09TH AVE. TO 10TH AVE.) ***,+ EASTBOUND WESTBOUND	1989	2	190	C	190	C
KETTNER BOULEVARD (F ST. TO E ST.) ***,+ NORTHBOUND SOUTHBOUND	1990	2	140	C	160	C
KETTNER BOULEVARD (CEDAR ST. TO DATE ST.) + SOUTHBOUND 1-WAY	1990	3	470	C	410	C
KETTNER BOULEVARD (JUNIPER ST. TO KALMIA ST.) + SOUTHBOUND 1-WAY	1990	3	560	C	630	C
L STREET (05TH AVE. TO 06TH AVE.) ***,+ EASTBOUND WESTBOUND	1987	2	70	C	90	C
LAUREL STREET (PACIFIC HWY. TO KETTNER BL.) EASTBOUND WESTBOUND	1990	4	1,180	C	1,340	D
MARKET STREET (04TH AVE. TO 05TH AVE.) EASTBOUND WESTBOUND	1990	4	850	C	770	C
MARKET STREET (13TH ST. TO 14TH ST.) EASTBOUND WESTBOUND	1990	4	1,070	C	890	C
NORTH HARBOR DRIVE (BROADWAY TO ASH ST.) + NORTHBOUND SOUTHBOUND	1990	4	590	C	740	C



Tab 1B (cont'd.)  
Centre City  
Roadway Link Capacity Analysis Summary

STREET	COUNT YEAR	NUMBER OF LANES	WEEKDAY AM PEAK HOUR / PEAK DIRECTION		WEEKDAY PM PEAK HOUR / PEAK DIRECTION	
			VOLUME VPH *	LOS **	VOLUME VPH	LOS
NORTH HARBOR DRIVE (HAWTHORN ST. TO LAUREL ST.) NORTHBOUND	1990	4	2,330	F		
SOUTHBOUND					2,180	F
PACIFIC HIGHWAY (F ST. TO E ST.) NORTHBOUND	1990	6	390	C		
SOUTHBOUND					530	C
PACIFIC HIGHWAY (BROADWAY TO ASH ST.) NORTHBOUND	1990	6	560	C		
SOUTHBOUND					760	C
PACIFIC HIGHWAY (CEDAR ST. TO ELM ST.) NORTHBOUND	1990	6	810	C		
SOUTHBOUND					1,000	C
PACIFIC HIGHWAY (HAWTHORN ST. TO JUNIPER ST.) NORTHBOUND	1990	6	770	C		
SOUTHBOUND					540	C
PARK BOULEVARD (RUSS BL TO I-5) NORTHBOUND	1990	4			750	C
SOUTHBOUND			740	C		
STATE STREET (C ST. TO B ST.) + NORTHBOUND 1-WAY	1990	3	300	C	420	C
STATE STREET (CEDAR ST. TO DATE ST.) + NORTHBOUND 1-WAY	1990	3	230	C	550	C
01ST AVENUE (F ST. TO E ST.) NORTHBOUND 1-WAY	1990	3	610	C	930	C
01ST AVENUE (BEECH ST. TO CEDAR ST.) NORTHBOUND 1-WAY	1990	3	1,400	C	2,410	D
02ND AVENUE (BEECH ST. TO CEDAR ST.) ***, + NORTHBOUND	1990	2			320	C
SOUTHBOUND			490	D		
03RD AVENUE (BEECH ST. TO CEDAR ST.) + NORTHBOUND 1-WAY	1987	3	270	C	390	C
04TH AVENUE (F ST. TO E ST.) + SOUTHBOUND 1-WAY	1990	3	880	C	910	C
04TH AVENUE (BEECH ST. TO CEDAR ST.) + SOUTHBOUND 1-WAY	1990	3	1,600	C	1,220	C

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Table 3.1B (cont'd.)  
Centre City  
Roadway Link Capacity Analysis Summary

STREET	COUNT YEAR	NUMBER OF LANES	WEEKDAY AM PEAK HOUR / PEAK DIRECTION		WEEKDAY PM PEAK HOUR / PEAK DIRECTION	
			VOLUME VPH *	LOS **	VOLUME VPH	LOS
05TH AVENUE (A ST. TO ASH ST.) NORTHBOUND 1-WAY	1990	3	880	C	1,250	C
05TH AVENUE (BEECH ST. TO CEDAR ST.) NORTHBOUND 1-WAY	1990	3	980	C	1,600	C
06TH AVENUE (C ST. TO B ST.) SOUTHBOUND 1-WAY	1990	3	860	C	930	C
06TH AVENUE (BEECH ST. TO CEDAR ST.) SOUTHBOUND 1-WAY	1990	3	1,330	C	1,020	C
07TH AVENUE (E ST. TO BROADWAY) † NORTHBOUND 1-WAY	1989	3	380	C	610	C
08TH AVENUE (ISLAND AVE. TO MARKET ST.) *** NORTHBOUND	1990	4			330	C
08TH AVENUE (ISLAND AVE. TO MARKET ST.) *** SOUTHBOUND			250	C		
09TH AVENUE (A ST. TO ASH ST.) † NORTHBOUND 1-WAY	1989	3	580	C	310	C
10TH AVENUE (C ST. TO B ST.) SOUTHBOUND 1-WAY	1990	2	1,350	C	1,340	C
11TH AVENUE (F ST. TO E ST.) NORTHBOUND 1-WAY	1990	3	810	C	940	C
11TH AVENUE (C ST. TO B ST.) NORTHBOUND 1-WAY	1990	3	970	C	1,490	C
12TH AVENUE (F ST. TO E ST.) † NORTHBOUND	1990	2	200	C	230	C
12TH AVENUE (F ST. TO E ST.) † SOUTHBOUND						
12TH AVENUE (C ST. TO B ST.) † NORTHBOUND	1990	4	450	C	770	C
12TH AVENUE (C ST. TO B ST.) † SOUTHBOUND						
13TH STREET (F ST. TO E ST.) *** † NORTHBOUND	1987	2			220	C
13TH STREET (F ST. TO E ST.) *** † SOUTHBOUND			170	C		
14TH STREET (F ST. TO E ST.) *** † NORTHBOUND	1987	2			210	C
14TH STREET (F ST. TO E ST.) *** † SOUTHBOUND			150	C		

E-6k

**Table 3.1B (cont'd.)  
Centre City  
Roadway Link Capacity Analysis Summary**

STREET	COUNT YEAR	NUMBER OF LANES	WEEKDAY AM PEAK HOUR / PEAK DIRECTION		WEEKDAY PM PEAK HOUR / PEAK DIRECTION	
			VOLUME VPH *	LOS **	VOLUME VPH	LOS
			15TH STREET (F ST. TO E ST.) *** † NORTHBOUND SOUTHBOUND	1987	2	150
16TH STREET (E ST. TO BROADWAY) † NORTHBOUND SOUTHBOUND	1990	4	600	C	490	C
17TH STREET (IMPERIAL AVE TO L ST.) † SOUTHBOUND 1-WAY	1986	3	680	C	760	C

\* VEHICLES PER HOUR

\*\* LEVEL OF SERVICE

\*\*\* ASSUMED DIRECTIONAL DISTRIBUTION % BASED ON EXISTING INTERSECTION TRAFFIC VOLUME COUNTS.

† LOS WAS CALCULATED USING TWO-WAY COLLECTOR SEGMENT (TABLE A-3) OR ONE-WAY COLLECTOR SEGMENT (TABLE A-4).

†† LOS "D" WAS OBSERVED ON BROADWAY FROM PACIFIC HIGHWAY TO 12TH AVE. DUE TO HEAVY BUS TRAFFIC.

SOURCE: FLORIDA DEPARTMENT OF TRANSPORTATION, 1988.

TABLE 3.2B

EXISTING FREEWAY COUNTS  
IN THE VICINITY OF CENTRE CITY SAN DIEGO

FREEWAY:	1989 ADT	AM PEAK HOUR
Interstate 5 Freeway:		
J ST. TO RTE 94	157,000	14,900
RTE 94 TO PERSHING DR.	170,000	16,200
PERSHING DR. TO RTE 163	200,000	19,000
RTE 163 TO SIXTH AVE.	184,000	17,300
SIXTH AVE. TO FIRST AVE.	192,000	18,000
FIRST AVE TO HAWTHORN ST.	167,000	15,700
HAWTHORN ST. TO LAUREL ST.	174,000	16,200
 Route 163:		
I-5 TO QUINCE ST.	99,000	9,200
 Route 94:		
FREEWAY BEGIN TO 25TH ST.	101,000	9,800

Source: Caltrans, District 11

TABLE 3.2D

EXISTING FREEWAY RAMP CAPACITY  
IN THE VICINITY OF CENTRE CITY SAN DIEGO

RAMP LOCATION:	EXISTING CONDITIONS		
	YEAR	ADT*	PEAK HOUF CAPACITY**
<b>Interstate 5:</b>			
NB OFF TO J ST. AND 19TH ST.	1990	8900	1500
NB ON FROM IMPERIAL AVE. AND 19TH ST.	1990	6400	1500
SB OFF TO IMPERIAL AVE. AND 17TH ST.	1990	5300	1500
SB ON FROM J ST. AND 17TH ST.	1990	4800	1500
SB ON FROM E ST.	1990	4800	1500
NB OFF TO PERSHING DR.	1990	5500	2800
NB OFF TO B ST.	1990	5500	1500
SB ON FROM PERSHING DR. AND C ST.	1990	7600	1500
NB ON FROM PERSHING DR. AND B ST; B ON	1990	4800	1500
NB ON FROM PERSHING DR.	1990	7900	1500
SB OFF TO PERSHING DR. AND B ST; B ST. OFF	1990	4000	1500
SB OFF TO PERSHING DR.	1990	13900	1500
NB ON FROM PARK BL	1990	1400	1500
SB ON FROM PARK BL AND SR-163	1990	17100	2800
NB ON FROM 11TH AVE.	1989	7400	2800
SB OFF TO 10TH AVE.	1990	6900	1500
NB OFF TO 6TH AVE.	1990	17000	2800
SB ON FROM 5TH AVE.	1990	9000	1500
NB ON FROM 1ST AVE.	1990	32400	1500
SB ON FROM 1ST AVE.	1990	10800	1500
SB OFF TO FRONT ST.	1990	13900	2800
SB OFF TO 2ND AVE.	1990	6800	2800
SB ON FROM GRAPE ST.	1990	21000	1500
NB OFF TO HAWTHORN ST.	1990	25200	2800
NB ON FROM HAWTHORN ST.	1990	9000	1500
<b>State Route 94:</b>	<b>YEAR</b>	<b>ADT</b>	<b>PEAK HOUF CAPACITY</b>
WB OFF TO F ST.	1989	23400	4300
EB ON FROM G ST.	1989	18200	4300
<b>State Route 163:</b>			
NB ON FROM 11TH AVE.	1991	28000	1800
NB ON FROM PARK BL	1989	3200	1500
SB OFF TO 10TH AVE.	1991	29000	2800
SB OFF TO 4TH AVE.	1990	6500	1500
SB OFF TO PARK BL	1989	17700	1500

\*Average Daily Traffic

\*\*CCTAP Final Report, 1985 by PRC Engineering.

Source: CALTRANS, DISTRICT 11, San Diego.

**TABLE 3.2E**  
**EXISTING AVERAGE DAILY TRAFFIC COUNTS**  
**ON FREEWAY RAMPS IN THE VICINITY OF CENTRE CITY SAN DIEGO**

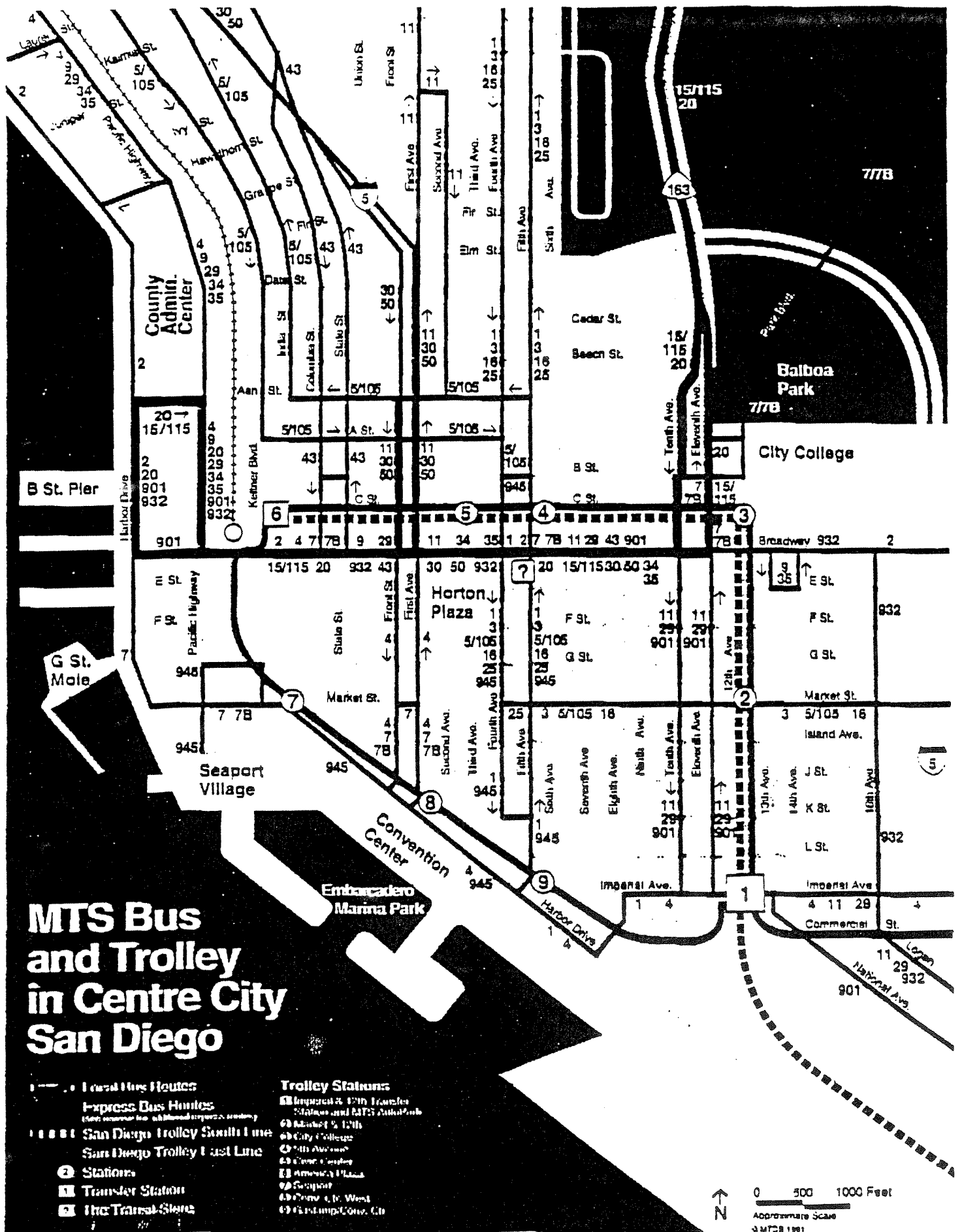
RAMP LOCATION	COUNT YEAR	ADT *	WEEKDAY PEAK HOUR	
			AM	PM
<b>Interstate 5:</b>				
NB off to J St. and 19th St.	1990	8,900	630	1,110
NB on from Imperial Ave. and 19th St.	1990	6,400	590	650
SB off to Imperial Ave. and 17th St.	1990	5,300	450	480
SB on from J St. and 17th St.	1990	4,800	310	480
SB on from E St.	1990	4,800	690	400
NB off to Pershing Dr.	1990	5,500	470	550
NB off to B St.	1990	5,500	970	410
SB on from Pershing Dr. and C St.	1990	7,600	510	720
NB on from Pershing Dr. and B St. (B St. on)	1990	4,800	430	350
NB on from Pershing Dr.	1990	7,900	830	670
SB off to Pershing Dr. and B St. (B St. off)	1990	4,000	340	300
SB off to Pershing Dr.	1990	13,900	820	1,300
NB on from Park Blvd.	1990	1,400	90	130
SB on from Park Blvd. and SR-163	1990	17,100	1660	1,730
NB on from 11th Ave.	1989	7,400	480	900
SB off to 10th Ave.	1990	6,900	870	480
NB off to 6th Ave.	1990	17,000	2,150	1,190
SB on from 5th Ave.	1990	9,000	570	1,180
NB on from 1st Ave.	1990	32,400	2,250	4,530
SB on from 1st Ave.	1990	10,800	630	1,480
SB off to Front St.	1990	13,900	2,070	1,000
SB off to 2nd Ave.	1990	6,800	1,030	480
SB on from Grape St.	1990	21,000	920	2,200
NB off to Hawthorn St.	1990	25,200	2,390	1,470
NB on from Hawthorn St.	1990	9,000	370	1,050
<b>State Route 94:</b>				
WB off to F St.	1989	23,400	3,230	1,260
EB on from G St.	1989	18,200	980	2,240

**TABLE 3.2E (Cont'd.)  
EXISTING AVERAGE DAILY TRAFFIC COUNTS  
ON FREEWAY RAMPS IN THE VICINITY OF CENTRE CITY SAN DIEGO**

RAMP LOCATION	COUNT YEAR	ADT *	WEEKDAY PEAK HOUR	
			AM	PM
<b>State Route 163:</b>				
NB on from 11th Ave.	1991	28,000	1,860	3,080
NB on from Park Blvd.	1989	3,200	210	380
SB off to 10th Ave.	1991	29,000	3,400	2,030
SB off to 4th Ave.	1990	6,500	800	510
SB off to Park Blvd.	1989	17,700	1,670	1,610

Source: City of San Diego, Department of Engineering & Development

CCDC:\REPORTS\Table-3.2E/zhm



SOURCE: MTDB, 1991

FIGURE 3.4-A



Table 4.1-A Land use codes, categories and units

Land Use Code	Land Use Category	Units
	<b>RESIDENTIAL</b>	
1	Multi-family	dwelling units
2	Single-family	dwelling units
3	Retirement/Senior/SRO	rooms
	<b>COMMERCIAL</b>	
4	Regional Shopping Center	square feet
5	Retail/Restaurants/Child Care	square feet
	<b>OFFICES</b>	
6	Commercial/Military Office	square feet
7	Government Office	square feet
8	Library	square feet
9	Post Office	square feet
	<b>VISITOR SERVING COMMERCIAL</b>	
10	Hotel/Motel	rooms
11	Meeting Hall/Convention Center	square feet
	<b>TRANSPORTATION FACILITIES</b>	
12	Gas Service Station	each
13	Auto Repair	square feet
14	Car Dealer	square feet
15	Auto Rental/Airport Shuttle	square feet
16	Transit Depot/Hub	each
	<b>INDUSTRIAL</b>	
17	Industrial (including SDG&E)	square feet
	<b>INSTITUTIONAL</b>	
18	House of Worship	each
19	Social Services and Transitional Housing	beds
	<b>EDUCATIONAL</b>	
20	College	students
21	High School (Secondary School)	students
22	Elementary School	students
	<b>RECREATIONAL</b>	
23	Park (undeveloped)	acres
24	Marina	berths
25	Theatre/Concert Hall	square feet
	<b>OTHER</b>	
26	Fire Station	each
27	Police Station	each
28	Right-of-way	square feet

# CENTRE CITY

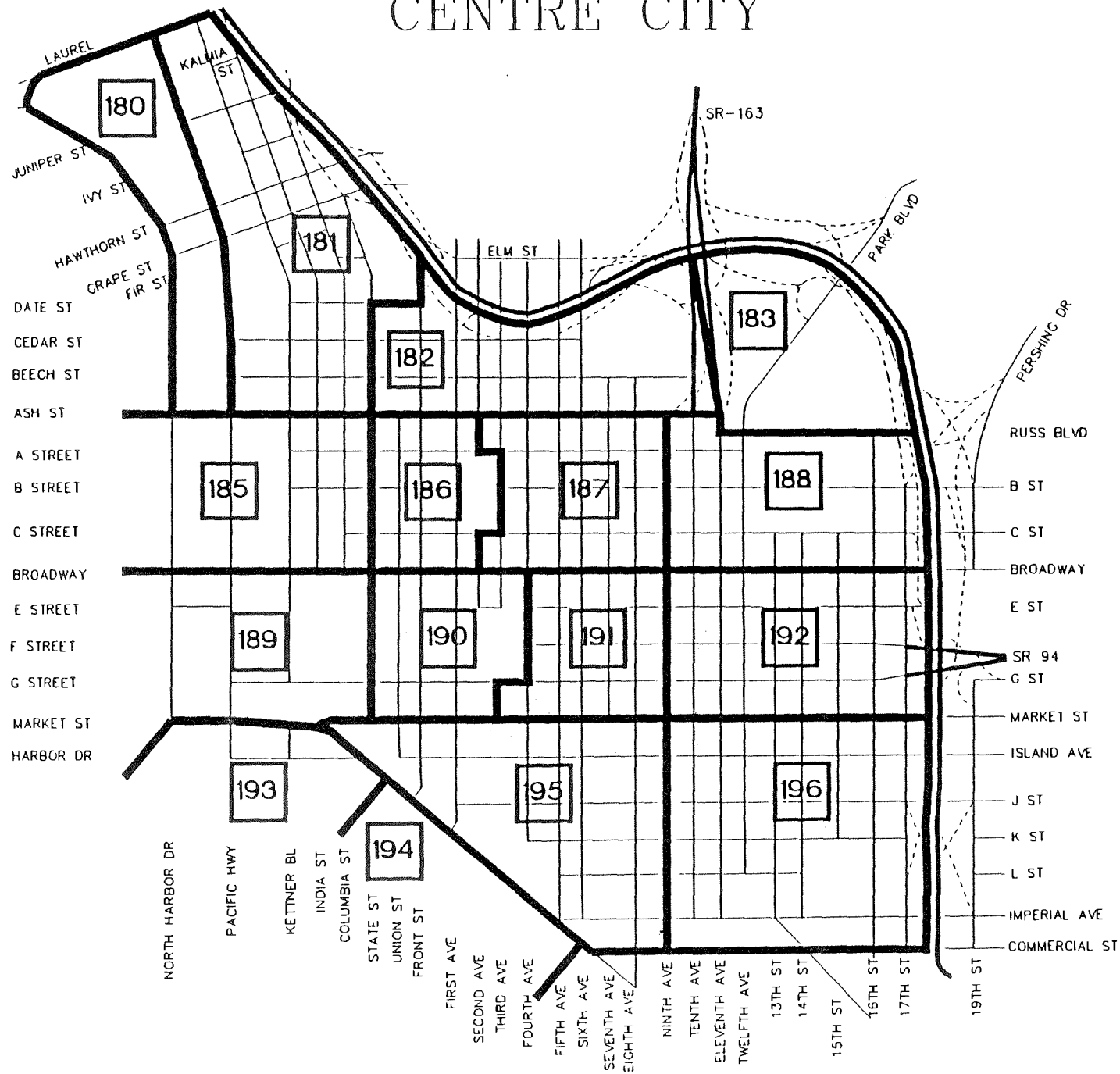
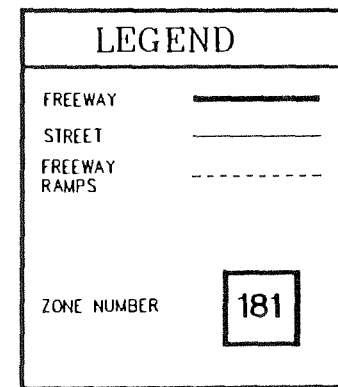
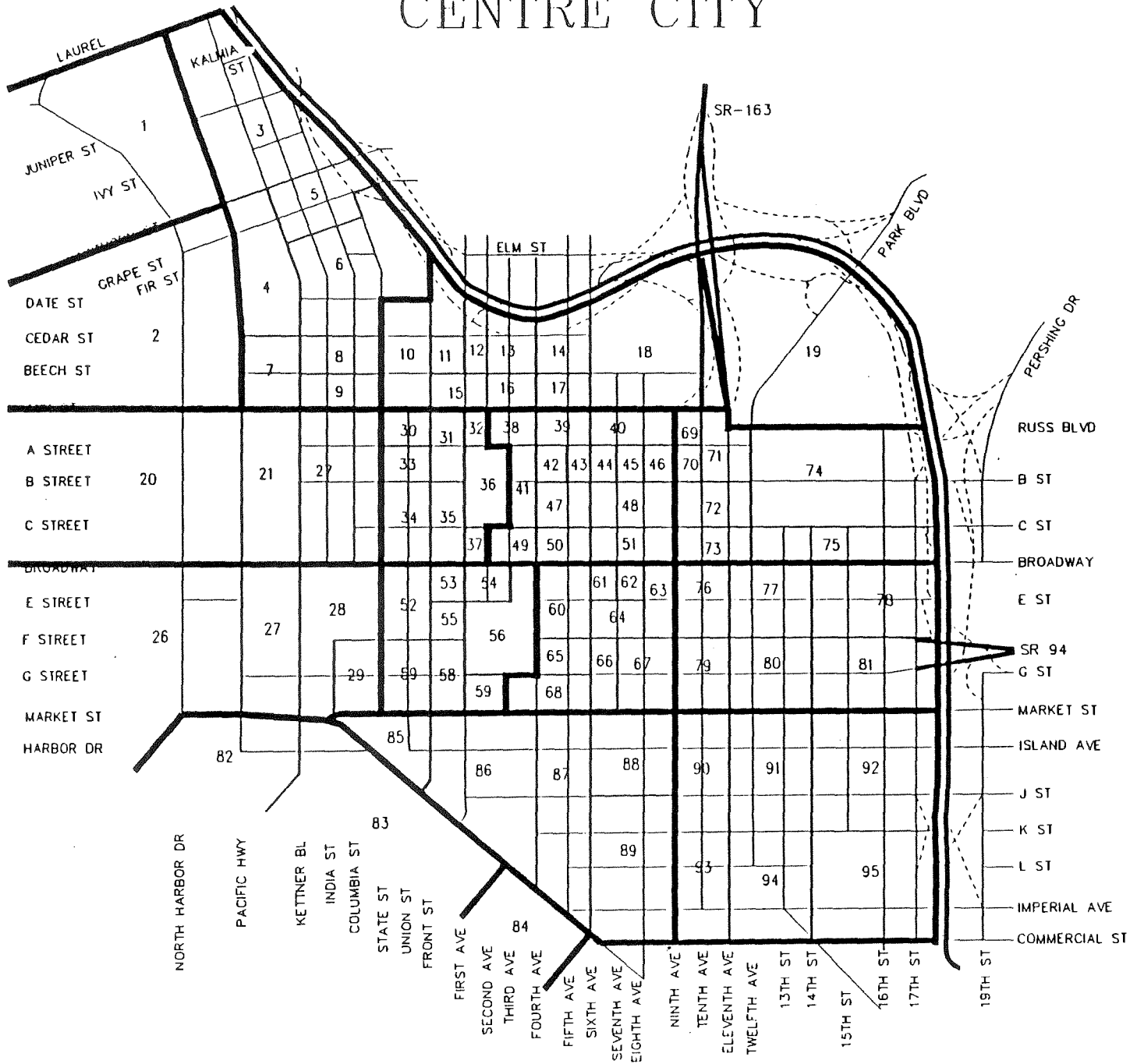


FIGURE 4.1-A  
SANDAG (1985)  
TAZ ZONE SYSTEM



# CENTRE CITY



**FIGURE 4.1-B  
CCTAP ZONE SYSTEM**

LEGEND	
FREEWAY	
STREET	
FREEWAY RAMPS	
ZONE NUMBER	95

E-12

Table 4.1-B  
 SUMMARY OF LAND USE VOLUME TOTALS  
 CCDC 2010 Market Scenario

SANDAG TAZ	LUC 08	LUC 09	LUC 10	LUC 11	LUC 12	LUC 13	LUC 14
180	0	0	0	0	2	0	0
181	0	0	450	4000	2	40155	20875
182	0	0	1195	0	2	9250	0
183	0	0	0	0	0	0	0
185	0	0	2047	0	0	15000	0
186	31250	0	350	0	0	10000	0
187	0	0	940	0	0	0	0
188	0	0	30	0	1	21500	19800
189	55000	0	2273	0	0	0	0
190	0	0	679	0	0	0	0
191	0	80000	129	0	0	2625	0
192	3000	0	0	0	3	69000	2000
193	0	0	2230	0	0	0	0
194	0	0	0	1273000	0	0	0
195	3000	0	1678	0	1	10250	0
196	0	0	0	0	1	326522	3000
<b>TOTALS:</b>	<b>92250</b>	<b>80000</b>	<b>12001</b>	<b>1277000</b>	<b>12</b>	<b>504302</b>	<b>45675</b>

E-13a

Table 4.1-B  
SUMMARY OF LAND USE VOLUME TOTALS  
CCDC 2010 Market Scenario

SANDAG TAZ	LUC 01	LUC 02	LUC 03	LUC 04	LUC 05	LUC 06	LUC 07
180	0	0	0	0	12000	0	312000
181	1528	53	103	0	856030	1282426	89318
182	2352	9	211	0	462259	1125094	133566
183	2352	0	0	0	0	0	0
185	188	0	0	0	297630	3880283	24539
186	226	0	0	0	269970	2936699	532421
187	699	1	665	0	506835	4925010	169909
188	1544	0	166	0	290550	455580	18720
189	1698	0	0	0	178454	4228962	1061236
190	1222	0	473	1100000	142300	1387841	928551
191	861	0	1375	0	502553	1178072	25876
192	2972	2	932	0	451020	426298	67202
193	0	0	0	262500	0	0	0
194	0	0	0	0	12000	0	0
195	3529	10	778	0	688700	84320	0
196	1387	93	425	0	568970	628534	61236
<b>TOTALS:</b>	<b>20558</b>	<b>168</b>	<b>5128</b>	<b>1362500</b>	<b>5239271</b>	<b>22539119</b>	<b>3424574</b>

Table 4.1-B  
SUMMARY OF LAND USE VOLUME TOTALS  
CCDC 2010 Market Scenario

SANDAG TAZ	LUC 15	LUC 16	LUC 17	LUC 18	LUC 19	LUC 20	LUC 21
180	0	0	579226	0	0	0	0
181	47987	0	171503	0	0	0	0
182	0	0	13750	1	0	922	0
183	0	0	0	0	0	0	1651
185	0	0	142500	0	0	0	0
186	0	1	0	0	1400	600	0
187	0	0	9000	0	0	0	0
188	0	0	9000	0	70	14000	0
189	0	0	394385	0	262	0	0
190	0	0	0	0	800	0	0
191	0	0	26000	0	0	0	0
192	0	0	67000	1	111	7000	0
193	0	0	0	0	0	0	0
194	0	0	0	0	0	0	0
195	0	0	451200	0	0	0	0
196	4200	0	478505	0	689	550	0
TOTALS:	52187	1	2342069	2	3332	23072	1651

Table 4.1-B  
SUMMARY OF LAND USE VOLUME TOTALS  
CCDC 2010 Market Scenario

SANDAG TAZ	LUC 22	LUC 23	LUC 24	LUC 25	LUC 26	LUC 27	LUC 28
180	0	0	20	0	0	0	0
181	328	0	0	0	0	0	0
182	0	0	0	400	0	0	0
183	0	0	0	0	0	0	0
185	0	0	0	0	0	0	0
186	0	0	0	0	0	0	0
187	0	0	0	3900	0	0	0
188	0	0	0	0	0	0	0
189	0	0	107	0	0	0	0
190	0	0	0	1915	0	0	0
191	0	0	0	1200	0	0	0
192	0	0	0	0	0	1	0
193	0	0	450	0	0	0	0
194	0	0	450	0	0	0	0
195	0	10	0	250	1	0	89500
196	0	0	0	0	0	0	0
<b>TOTALS:</b>	<b>328</b>	<b>10</b>	<b>1027</b>	<b>7665</b>	<b>1</b>	<b>1</b>	<b>89500</b>

Table 4.1-C  
SUMMARY OF LAND USE VOLUME TOTALS  
CCDC 2025 Ultimate Scenario

SANDAG TAZ	LUC 01	LUC 02	LUC 03	LUC 04	LUC 05	LUC 06	LUC 07
180	0	0	0	0	25680	318682	401318
181	3491	23	103	0	777800	1212240	89318
182	4566	8	217	0	367936	910294	115566
183	0	0	0	0	0	0	0
185	188	0	0	0	331870	4888599	32703
186	226	0	0	0	309860	4156162	854823
187	846	0	573	0	327785	6424308	426761
188	2192	0	138	0	218480	797307	74513
189	1698	0	0	0	178454	4428962	1061236
190	1222	0	473	1100000	142300	1387841	928551
191	1293	0	1375	0	440053	1168072	15876
192	6034	0	886	0	231720	416798	20602
193	0	0	0	262500	0	0	0
194	0	0	0	0	12000	0	0
195	4690	0	778	0	774000	404840	63180
196	5645	41	285	0	369315	681841	83346
TOTALS:	32091	72	4828	1362500	4507253	27195946	4167793

E-14a



Table 4.1-C  
SUMMARY OF LAND USE VOLUME TOTALS  
CCDC 2025 Ultimate Scenario

SANDAG TAZ	LUC 08	LUC 09	LUC 10	LUC 11	LUC 12	LUC 13	LUC 14
180	0	0	200	0	0	0	0
181	12000	0	1257	4000	2	26355	0
182	0	0	1062	0	0	0	0
183	0	0	0	0	0	0	0
185	0	0	2021	0	0	15000	0
186	31250	0	350	0	0	0	0
187	0	0	1068	0	0	0	0
188	375000	0	30	0	0	5000	0
189	55000	0	2273	0	0	0	0
190	0	0	679	0	0	0	0
191	0	80000	129	0	0	2625	0
192	3000	0	0	0	0	0	0
193	0	0	2230	0	0	0	0
194	0	0	490	1273000	0	0	0
195	3000	0	1408	2520	0	0	0
196	0	0	400	0	0	0	3000
TOTALS:	479250	80000	13597	1279520	2	48980	3000

E-14b

Table 4.1-C  
SUMMARY OF LAND USE VOLUME TOTALS  
CCDC 2025 Ultimate Scenario

SANDAG TAZ	LUC 15	LUC 16	LUC 17	LUC 18	LUC 19	LUC 20	LUC 21
180	0	0	579226	0	0	0	0
181	34517	0	76978	0	0	0	0
182	0	0	0	1	0	772	0
183	0	0	0	0	0	0	1651
185	0	0	142500	0	0	0	0
186	0	1	0	0	1400	600	0
187	0	0	9000	0	0	0	0
188	0	0	0	0	50	23328	0
189	0	0	394385	0	262	0	0
190	0	0	0	0	800	0	0
191	0	0	0	0	0	0	0
192	0	0	0	1	11	0	0
193	0	0	0	0	0	0	0
194	0	0	0	0	0	0	0
195	0	0	274500	0	0	0	0
196	4200	0	169100	0	1829	350	0
TOTALS:	38717	1	1645689	2	4352	25050	1651

E-14c

Table 4.1-C  
SUMMARY OF LAND USE VOLUME TOTALS  
CCDC 2025 Ultimate Scenario

SANDAG TAZ	LUC 22	LUC 23	LUC 24	LUC 25	LUC 26	LUC 27	LUC 28
180	0	0	20	0	0	0	0
181	328	1	0	0	0	0	0
182	0	1	0	7439	0	0	0
183	0	0	0	0	0	0	0
185	0	0	0	0	0	0	0
186	0	0	0	0	0	0	0
187	0	0	0	3900	0	0	0
188	0	1	0	0	0	0	0
189	0	0	107	0	0	0	0
190	0	0	0	1915	0	0	0
191	0	1	0	1200	0	0	0
192	0	1	0	0	0	1	0
193	0	0	450	0	0	0	0
194	0	0	450	0	0	0	0
195	0	11	0	250	1	0	89500
196	0	1	0	0	0	0	0
<b>TOTALS:</b>	<b>328</b>	<b>19</b>	<b>1027</b>	<b>14704</b>	<b>1</b>	<b>1</b>	<b>89500</b>

**Table 4.1 E** Conversion of land use volumes into socio-economic volumes

Land Use Code	Land Use Category	Units	Converts to
	<b>RESIDENTIAL</b>		
1	Multi-family - existing	dwelling units	1.0 households per unit, distributed between medium and high income categories consistent with observed 1989 distribution for TAZ (1)
1	Multi-family - new	dwelling units	0.35 low income households per unit (1) and 0.58 medium income households per unit (1) and 0.07 high income households per unit (1)
1	Multi-family - new 3 bedroom	dwelling units	1.0 high income households per unit (1)
2	Single-family - existing	dwelling units	1.0 households per unit, distributed between low and medium income categories consistent with observed 1989 distribution for TAZ (1)
3	Retirement/Senior/SRO	rooms	1.0 low income households per unit (1)
	<b>COMMERCIAL</b>		
4	Regional Shopping Center	square feet	0.0016 retail employees per unit (2)
5	Retail/Rest'n'ts/Child Care	square feet	0.0027 retail employees per unit (2)
	<b>OFFICES</b>		
6	Commercial/Military Office	square feet	0.0023 service employees per unit (3) and 0.0021 other employees per unit (3)
7	Government Office	square feet	0.0050 government employees per unit (3)
8	Library	square feet	0.00092 government employees per unit (4)
9	Post Office	square feet	0.0046 government employees per unit (4)
	<b>VISITOR SERVING COMMERCIAL</b>		
10	Hotel/Motel	rooms	0.80 hotel employees per unit (3)
11	Meeting Hall/Conv'n Center	square feet	0.00025 service employees per unit (3)
	<b>TRANSPORTATION FACILITIES</b>		
12	Gas Service Station	each	2.0 retail employees per unit
13	Auto Repair	square feet	0.0013 service employees per unit (2)
14	Car Dealer	square feet	0.002 retail employees per unit (2)
15	Auto Rental/Airport Shuttle	square feet	0.0003 retail employees per unit
16	Transit Depot/Hub	each	not applicable

**Table 4.1 E Conversion of land use volumes into socio-economic volumes (continued)**

Land Use Code	Land Use Category	Units	Converts to
	<b>INDUSTRIAL</b>		
17	Industrial (including SDG&E)	square feet	0.0010 other employees per unit (3)
	<b>INSTITUTIONAL</b>		
18	House of Worship	each	4.75 service employees per unit (3,4)
19	Social Services and Transitional Housing	beds	0.65 service employees per unit (4)
	<b>EDUCATIONAL</b>		
20	College	students	0.097 service employees per unit (2)
21	High School (Secondary)	students	0.060 service employees per unit (2)
22	Elementary School	students	0.050 service employees per unit (2)
	<b>RECREATIONAL</b>		
23	Park (undeveloped)	acres	0.274 government employees per unit (4)
24	Marina	berths	0.01 service employees per unit (2)
25	Theatre/Concert Hall	square feet	0.0015 service employees per unit (4)
	<b>OTHER</b>		
26	Fire Station	each	25 service employees per unit (1)
27	Police Station	each	25 service employees per unit (1)
28	Right-of-way	square feet	not applicable

Keys for sources: 1 = rate determined in consultation with CCDC staff  
 2 = rate determined using data in San Diego Trip Generators, 1991  
 3 = rate used in CCTAP analysis  
 4 = rate determined using data in ITE Trip Generation, 5th Edition

**Table 4.1 F**

**SUMMARY OF LAND USE VOLUME TOTALS  
CCDC 2010 Market Scenario**

SANDAG TAZ	HOTEL	RETAIL	GOVERN	SERVE	OTHER	LOWHH	MIDHH	HIGHH
180	0	36	1560	0	579	0	0	0
181	360	2371	447	2966	2918	466	731	487
182	956	1252	668	2648	2423	810	1545	217
183	0	0	0	99	0	0	0	0
185	1638	804	123	8784	8452	66	109	13
186	280	729	2691	7614	6289	79	131	16
187	752	1368	850	11130	10555	870	436	59
188	24	826	94	2460	985	276	810	624
189	1818	482	5357	9723	9450	148	870	680
190	543	2144	4643	3657	2972	750	671	274
191	103	1357	497	2666	2549	1671	504	62
192	0	1228	339	1808	980	1726	1840	340
193	1784	420	0	5	0	0	0	0
194	0	32	0	323	0	0	0	0
195	1342	1861	6	204	632	1747	1204	1784
196	0	1545	306	2345	1824	815	758	332
<b>TOTAL</b>	<b>9601</b>	<b>16457</b>	<b>17578</b>	<b>56433</b>	<b>50607</b>	<b>9424</b>	<b>9608</b>	<b>4889</b>

**TOTAL DOWNTOWN EMPLOYMENT**  
150676

**TOTAL DOWNTOWN HOUSEHOLDS**  
23920

# CENTRE CITY Transportation Action Program

Legend:

XXXX - SANDAG TAZ NUMBER

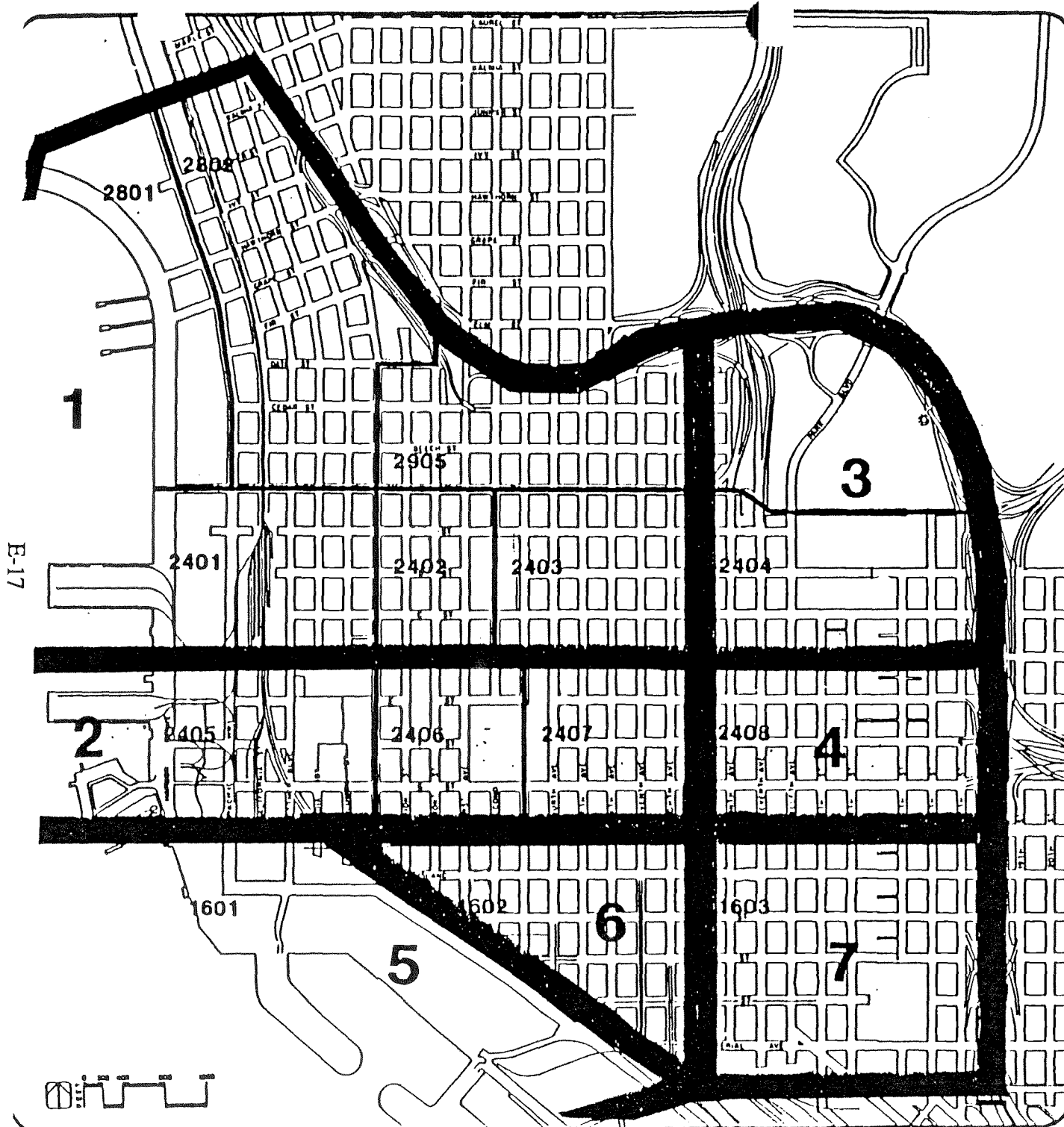


FIGURE 4.1-C

CCTAP PARKING DISTRICTS  
& SANDAG TAZ'S

SOURCE:  
PRC Engineering, Inc.

Table 4.1 G CCTAP HIGHWAY NETWORK LINK TYPE SPEED/FLOW RELATIONSHIPS

Link Type No.	Centre City or External	Classification	Number of Lanes	Coded Speed	Capacity (1) Speed	Free Flow (1) Volume (2)	Capacity (1) Volume (2)
1	CC	Freeway	6L (direction)	55			
2	CC	Freeway	5L (direction)	55			
3	CC	Freeway	4L (direction)	55			
4	CC	Freeway Transition	2L (direction)	35			
5	CC	Ramp		25			
6	CC	1-Way Major	4L	20	10	2400	3000
7	CC	1-Way Minor	2L	15	10	1200	1500
8	CC	1-Way Major	3L	20	10	1800	2300
9	CC	1-Way Minor	3L	15	10	1500	1900
10	CC	Not Assigned					
11	CC	2-Way Minor	2L	15	10	500	750
12	CC	2-Way Major	4L	20	15	900	1500
13	CC	2-Way Major	6L	35	25	1400	2300
14	CC	Centroid Connector	NA	20			
15	CC	Not Assigned					
16	EX	Freeway	6L	55			
17	EX	Freeway	4L	55			
18	EX	Parkway	4L	50			
19	EX	Rural Highway	2L	55			
20	EX	Arterial	4L	35			
21	EX	Arterial	6L	45			
22	EX	Arterial 1-Way	3L	45			
23	EX	Not Assigned					
24	EX	Centroid Connector	NA	25			

(1) Information not shown indicates no capacity/restraint applied to this link type.

(2) Volumes are hourly, single direction.



**TABLE 4.2A: FUTURE BASE ROADWAY CONFIGURATION  
YEAR 2010 AND 2025**

<b>STREET</b>	<b>SEGMENT</b>	<b>CLASSIFICATION</b>	<b>NUMBER OF LANES</b>
A Street	Kettner Blvd - Tenth Ave	Major	3+1 EB
	Tenth Ave - Eleventh Ave	Major	3 EB
	Eleventh Ave - Twelfth Ave	Major	3+1 EB
Ash Street	Harbor Dr - Kettner Blvd	Major	3 EB 3 WB
	Kettner Blvd - Ninth Avenue	Major	3+1 WB
	Ninth Ave - Tenth Ave	Major	1 WB
B Street	First Ave - Seventeenth St	Major	3+1 WB
	Kettner Blvd - First Ave	Major	4 WB
Beech Street	Pacific Hwy - Sixth Ave	Collector	1 EB 1 WB
	Sixth Ave - Tenth Ave	Local	1 EB 1 WB
Broadway	N Harbor Dr - Third Ave	Major	2 EB 2 WB
	Third Ave - Fourth Ave	Major	3 EB 2 WB
	Fourth Ave - Seventeenth St	Major	2 EB 2 WB
C Street	Twelfth Ave - Seventeenth St	Collector	3 EB
Cedar Street	Pacific Hwy - Front St	Collector	1 EB 1 WB
	Front St - First Ave	Collector	2 EB
	First Ave - Second Ave	Collector	1 WB
Columbia Street	Juniper St - Hawthorn St	Collector	3 SB
	Hawthorn St - Ash St	Collector	1 NB 1 SB
	Ash St - Broadway	Major	3 SB
	Broadway - Market St	Local	1 NB 1 SB
Date Street	Kettner Blvd - Front St	Local	1 EB 1 WB
	Seventh Ave - Ninth Ave	Local	1 EB 1 WB
E Street	State St - Union St	Local	1 EB 1 WB
	Front St - First Ave	Collector	1 EB 1 WB

**TABLE 4.2A: FUTURE BASE ROADWAY CONFIGURATION (Cont'd.)**

<b>STREET</b>	<b>SEGMENT</b>	<b>CLASSIFICATION</b>	<b>NUMBER OF LANES</b>
	Fourth Ave - Eleventh Ave	Collector	3 EB
	Eleventh Ave - Thirteenth St	Collector	2 EB 2 WB
	Thirteenth St - Sixteenth St	Collector	2 EB 2 WB
Elm Street	Columbia St - State St	Local	1 EB 1 WB
F Street	State St - Front St	Local	2 EB 2 WB
	Front St - First Ave	Collector	2 EB 2 WB
	Fourth Ave - Seventeenth St	Major	3+1 WB
Fir Street	Kettner Blvd - State St	Local	1 EB 1 WB
Front Street	Date St - Island Ave	Major	3+1 SB
	Island Ave - Harbor Dr	Major	3 SB
G Street	Pacific Hwy - Front St	Major	2 EB 2 WB
	Front St - Fourth Ave	Major	4 EB
	Fourth Ave - Seventeenth St	Major	3+1 EB
Grape Street	Harbor Dr - State St	Major	3+1 EB
Harbor Drive	Pacific Hwy - Market St	Major	3 EB 3 WB
	Market St - Front St	Major	3 NB 2 SB
	Front St - Eight Ave	Major	2 NB 2 SB
Hawthorn Street	Harbor Dr - State St	Major	3+1 WB
Imperial Avenue	Eight Ave - Seventeenth St	Major	2 EB 2 WB
India Street	Laurel St - Hawthorn St	Major	3 NB
	Hawthorn St - Ash St	Collector	1 NB 1 SB
	Ash St - Broadway	Major	3 NB
Island Avenue	First Ave - Third Ave	Local	1 EB 1 WB
	Third Ave - Fourth Ave	Local	1 WB

TABLE 4.2A: FUTURE BASE ROADWAY CONFIGURATION (Cont'd.)

STREET	SEGMENT	CLASSIFICATION	NUMBER OF LANES
	Fourth Ave - Seventeenth St	Collector	1 EB 1 WB
Ivy Street	Kettner Blvd - Columbia St	Local	1 EB 1 WB
J Street	First Ave - Seventeenth St	Collector	1 EB 1 WB
Juniper Street	Pacific Hwy - Columbia St	Local	1 EB 1 WB
K Street	Third Ave - Seventeenth St	Collector	1 EB 1 WB
Kalmia Street	Kettner Blvd - India St	Local	1 EB 1 WB
Kettner Blvd	Laurel St - Ash St	Major	3 SB
	Ash St - A St	Major	3+1 SB
	A St - Harbor Dr	Major	2 NB 2 SB
L Street	Fifth Ave - Fourteenth St	Local	1 EB 1 WB
Laurel Street	Harbor Dr - Pacific Hwy	Major	3 EB 3 WB
	Pacific Hwy - India St	Major	2 EB 2 WB
Market Street	Columbia St - Seventeenth St	Major	2 EB 3 WB
N. Harbor Drive	Laurel St - Grape St	Major	3 NB 3 SB
	Grape St - Pacific Hwy	Collector	1 NB 1 SB
Pacific Highway	Laurel St - Harbor Dr	Major	3 NB 3 SB
State Street	Hawthorn St - Fir St	Collector	2 NB
	Fir St - Ash St	Collector	3 NB
	Ash St - Broadway	Major	3 NB
	Broadway - Market St	Collector	1 NB 1 SB
Union Street	Date St - Cedar St	Local	1 NB 1 SB
	Cedar St - Island Ave	Collector	1 NB 1 SB

TABLE 4.2A: FUTURE BASE ROADWAY CONFIGURATION (Cont'd.)

STREET	SEGMENT	CLASSIFICATION	NUMBER OF LANES
First Avenue	Elm St - A St	Major	3+1 NB
	A St - C St	Major	3 NB
	C St - Island Ave	Major	3+1 NB
	Island Ave - Harbor Dr	Major	3 NB
Second Avenue	Elm St - A St	Collector	1 NB 2 SB
	C St - Broadway	Collector	1 NB 1 SB
	G St - Market St	Collector	1 NB 1 SB
	Market St - J St	Local	1 NB 1 SB
Third Avenue	Elm St - A St	Collector	3 NB
	A St - Broadway	Collector	2 NB 1 SB
	G St - K St	Local	1 NB 1 SB
Fourth Avenue	Elm St - J St	Major	3+1 NB
	J St - K St	Collector	1 NB 1 SB
Fifth Avenue	Elm St - Ash St	Major	3+1 NB
	Ash St - Broadway	Major	3 NB
	Broadway - Market St	Collector	2 NB
	Market St - Harbor Dr	Collector	1 NB 1 SB
Sixth Avenue	Elm St - Ash St	Major	3+1 SB
	Ash St - Market St	Major	3 SB
	Market St - J St	Collector	1 NB 1 SB
	J St - L St	Local	1 NB 1 SB
Seventh Avenue	Date St - Ash St	Local	1 NB 1 SB
	Ash St - Imperial Ave	Collector	2 NB 2 SB
Eight Avenue	Date St - Ash St	Local	1 NB 1 SB

**TABLE 4.2A: FUTURE BASE ROADWAY CONFIGURATION (Cont'd.)**

<b>STREET</b>	<b>SEGMENT</b>	<b>CLASSIFICATION</b>	<b>NUMBER OF LANES</b>
	Ash St - Harbor Dr	Collector	2 NB 2 SB
Ninth Avenue	Date St - Ash St	Local	1 NB 1 SB
	Ash St - Imperial Ave	Collector	1 NB 1 SB
Tenth Avenue	Ash St - Broadway	Major	3+1 SB
	Broadway - Imperial Ave	Major	3 SB
Eleventh Avenue	A St - Broadway	Major	3+1 NB
	Broadway - Imperial Ave	Major	3 NB
Twelfth Ave/Park Blvd	I-5 - C St	Major	2 NB 2 SB
Thirteenth Street	C St - Imperial Ave	Local	1 NB 1 SB
Fourteenth Street	C St - Market St	Collector	3 NB
	Market St - Imperial Ave	Collector	2 NB
Fifteenth Street	B St - K St	Collector	1 NB 1 SB
Sixteenth Street	Russ Blvd - B St	Local	1 NB 1 SB
	B St - Imperial Ave	Major	2 NB 2 SB

CCDC\REPORTS\Table-4.2A\zhm

**TABLE 4.2B: CHANGES GOING FROM EXISTING 1990 TO  
FUTURE BASE (2010 AND 2025)**

STREET	SEGMENT	EXISTING CLASSIFICATION & NUMBER OF LANES		FUTURE CLASSIFICATION & NUMBER OF LANES		CHANGES
A Street	Kettner Blvd - First Ave	Major	3 EB	Major	3+1 EB	Restripe, ban parking during peaks.
	First Ave - Tenth Ave	Business	3 EB	Major	3+1 EB	Reclassify, restripe, ban parking during peaks.
	Tenth Ave - Eleventh Ave	Business	3 EB	Major	3 EB	Reclassify.
	Eleventh Ave - Twelfth Ave	Business	3 EB	Major	3+1 EB	Reclassify, restripe, ban parking during peaks.
Ash Street	Harbor Dr - Kettner Blvd	Major	2 EB 2 WB	Major	3 EB 3 WB	Ban parking.
	Kettner Blvd - First Ave	Major	3 WB	Major	3+1 WB	Restripe, ban parking during peaks.
	First Ave - Ninth Ave	Business	3 WB	Major	3+1 WB	Reclassify, restripe, ban parking during peaks.
	Ninth Ave - Tenth Ave	Business	1 WB	Major	1 WB	Reclassify.
B Street	Kettner Blvd - First Ave	Local	1 EB 1 WB	Major	4 WB	Reclassify, restripe, change direction, ban parking.
	First Ave - Third Ave	No road		Major	3+1 WB	Construct road.
	Third Ave - Twelfth Ave	Business	3 WB	Major	3+1 WB	Reclassify, restripe, ban parking during peaks.
	Twelfth Ave - Seventeenth St	Major	3 WB	Major	3+1 WB	Restripe, ban parking during peaks.
Beech Street	Pacific Hwy - Sixth Ave	Local	1 EB 1 WB	Collector	1 EB 1 WB	Reclassify.
Broadway	N Harbor Dr - First Ave	Collector	2 EB 2 WB	Major	2 EB 2 WB	Reclassify.
	First Ave - Third Ave	Business	2 EB 2 WB	Major	2 EB 2 WB	Reclassify.

**TABLE 4.2B: CHANGES GOING FROM EXISTING TO FUTURE BASE (Cont'd.)**

STREET	SEGMENT	EXISTING CLASSIFICATION & NUMBER OF LANES		FUTURE CLASSIFICATION & NUMBER OF LANES		CHANGES
	Third Ave - Fourth Ave	Business	3 EB 2 WB	Major	3 EB 2 WB	Reclassify.
	Fourth Ave - Twelfth Ave	Business	2 EB 2 WB	Major	2 EB 2 WB	Reclassify.
	Twelfth Ave - Seventeenth St	Collector	2 EB 2 WB	Major	2 EB 2 WB	Reclassify.
C Street	Kettner Blvd - India St	Local	1 EB	No access to private vehicles.		Ban private vehicles (trolley street).
	India St - Front St	Local	2 EB	No access to private vehicles.		Ban private vehicles (trolley street).
	Front St - First Ave	Business	2 EB	No access to private vehicles.		Ban private vehicles (trolley street).
	First Ave - Second Ave	Business	1 EB 1 WB	No access to private vehicles.		Ban private vehicles (trolley street).
	Sixth Ave - Ninth Ave	Business	1 EB	No access to private vehicles (trolley street).		Reclassify.
	Ninth Ave - Twelfth Ave	Business	2 EB	No access to private vehicles (trolley street).		Reclassify.
	Twelfth Ave - Seventeenth St	Major	3 EB	Collector	3 EB	Reclassify.
Cedar Street	Pacific Hwy - Front St	Local	1 EB 1 WB	Collector	1 EB 1 WB	Reclassify.
	Front St - First Ave	Local	2 EB	Collector	2 EB	Reclassify.
	Fifth Ave - Sixth Ave	Local	2 EB 1 WB	Collector	2 EB 1 WB	Reclassify.
Columbia Street	Hawthorn St - Ash St	Major	3 NB	Collector	1 NB 1 SB	Reclassify, restripe, change direction.
	Ash St - Broadway	Local	3 SB	Major	3 SB	Reclassify.

**TABLE 4.2B: CHANGES GOING FROM EXISTING TO FUTURE BASE (Cont'd.)**

STREET	SEGMENT	EXISTING CLASSIFICATION & NUMBER OF LANES		FUTURE CLASSIFICATION & NUMBER OF LANES		CHANGES
E Street	Front St - First Ave	Business	3 EB	Collector	1 EB 1 WB	Reclassify, restripe, change direction.
	Eleventh Ave - Thirteenth St	Business	3 EB	Collector	1 EB 1 WB	Reclassify, restripe, change direction.
F Street	State St - Front St	Collector	1 EB 1 WB	Local	2 EB 2 WB	Reclassify, restripe, ban parking.
	Front St - First Ave	Collector	1 EB 1 WB	Collector	2 EB 2 WB	Restripe, ban parking.
	Fourth Ave - Twelfth Ave	Business	3 WB	Major	3+1 WB	Reclassify, restripe, ban parking during peaks.
	Twelfth Ave - Seventeenth St	Major	3 WB	Major	3+1 WB	Restripe, ban parking during peaks.
Front Street	Date St - Broadway	Major	3 SB	Major	3+1 SB	Restripe, ban parking during peaks.
	Broadway - Market St	Collector	3 SB	Major	3+1 SB	Reclassify, restripe, ban parking during peaks.
G Street	Pacific Hwy - Front St	Collector	2 EB 1 WB	Major	2 EB 2 WB	Reclassify, restripe, ban parking.
	Front St - First Ave	Collector	3 EB	Major	4 EB	Reclassify, restripe, ban parking.
	First Ave - Fourth Ave	Business	3 EB	Major	4 EB	Reclassify, restripe, ban parking.
	Fourth Ave - Twelfth Ave	Business	3 EB	Major	3+1 EB	Reclassify, restripe, ban parking during peaks.
	Twelfth Ave - Seventeenth St	Major	3 EB	Major	3+1 EB	Reclassify, restripe, ban parking.
Grape Street	Harbor Dr - India St	Major	3 EB	Major	3+1 EB	Restripe, ban parking during peaks.



TABLE 4.2B: CHANGES GOING FROM EXISTING TO FUTURE BASE (Cont'd.)

STREET	SEGMENT	EXISTING CLASSIFICATION & NUMBER OF LANES		FUTURE CLASSIFICATION & NUMBER OF LANES		CHANGES
	India St - State St	Collector	3 EB	Major	3+1 EB	Reclassify, restripe, ban parking during peaks.
N. Harbor Drive	Grape St - Ash St	Major	3 NB 2 SB	Collector	1 NB 1 SB	Reclassify, restripe.
	Ash St - Broadway	Major	2 NB 2 SB	Collector	1 NB 1 SB	Reclassify, restripe.
Hawthorn Street	Harbor Dr - India St	Major	3 WB	Major	3+1 WB	Restripe, ban parking during peaks.
	India St - State St	Collector	3 WB	Major	3+1 WB	Reclassify, restripe, ban parking during peaks.
Imperial Avenue	Eight Ave - Tenth Ave	Local	2 EB 2 WB	Major	2 EB 2 WB	Reclassify.
	Tenth Ave - Thirteenth St	Collector	2 EB 2 WB	Major	2 EB 2 WB	Reclassify.
India Street	Hawthorn St - Ash St	Major	3 NB	Collector	1 NB 1 SB	Reclassify, restripe, change direction.
Island Avenue	Fourth Ave - Seventeenth St	Local	1 EB 1 WB	Collector	1 EB 1 WB	Reclassify.
J Street	First Ave - Seventeenth St	Local	1 EB 1 WB	Collector	1 EB 1 WB	Reclassify.
K Street	Third Ave - Seventeenth St	Local	1 EB 1 WB	Collector	1 EB 1 WB	Reclassify.
Kettner Blvd	Ash St - A St	Major	3 SB	Major	3+1 SB	Restripe, ban parking during peaks.
	A St - Broadway	Major	3 SB	Major	2 NB 2 SB	Restripe, change direction.
	Broadway - G St	Collector	1 NB 1 SB	Major	2 NB 2 SB	Reclassify, restripe, ban parking.
	G St - Harbor Dr	Local	1 NB 1 SB	Major	2 NB 2 SB	Reclassify, restripe, ban parking.
Laurel Street	Harbor Dr - Pacific Hwy	Major	2 EB 2 WB	Major	3 EB 3 WB	Widening.

**TABLE 4.2B: CHANGES GOING FROM EXISTING TO FUTURE BASE (Cont'd.)**

STREET	SEGMENT	EXISTING CLASSIFICATION & NUMBER OF LANES		FUTURE CLASSIFICATION & NUMBER OF LANES		CHANGES
Market Street	Columbia St - Seventeenth St	Major	2 EB 2 WB	Major	2 EB 3 WB	Restripe, ban parking.
State Street	Ash St - Broadway	Local	3 NB	Major	3 NB	Reclassify.
	Broadway - Market St	Local	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
Union Street	Cedar St - Island Ave	Local	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
First Avenue	Elm St - Ash St	Major	3 NB	Major	3+1 NB	Restripe, ban parking during peaks.
	Ash St - A St	Business	3 NB	Major	3+1 NB	Reclassify, restripe, ban parking during peaks.
	A St - C St	Business	3 NB	Major	3 NB	Reclassify.
	C St - Market St	Business	3 NB	Major	3+1 NB	Restripe, ban parking during peaks.
Second Avenue	Elm St - Cedar St	Local	1 NB 1 SB	Collector	1 NB 2 SB	Reclassify, restripe.
	Cedar St - A St	Local	1 NB 2 SB	Collector	1 NB 2 SB	Reclassify.
	C St - Broadway	Local	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
	G St - Market St	Local	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
Third Avenue	Elm St - A St	Local	3 NB	Collector	3 NB	Reclassify.
	A St - Broadway	Local	2 NB 1 SB	Collector	2 NB 1 SB	Reclassify.
Fourth Avenue	Elm St - Ash St	Major	3 SB	Major	3+1 SB	Restripe, ban parking during peaks.
	Ash St - Market St	Business	3 SB	Major	3+1 SB	Reclassify, restripe, ban parking during peaks.

TABLE 4.2B: CHANGES GOING FROM EXISTING TO FUTURE BASE (Cont'd.)

STREET	SEGMENT	EXISTING CLASSIFICATION & NUMBER OF LANES		FUTURE CLASSIFICATION & NUMBER OF LANES		CHANGES
	Market St - Island Ave	Local	2 SB	Major	3+1 SB	Reclassify, restripe, change directions, ban parking during peaks.
	Island Ave - J St	Local	1 NB 1 SB	Major	3+1 SB	Reclassify, restripe, change directions, ban parking during peaks.
	J St - K St	Local	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
Fifth Avenue	Elm St - Ash St	Major	3 NB	Major	3+1 NB	Restripe, ban parking during peaks.
	Ash St - Broadway	Business	3 NB	Major	3 NB	Reclassify.
	Broadway - Market St	Business	3 NB	Collector	2 NB	Reclassify, restripe.
	Market St - Harbor Dr	Major	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
Sixth Avenue	Elm St - Ash St	Major	3 SB	Major	3+1 SB	Restripe, ban parking during peaks.
	Ash St - Market St	Business	3 SB	Major	3 SB	Reclassify.
	Market St - Island Ave	Local	3 SB	Collector	1 NB 1 SB	Reclassify, restripe, change direction.
	Island Ave - J St	Local	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
Seventh Avenue	Beech St - Ash St	Local	3 NB	Local	1 NB 1 SB	Restripe, change direction.
	Ash St - Market St	Local	3 NB	Collector	2 NB 2 SB	Reclassify, restripe, ban parking.
	Market St - Imperial Ave	Local	1 NB 1 SB	Collector	2 NB 2 SB	Reclassify, ban parking.

**TABLE 4.2B: CHANGES GOING FROM EXISTING TO FUTURE BASE (Cont'd.)**

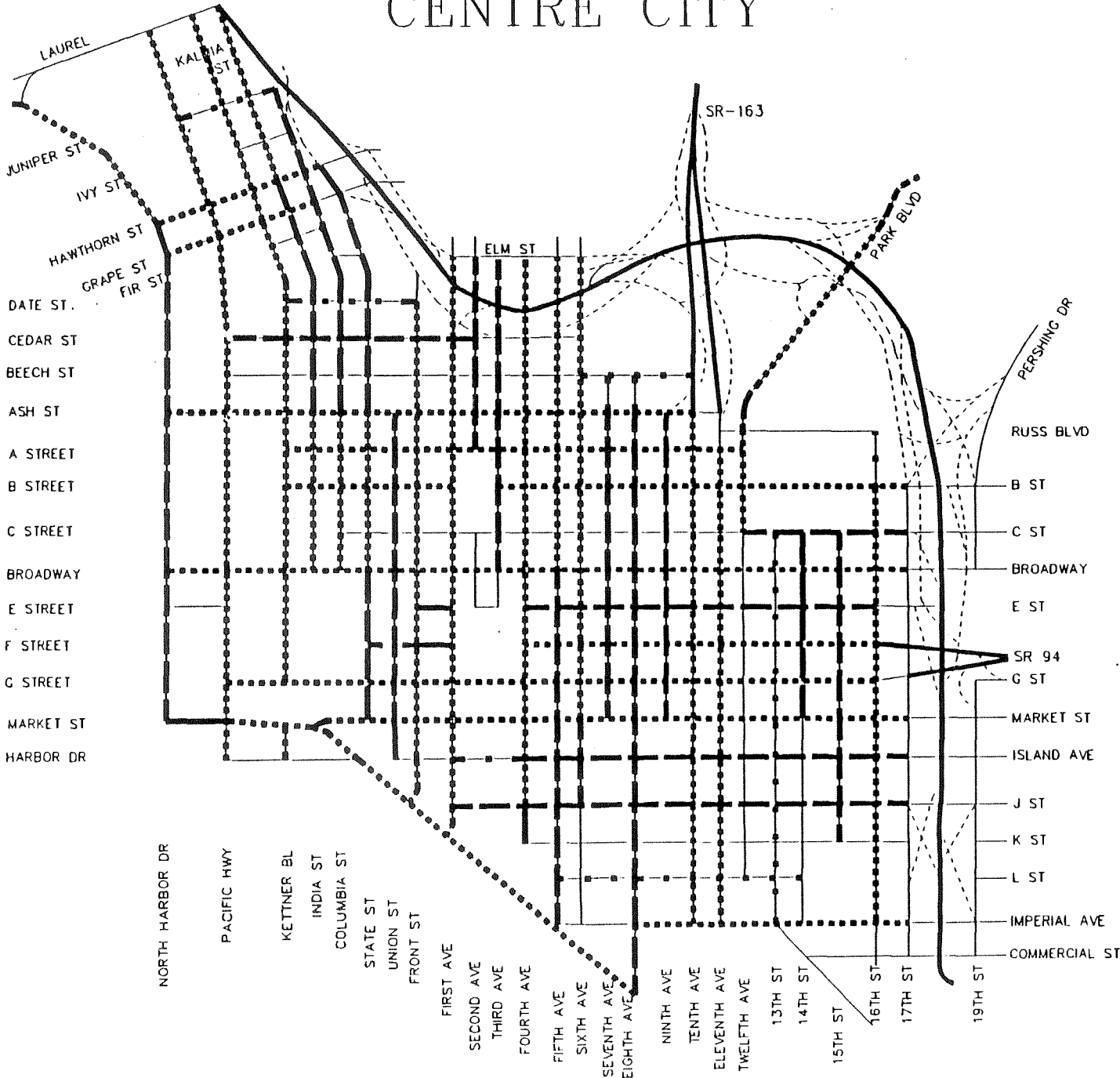
STREET	SEGMENT	EXISTING CLASSIFICATION & NUMBER OF LANES		FUTURE CLASSIFICATION & NUMBER OF LANES		CHANGES
Eight Avenue	Ash St - Market St	Local	3 SB	Collector	2 NB 2 SB	Reclassify, restripe, change direction, ban parking.
	Market St - Harbor Dr	Major	2 NB 2 SB	Collector	2 NB 2 SB	Reclassify.
Ninth Avenue	Ash St - A St	Local	2 NB	Collector	1 NB 1 SB	Reclassify, restripe, change direction.
	A St - Market St	Local	3 NB	Collector	1 NB 1 SB	Reclassify, restripe, change direction.
	Market St - Imperial Ave	Local	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
Tenth Avenue	Ash St - Broadway	Business	3 SB	Major	3+1 SB	Reclassify, restripe, ban parking during peaks.
	Broadway - Market St	Business	3 SB	Major	3 SB	Reclassify.
	Market St - Island Ave	Collector	3 SB	Major	3 SB	Reclassify.
	Island Ave - Imperial Ave	Collector	1 NB 1 SB	Major	3 SB	Reclassify, restripe, change direction.
Eleventh Avenue	A St - Broadway	Business	3 NB	Major	3+1 NB	Reclassify, restripe, ban parking during peaks.
	Broadway - Market St	Business	3 NB	Major	3 NB	Reclassify.
	Market St - Island Ave	Collector	3 NB	Major	3 NB	Reclassify.
	Island Ave - Imperial Ave	Collector	1 NB 1 SB	Major	3 NB	Reclassify, restripe, change directions.
Twelfth Ave/Park Blvd	Russ Blvd - C St	Business	2 NB 2 SB	Major	2 NB 2 SB	Reclassify.
Fourteenth Street	C St - Market St	Local	1 NB 1 SB	Collector	3 NB	Reclassify, restripe, change direction.

**TABLE 4.2B: CHANGES GOING FROM EXISTING TO FUTURE BASE (Cont'd.)**

STREET	SEGMENT	EXISTING CLASSIFICATION & NUMBER OF LANES		FUTURE CLASSIFICATION & NUMBER OF LANES		CHANGES
	Market St - Imperial Ave	Local	1 NB 1 SB	Collector	2 NB	Reclassify, restripe, change direction.
Fifteenth Street	B St - K St	Local	1 NB 1 SB	Collector	1 NB 1 SB	Reclassify.
Sixteenth Street	B St - Imperial Ave	Collector	1 NB 1 SB	Major	2 NB 2 SB	Reclassify, restripe.

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# CENTRE CITY



**FIGURE 4.2-A  
FUTURE BASE ROADWAY  
CLASSIFICATION FOR  
"LOS" ANALYSIS**

LEGEND	
FREEWAY	—————
STREET	—————
FREEWAY RAMPS	- - - - -
MAJOR	.....
COLLECTOR	— · — · — ·
LOCAL	- · - · - ·

E-21

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline A Northbound

ROAD	AM PEAK HOUR VOLUME
N.Harbor Dr	700
Pac.Hwy	2750
India St	600
State St	1750
Union St	250
First Ave	2500
Second Ave	75
Third Ave	400
Fifth Ave	1700
Seventh Ave	50
Eighth Ave	50
Ninth Ave	50
Park Blvd	700
Overall	11575

Screenline A Southbound

ROAD	AM PEAK HOUR VOLUME
N.Harbor Dr	800
Pac.Hwy	2900
Kettner Blvd	2300
India St	600
Columbia St	650
Union St	200
Front St	2800
Second Ave	1550
Fourth Ave	3100
Sixth Ave	3050
Seventh Ave	400
Eighth Ave	300
Ninth Ave	100
Park Blvd	800
Overall	19550

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline B Northbound

ROAD	AM PEAK HOUR VOLUME
N.Harbor Dr	600
Pac.Hwy	2800
Kettner Blvd	600
India St	1000
State St	1200
Union St	350
First Ave	2200
Third Ave	600
Fifth Ave	1600
Seventh Ave	450
Eighth Ave	200
Ninth Ave	600
Eleventh Ave	1950
Fourteenth St	100
Sixteenth St	300
Overall	14550

Screenline B Southbound

ROAD	AM PEAK HOUR VOLUME
N.Harbor Dr	700
Pac.Hwy	3100
Kettner Blvd	1000
Columbia St	1600
Union St	300
Front St	1300
Third Ave	650
Fourth Ave	2700
Sixth Ave	2000
Seventh Ave	550
Eighth Ave	1300
Ninth Ave	200
Tenth Ave	1450
Sixteenth St	700
Overall	17550



Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline C Northbound

ROAD	AM PEAK HOUR VOLUME
N.Harbor Dr	700
Pac.Hwy	2700
Kettner Blvd	1400
State St	700
Union St	650
First Ave	2000
Fifth Ave	1500
Seventh Ave	900
Eighth Ave	500
Ninth Ave	600
Eleventh Ave	1900
Thirteenth St	50
Fourteenth St	100
Sixteenth St	700
Overall	14400

Screenline C Southbound

ROAD	AM PEAK HOUR VOLUME
N.Harbor Dr	600
Pac.Hwy	2150
Kettner Blvd	1000
State St	400
Union St	50
Front St	1100
Fourth Ave	700
Sixth Ave	1100
Seventh Ave	400
Eighth Ave	400
Ninth Ave	200
Tenth Ave	700
Thirteenth St	200
Sixteenth St	700
Overall	9700

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline D Northbound

ROAD	AM PEAK HOUR VOLUME
Harbor	3500
First Ave	2800
Fifth Ave	600
Eighth Ave	850
Overall	7750

Screenline D Southbound

ROAD	AM PEAK HOUR VOLUME
Harbor	750
Front St	500
Fifth Ave	600
Eighth Ave	1550
Overall	3400

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline E Eastbound

ROAD	AM PEAK HOUR VOLUME
Grape St	1600
Fir St	50
Cedar St	100
Beech St	500
Ash St	2100
Broadway	1600
G St	1150
Harbor Dr	950
Overall	8050

Screenline E Westbound

ROAD	AM PEAK HOUR VOLUME
Hawthorn St	3300
Fir	50
Cedar	100
Beech	250
Ash St.	1650
Broadway	1450
G St	600
Harbor Dr	3800
Overall	11200

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline F Eastbound

ROAD	AM PEAK HOUR VOLUME
Cedar	50
Beech	350
A St	1650
Broadway	1250
E St	100
F St	200
G St	350
Market St	900
Island Ave	100
Harbor	950
Overall	5900

Screenline F Westbound

ROAD	AM PEAK HOUR VOLUME
Beech St	900
Ash St	3750
B St	3750
Broadway	2650
E St	450
F St	750
Market St	2450
Island Ave	800
Harbor Dr	3400
Overall	18900

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline G Eastbound

ROAD	AM PEAK HOUR VOLUME
Cedar St	850
Beech St	200
A St	1550
Broadway	1550
E St	400
G St	250
Market St	700
Island Ave	50
J St	350
K St	50
Harbor Dr	950
Overall	6900

Screenline G Westbound

ROAD	AM PEAK HOUR VOLUME
Beech	600
Ash St	3800
B St	3800
Broadway	2550
F St	2700
Market St	2700
Island Ave	600
J St	600
K St	600
Harbor	2850
Overall	20800

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline H Eastbound

ROAD	AM PEAK HOUR VOLUME
C St	800
Broadway	450
E St	350
G St	1250
Market St	600
Island Ave	50
J St	250
K St	50
Imperial Ave	300
Overall	4100

Screenline H Westbound

ROAD	AM PEAK HOUR VOLUME
B St	2600
Broadway	1900
E St	1300
F St	3100
Market St	2200
Island Ave	550
J St	600
K St	350
Imperial Ave	1700
Overall	14300

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline I Eastbound

ROAD	AM PEAK HOUR VOLUME
Laurel St	1100
Grape St	1600
Overall	2700

Screenline I Westbound

ROAD	AM PEAK HOUR VOLUME
Laurel St	3750
Hawthorn St	3300
Overall	7050

Table 4.2-E Screenline AM peak volumes: 2025 Unmitigated  
Screenline J Northbound

ROAD	AM PEAK HOUR VOLUME
N.Harbor Dr	4200
Pac.Hwy	2800
India St	800
Overall	7800

Screenline J Southbound

ROAD	AM PEAK HOUR VOLUME
N.Harbor Dr	2400
Pac.Hwy	4000
Kettner Bl.	2500
Overall	8900



# CENTRE CITY

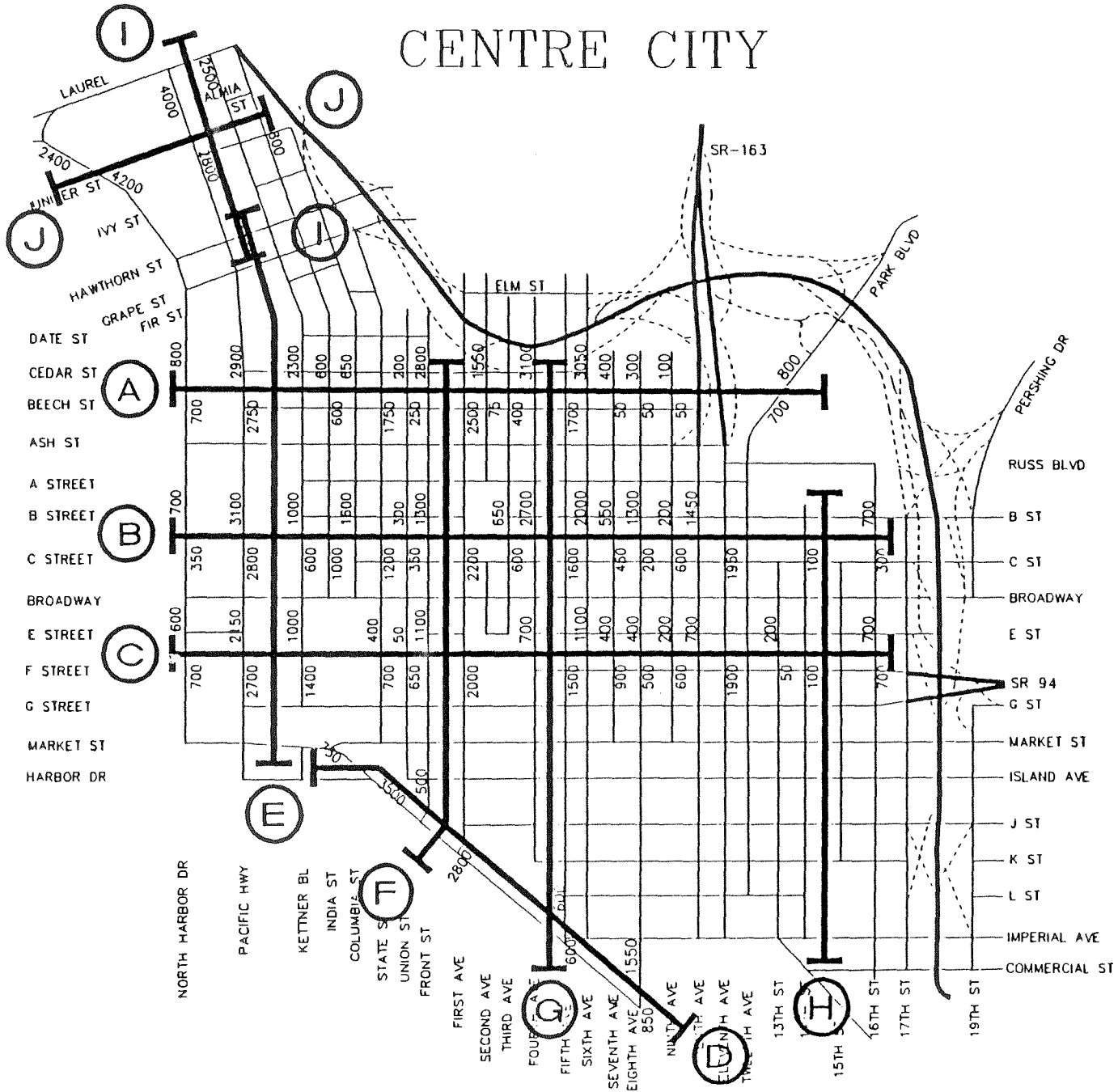
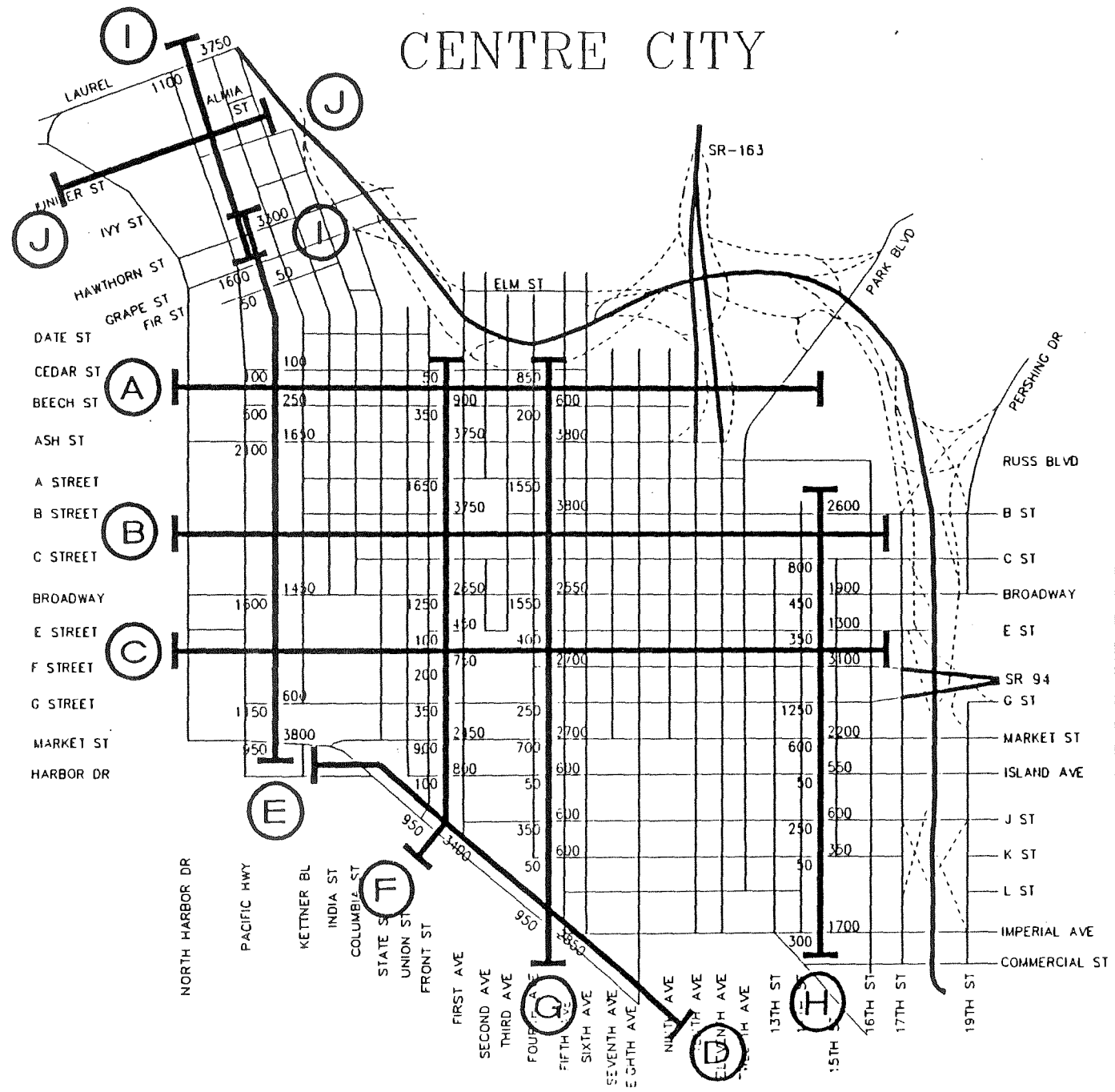


FIGURE 4.2-D  
 SCREENLINE  
 AM VOLUMES: 2025  
 UNMITIGATED  
 N.B. / S.B. DIRECTION

LEGEND	
FREWAY	
STREET	
FREWAY RAMP	
SCREENLINE	
SCREENLINE LABEL	
VOLUMES	1234

# CENTRE CITY



**FIGURE 4.2-D**  
**SCREENLINE**  
**AM VOLUMES: 2025**  
**UNMITIGATED**  
**E.B. / W.B. DIRECTION**

LEGEND	
FREEWAY	
STREET	
FREEWAY RAMP	
SCREENLINE	
SCREENLINE LABEL	
VOLUMES	1234

Table 4.2-F Screenline ADT volumes: 2025 Unmitigated  
Screenline A Northbound

ROAD	FINAL 24-HR VOL
N.Harbor Dr	8550
Pac.Hwy	33600
India St	8550
State St	19650
Union St	3050
First Ave	28100
Second Ave	900
Third Ave	4500
Fifth Ave	19100
Seventh Ave	600
Eighth Ave	600
Ninth Ave	600
Park Blvd	8550

Screenline A Southbound

ROAD	FINAL 24-HR VOL
N.Harbor Dr	9800
Pac.Hwy	35400
Kettner Blvd	25850
India St	7300
Columbia St	7950
Union St	2450
Front St	31450
Second Ave	18900
Fourth Ave	34850
Sixth Ave	34250
Seventh Ave	5000
Eighth Ave	3650
Ninth Ave	1200
Park Blvd	9750

Table 4.2 F Screenline ADT volumes: 2025 Unmitigated  
Screenline B Northbound

ROAD	FINAL 24-HR VOL
N.Harbor Dr	7300
Pac.Hwy	34200
Kettner Blvd	7300
India St	11250
State St	13500
Union St	4250
First Ave	24700
Third Ave	7300
Fifth Ave	18000
Seventh Ave	5500
Eighth Ave	2450
Ninth Ave	7300
Eleventh Ave	21900
Fourteenth St	1100
Sixteenth St	3650

Screenline B Southbound

ROAD	FINAL 24-HR VOL
N.Harbor Dr	8550
Pac.Hwy	37850
Kettner Blvd	12200
Columbia St	18000
Union St	3650
Front St	14600
Third Ave	7950
Fourth Ave	30350
Sixth Ave	22450
Seventh Ave	6700
Eighth Ave	14500
Ninth Ave	2450
Tenth Ave	16300
Sixteenth St	8550

Table 4.2-F Screenline ADT volumes: 2025 Unmitigated  
Screenline C Northbound

ROAD	FINAL 24-HR VOL
N.Harbor Dr	8550
Pac.Hwy	32950
Kettner Blvd	17100
State St	7850
Union St	7300
First Ave	22450
Fifth Ave	16850
Seventh Ave	11000
Eighth Ave	6100
Ninth Ave	7300
Eleventh Ave	21350
Thirteenth St	600
Fourteenth St	1100
Sixteenth St	8550

Screenline C Southbound

ROAD	FINAL 24-HR VOL
N.Harbor Dr	7300
Pac.Hwy	26250
Kettner Blvd	12200
State St	4500
Union St	550
Front St	12350
Fourth Ave	7850
Sixth Ave	13450
Seventh Ave	4900
Eighth Ave	4500
Ninth Ave	2450
Tenth Ave	7850
Thirteenth St	2250
Sixteenth St	8550

Table 4.2 F Screenline ADT volumes: 2025 Unmitigated  
Screenline D Northbound

ROAD	FINAL 24 HR. VOL
Harbor Dr	42750
First Ave	31450
Fifth Ave	7300
Eighth Ave	10400

Screenline D Southbound

ROAD	FINAL 24 HR. VOL
Harbor Dr	9150
Front St	5600
Fifth Ave	7300
Eighth Ave	18900

Table 4.2-F Screenline ADT volumes: 2025 Unmitigated  
Screenline E Eastbound

ROAD	FINAL 24-HR VOL
Grape St	18000
Fir St	600
Cedar St	1200
Beech St	6100
Ash St	25650
Broadway	19550
G St	14050
Harbor Dr	11600

Screenline E Westbound

ROAD	FINAL 24-HR VOL
Hawthorn St	37100
Fir St	600
Cedar St	1200
Beech St	3050
Ash St	20150
Broadway	17700
G St	7300
Harbor Dr	46400

Table 4.2-F Screenline ADT volumes: 2025 Unmitigated  
Screenline F Eastbound

ROAD	FINAL 24-HR VOL
Cedar St	550
Beech St	4250
A St	18550
Broadway	15250
E St	1200
F St	2450
G St	3950
Market St	11000
Island Ave	1200
Harbor Dr	11600

Screenline F Westbound

ROAD	FINAL 24-HR VOL
Beech St	11000
Ash St	42150
B St	42150
Broadway	32350
E St	5500
F St	9150
Market St	29900
Island Ave	9750
Harbor Dr	41500



Table 4.2-F Screenline ADT volumes: 2025 Unmitigated  
Screenline G Eastbound

ROAD	FINAL 24-HR VOL
Cedar St	9550
Beech St	2450
A St	17400
Broadway	18900
E St	4500
G St	2800
Market St	8550
Island Ave	600
J St	4250
K St	600
Harbor Dr	11600

Screenline G Westbound

ROAD	FINAL 24-HR VOL
Beech St	7300
Ash St	42700
B St	42700
Broadway	31150
F St	30350
Market St	32950
Island Ave	7300
J St	7300
K St	7300
Harbor Dr	34800

Table 4.2-F Screenline ADT Volumes: 2025 Unmitigated  
Screenline H Eastbound

ROAD	FINAL 24-HR VOL
C St	9000
Broadway	5500
E St	4250
G St	14050
Market St	7300
Island Ave	600
J St	3050
K St	600
Imperial Ave	3650

Screenline H Westbound

ROAD	FINAL 24-HR VOL
B St	29200
Broadway	23200
E St	15850
F St	34850
Market St	26850
Island Ave	6700
J St	7300
K St	4250
Imperial Ave	20750

Table 4.2-F Screenline ADT Volumes: 2025 Unmitigated  
Screenline I Eastbound

ROAD	FINAL 24-HR VOL
Laurel St	13450
Grape St	18000

Screenline I Westbound

ROAD	FINAL 24-HR VOL
Laurel St	45800
Hawthorn St	37100

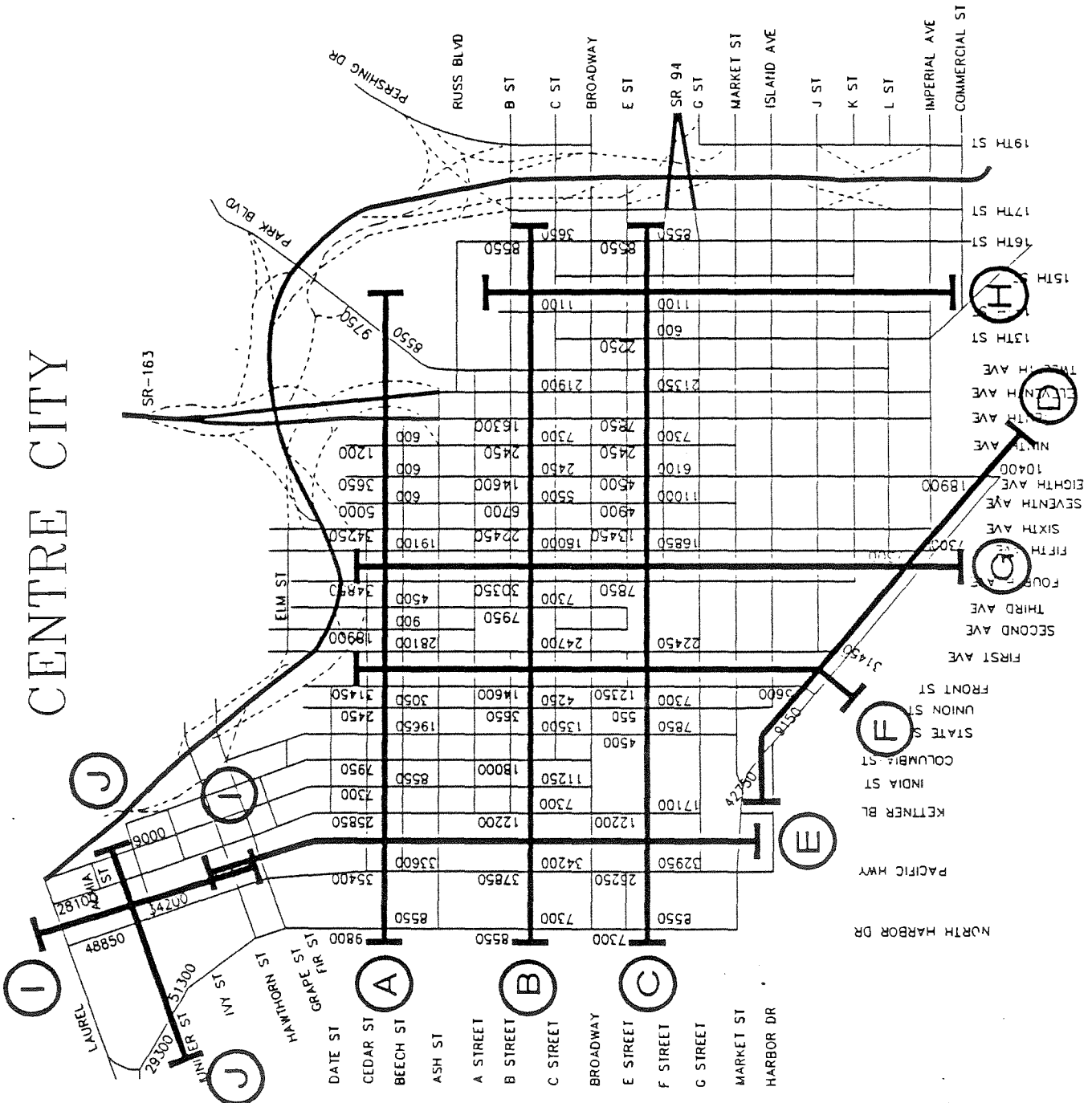
Table 4.2-F Screenline ADT Volumes: 2025 Unmitigated  
Screenline J Northbound

ROAD	FINAL 24-HR VOL
N.Harbor Dr	51300
Pac.Hwy	34200
India St	9000

Screenline J Southbound

ROAD	FINAL 24-HR VOL
N.Harbor Dr	29300
Pac.Hwy	48850
Kettner Bl	28100

# CENTRE CITY



# CENTRE CITY

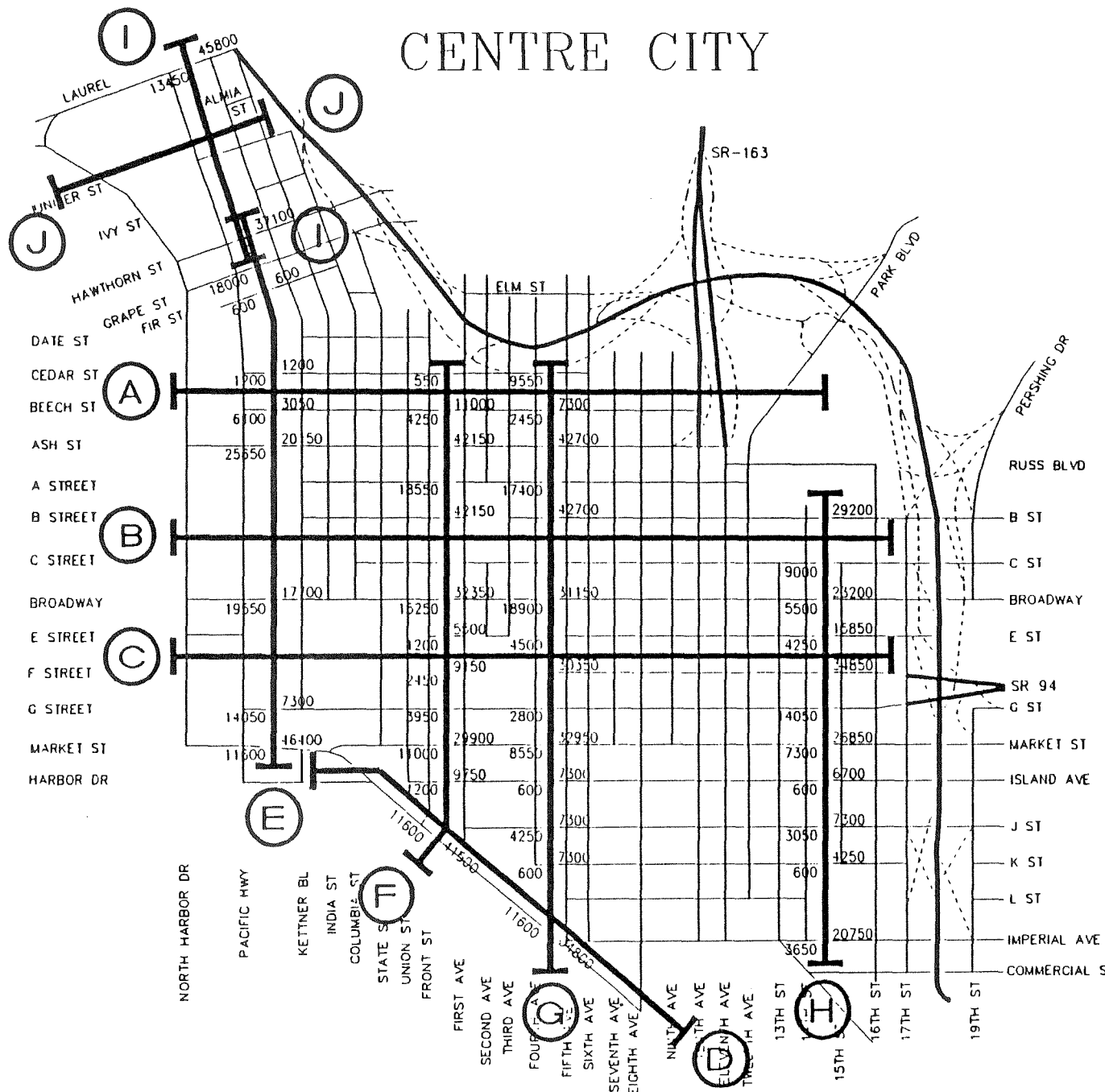


FIGURE 4.2-E  
 SCREENLINE  
 ADT VOLUMES: 2025  
 UNMITIGATED  
 E.B. / W.B. DIRECTION

LEGEND	
FREEWAY	
STREET	
FREEWAY RAMP	
SCREENLINE	
SCREENLINE LABEL	
VOLUMES	1234

E-26b

TABLE 4.3B

FUTURE BASE FREEWAY RAMP COUNTS  
IN THE VICINITY OF CENTRE CITY SAN DIEGO

RAMP LOCATION:	2010 UNMITIGATED			2025 MITIGATED		
	WITH 40% TRANSIT			WITH 60% TRANSIT		
	ADT	PEAK HOUR		ADT	PEAK HOUR	
	AM	PM		AM	PM	
<b>Interstate 5:</b>						
NB OFF TO J ST. AND 19TH ST.	23733	1680	2960	20837	1475	2599
NB ON FROM IMPERIAL AVE. AND 19TH ST.	6346	585	644	6075	560	617
SB OFF TO IMPERIAL AVE. AND 17TH ST.	9834	835	891	6478	550	587
SB ON FROM J ST. AND 17TH ST.	4568	295	457	6271	405	627
SB ON FROM E ST.	2991	430	249	2504	360	209
NB OFF TO PERSHING DR.	4388	375	439	3979	340	698
NB OFF TO B ST.	4593	810	342	4961	875	370
SB ON FROM PERSHING DR. AND C ST.	6780	455	642	5141	345	487
NB ON FROM PERSHING DR. AND B ST; B ON	22828	2045	1665	22326	2000	1628
NB ON FROM PERSHING DR.	8566	900	727	6567	690	557
SB OFF TO PERSHING DR. AND B ST; B ST. OFF	4471	380	34	4647	395	35
SB OFF TO PERSHING DR.	3051	180	285	2797	165	262
NB ON FROM PARK BL	311	20	29	544	35	51
SB ON FROM PARK BL AND SR-163	15297	1485	1548	9374	910	948
NB ON FROM 11TH AVE.	1542	100	188	1619	105	197
SB OFF TO 10TH AVE.	3212	405	223	4441	560	309
NB OFF TO 6TH AVE.	57088	7220	3996	46572	5890	3260
SB ON FROM 5TH AVE.	7470	487	960	5750	355	750
NB ON FROM 1ST AVE.	20448	1420	2859	19584	1360	2738
SB ON FROM 1ST AVE.	5657	330	775	5314	310	728
SB OFF TO FRONT ST.	22025	3280	1585	14974	2230	1077
SB OFF TO 2ND AVE.	19179	2905	1354	17033	2580	1202
SB ON FROM GRAPE ST.	19630	860	2057	16435	720	1722
NB OFF TO HAWTHORN ST.	44864	4255	2617	36693	3480	2140
NB ON FROM HAWTHORN ST.	11068	455	1291	8514	350	993
<b>State Route 94:</b>						
	ADT	AM	PM	ADT	AM	PM
WB OFF TO F ST.	15503	2140	835	13837	1910	745
EB ON FROM G ST.	42343	2280	5211	32964	1775	4057
<b>State Route 163:</b>						
NB ON FROM 11TH AVE.	27699	1840	3047	26720	1775	2939
NB ON FROM PARK BL	4038	265	480	2743	180	326
SB OFF TO 10TH AVE.	13263	1555	928	13946	1635	976
SB OFF TO 4TH AVE.	20231	2490	1587	18688	2300	1466
SB OFF TO PARK BL	13619	1285	1239	8532	805	776

TABLE 4.3C

FUTURE BASE FREEWAY COUNTS  
IN THE VICINITY OF CENTRE CITY SAN DIEGO

FREEWAY:	2010 UNMITIGATED		2025 UNMITIGATED	
	ADT	AM PK	ADT	AM PK
Interstate 5 Freeway:				
J ST. TO RTE 94	146,937	13,945	152,364	14,460
RTE 94 TO PERSHING DR.	238,367	22,715	244,926	23,340
PERSHING DR. TO RTE 163	252,105	23,950	263,263	25,010
RTE 163 TO SIXTH AVE.	152,890	14,375	158,580	14,910
SIXTH AVE. TO FIRST AVE.	158,720	14,880	168,587	15,805
FIRST AVE TO HAWTHORN ST.	115,570	10,865	122,697	11,535
HAWTHORN ST. TO LAUREL ST.	177,276	16,505	189,306	17,625
 Route 163:				
I-5 TO QUINCE ST.	155,226	14,425	172,604	16,040
 Route 94:				
FREEWAY BEGIN TO 25TH ST.	146,347	14,200	153,355	14,880



**Table 4.4-A Remote parking supply in plan**

SANDAG TAZ	STALLS
182	2000
188	750
192	500
196	2000
Total	5250

**Note:** These numbers have been added to the "STALLS ON-SITE NEW" column in Table 4.4-C for both 2010 and 2025.

**TABLE 4.6A: SIDEWALK WIDTHS**

<b>STREET TYPE</b>	<b>MINIMUM WIDTH FOR SIDEWALK (feet)</b>
Freeway Couplet	15
Crosstown Link 80'-100' Row	16
Crosstown Link 120' Row	18
Transit Street	27
District Center Street - Type 1	16
District Center Street - Type 2	18
District Street - Type 1	17
District Street - Type 2	15
District Street - Type 3	20

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# CENTRE CITY

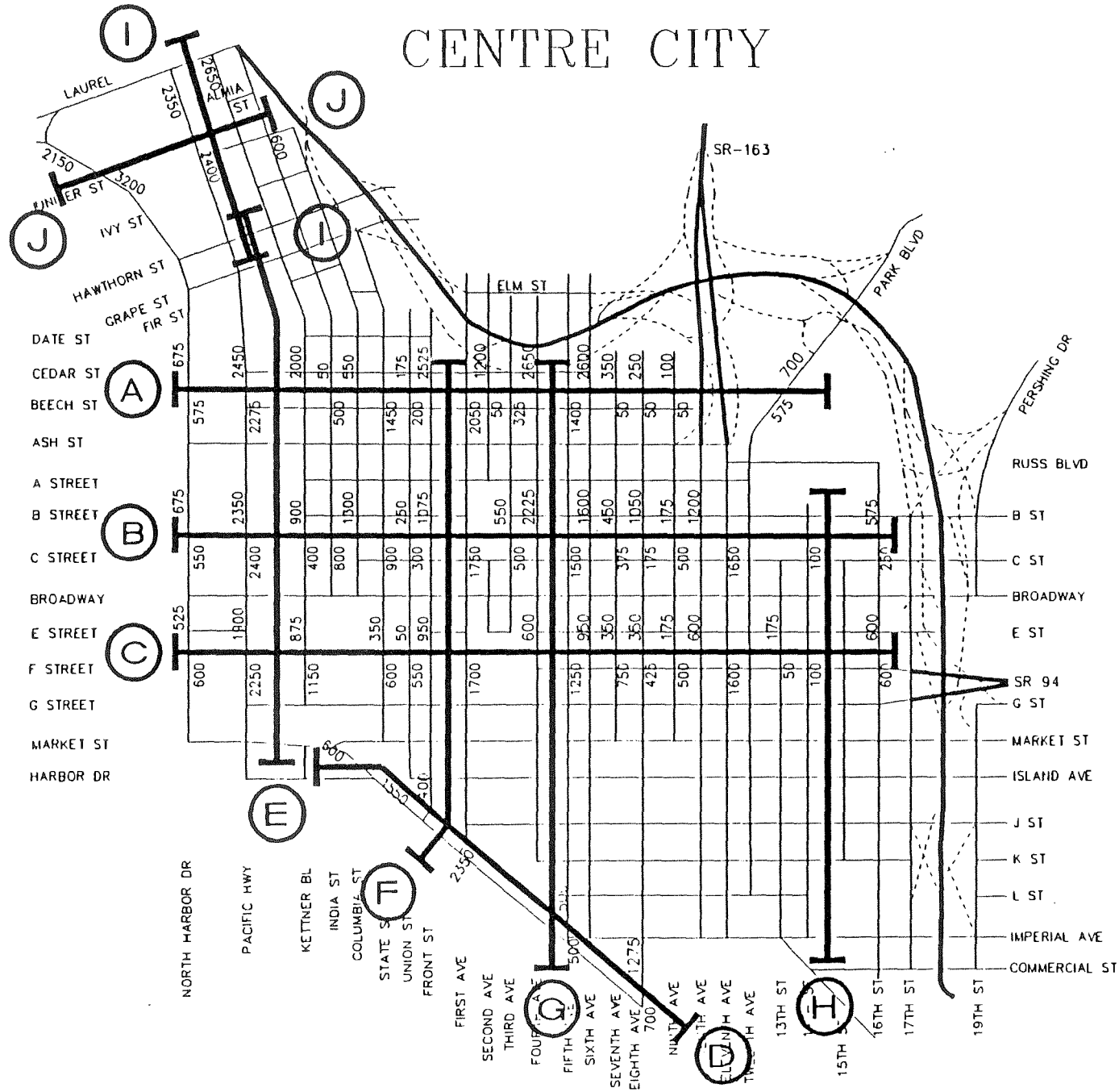
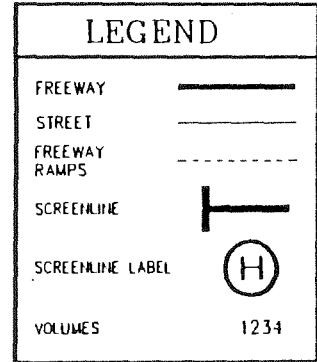


FIGURE 4.2-1  
SCREENLINE  
AM VOLUMES: 2025  
MITIGATED  
N.B. / S.B. DIRECTION



# CENTRE CITY

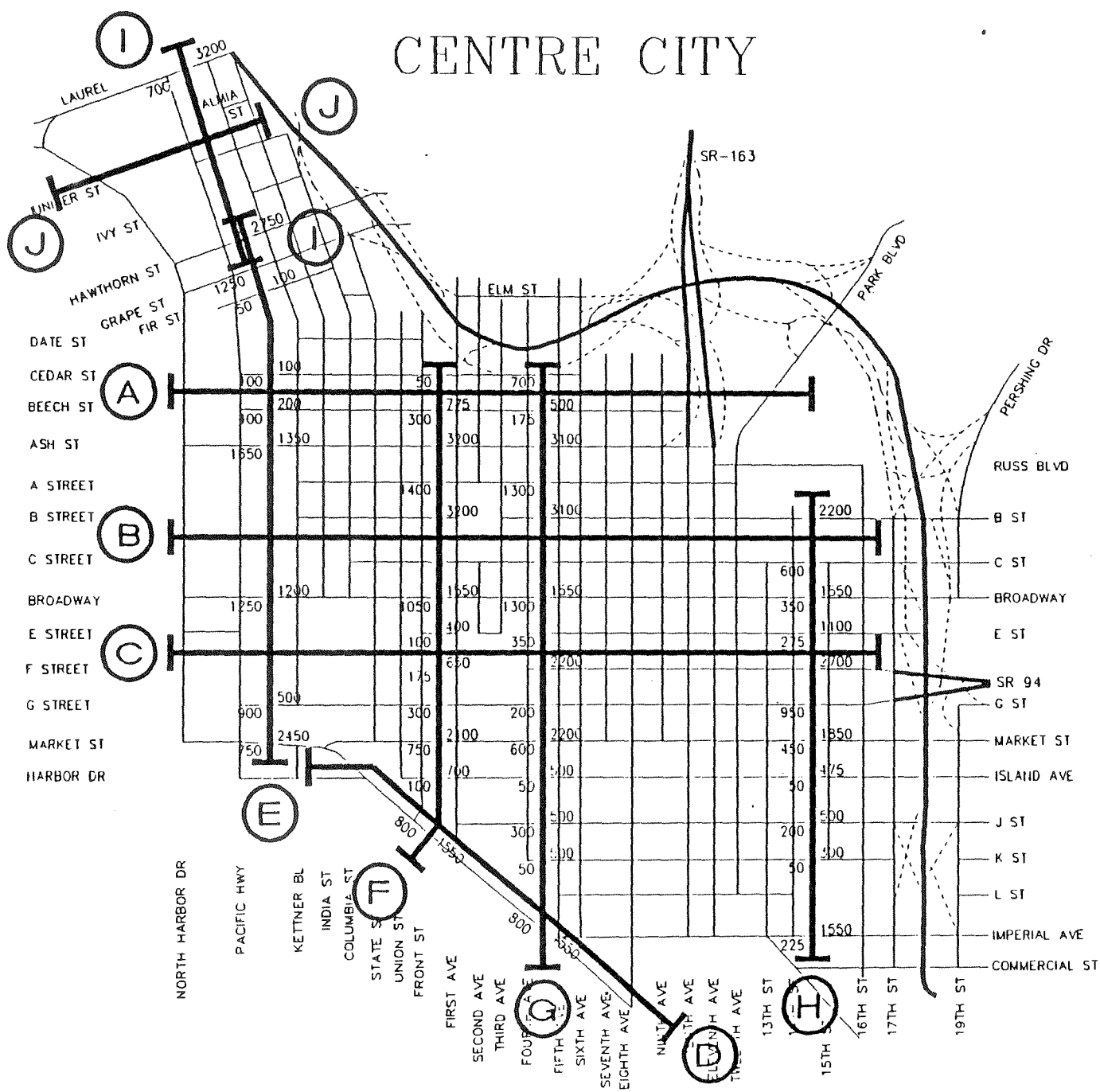
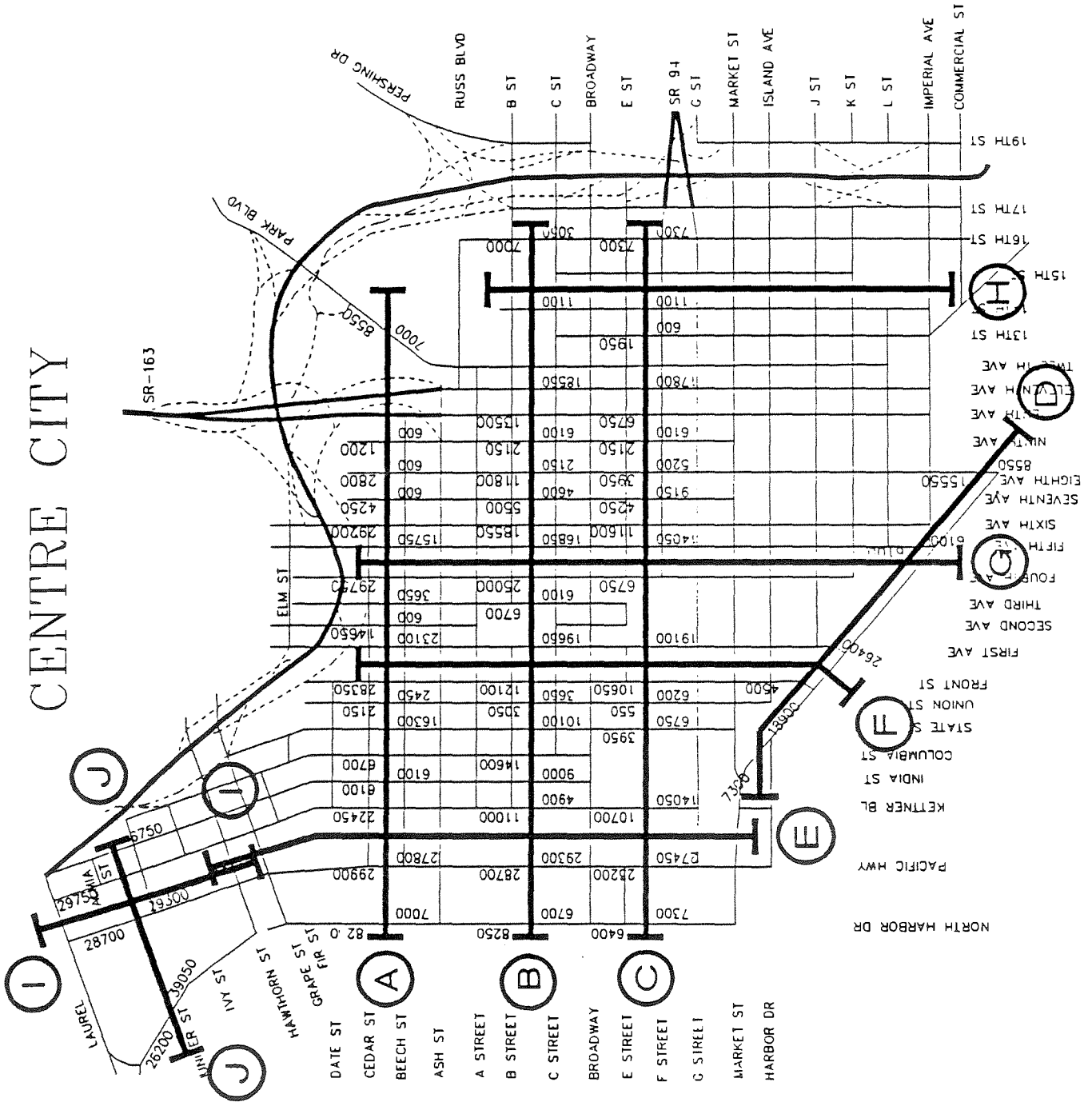


FIGURE 4.2-1  
SCREENLINE  
AM VOLUMES: 2025  
MITIGATED  
E.B. / W.B. DIRECTION

LEGEND	
FREEWAY	
STREET	
FREEWAY RAMP	
SCREENLINE	
SCREENLINE LABEL	
VOLUMES	1234

E-30b

# CENTRE CITY



# CENTRE CITY

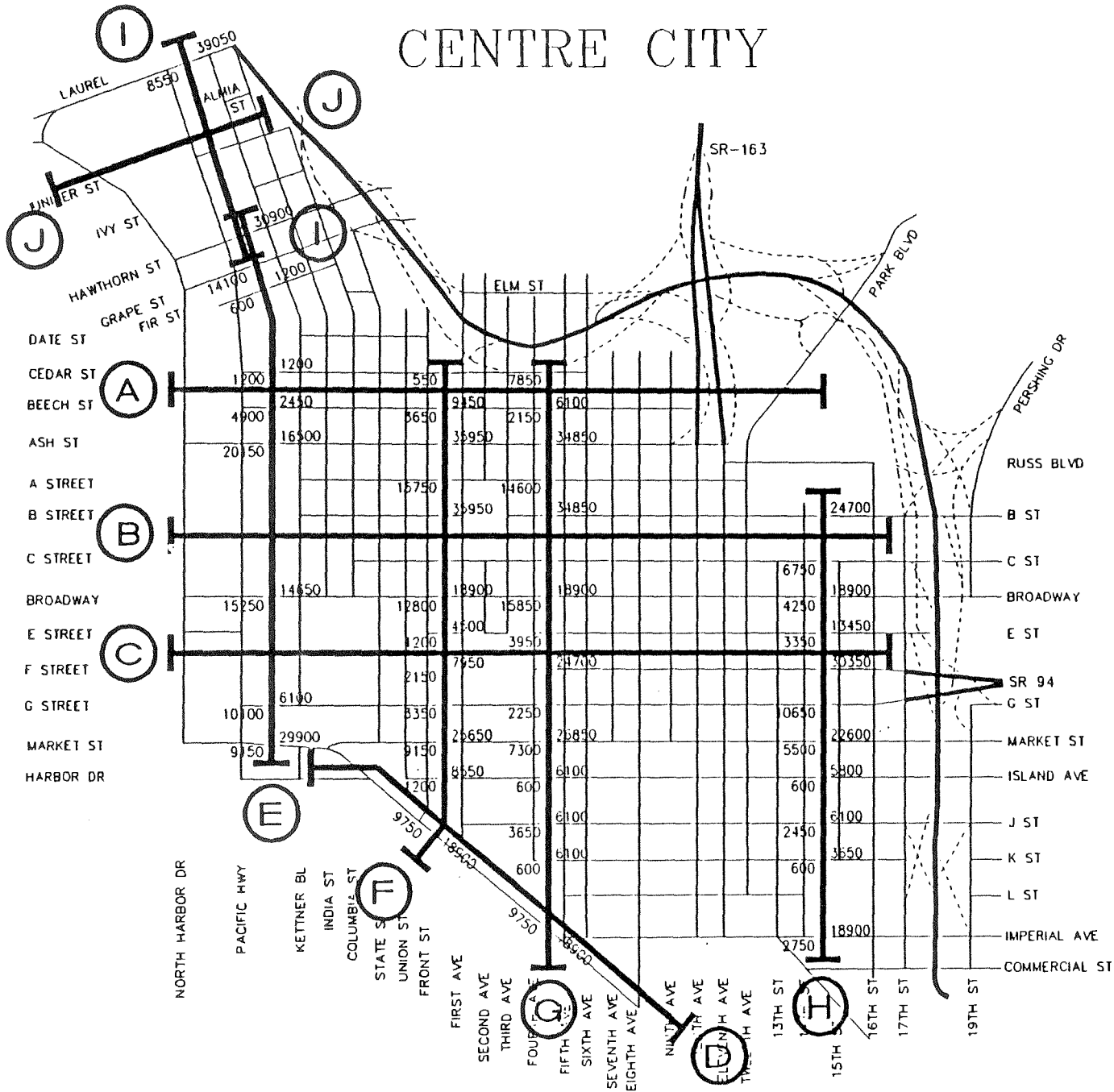
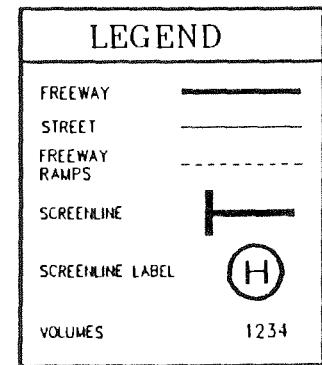


FIGURE 4.2-K  
SCREENLINE  
ADT VOLUMES: 2025  
MITIGATED  
E.B. / W.B. DIRECTION



E-31b

**APPENDIX F**

**URBEMIS 3 MODEL RESULTS AND TRIP GENERATORS**

Project Name : Centre City Redevelopment Date : 12-06-1991

Analysis Year = 1990 Temperature = 70  
 EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Residential	5.4/Unit	12140	65556	
Office	15.5/1000 Sqf	13415	207933	250
Retail	36.4/1000 Sqf	3529	128456	365
Indus/Trans	14.6/1000 Sqf	2441	35639	310
Cult/Inst	13.7/1000 Sqf	806	11042	250
Hotel	9.1/Room	7800	70980	365
Education	1.3/Student	25050	32565	180

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	9.0	3.5	5.3	8.1	4.9
% Started Cold	87.7	38.4	57.0	76.6	26.6
Trip Speed	30	30	30	30	30
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	70.5	20.7	76.7	2.6
Light Duty Trucks	17.0	21.3	75.9	2.8
Medium Duty Trucks	5.1	31.9	68.2	0.0
Heavy Duty Trucks	2.6	97.4	2.6	N/A
Heavy Duty Trucks	0.9	N/A	N/A	100.0
Motorcycles	3.9	100.0	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOx
Residential	353.9	3268.4	251.0
Office	839.8	7650.5	653.4
Retail	631.6	5411.2	508.2
Indus/Trans	185.7	1711.0	143.5
Cult/Inst	37.0	315.9	29.8
Hotel	382.7	3389.0	302.6
Education	86.6	766.8	68.5

Project Emissions Report in Ton/Year

Unit Type	FUEL USE	PM10	SOx
Residential	5984466.0	17.1	18.1
Office	16063800.0	1471.7	48.5
Retail	12024350.0	469.5	36.3
Indus/Trans	3554814.0	320.3	10.7
Cult/Inst	703567.4	25.0	2.1
Hotel	7304475.0	570.0	22.1
Education	1652661.0	129.0	5.0



Project Name : Centre City Redevelopment      Date : 12-06-1991

Analysis Year = 2000      Temperature = 70  
 EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Single Room Occupancy	3.7/Unit	7234	26766	
Studio	3.6/Unit	4340	15624	
1-Bedroom	5.4/Unit	11574	62500	
2-Bedrooms	5.4/Unit	10128	54691	
3-Bedrooms	5.4/Unit	2894	15628	
Office	15.5/1000 Sqf	27181	421310	250
Retail	36.4/1000 Sqf	4617	168066	365
Indus/Trans	14.6/1000 Sqf	1453	21215	310
Cult/Inst	13.7/1000 Sqf	1201	16451	250
Hotel	9.1/Room	12890	117299	365
Education	1.3/Student	25050	32565	180

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	9.0	3.5	5.3	8.1	4.9
% Started Cold	88.3	40.2	58.3	77.4	27.2
Trip Speed	30	30	30	30	30
Percent Trip	27.3	21.2	51.5		

#### Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	63.9	0.8	99.1	0.1
Light Duty Trucks	22.1	0.0	99.9	0.1
Medium Duty Trucks	5.9	0.0	100.0	0.0
Heavy Duty Trucks	3.1	12.5	87.5	N/A
Heavy Duty Trucks	1.0	N/A	N/A	100.0
Motorcycles	4.0	100.0	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOx
Single Room Occupancy	64.4	772.7	65.9
Studio	37.6	451.0	38.5
1-Bedroom	150.4	1804.2	153.8
2-Bedrooms	131.6	1578.8	134.6
3-Bedrooms	37.6	451.1	38.5
Office	758.4	8730.8	848.8
Retail	364.7	4042.1	420.9
Indus/Trans	49.4	572.3	54.9
Cult/Inst	24.3	268.9	28.1
Hotel	280.6	3174.0	318.6
Education	38.4	434.6	43.6

Project Emissions Report in Ton/Year

Unit Type	FUEL USE	PM10	SOx
Single Room Occupancy	2002586.0	5.7	4.6
Studio	1168969.0	3.3	2.7
1-Bedroom	4676147.0	13.3	10.7
2-Bedrooms	4091932.0	11.6	9.4
3-Bedrooms	1169239.0	3.3	2.7
Office	26676320.0	2430.4	61.1
Retail	12893970.0	500.6	29.5
Indus/Trans	1734373.0	155.4	4.0
Cult/Inst	859091.2	30.4	2.0
Hotel	9893394.0	767.7	22.7
Education	1354508.0	105.1	3.1

Project Name : Centre City Redevelopment      Date : 12-06-1991

Analysis Year = 2020      Temperature = 70  
 EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Office	15.5/1000 Sqf	27181	421306	250
Retail	36.4/1000 Sqf	4617	168059	365
Indus/Trans	14.6/1000 Sqf	1453	21214	310
Cult/Inst	13.7/1000 Sqf	1201	16454	250
Hotel	9.1/Room	12890	117299	365
Education	1.3/Student	25050	32565	180
Single Room Occupancy	3.7/Unit	7234	26766	
Studio	3.6/Unit	4340	15624	
1-Bedroom	5.4/Unit	11574	62500	
2-Bedroom	5.4/Unit	10128	54691	
3-Bedroom	5.4/Unit	2894	15628	

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	9.0	3.5	5.3	8.1	4.9
% Started Cold	88.7	40.5	59.0	78.0	27.8
Trip Speed	30	30	30	30	30
Percent Trip	27.3	21.2	51.5		

#### Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	63.9	0.8	99.1	0.1
Light Duty Trucks	22.1	0.0	99.9	0.1
Medium Duty Trucks	5.9	0.0	100.0	0.0
Heavy Duty Trucks	3.1	12.5	87.5	N/A
Heavy Duty Trucks	1.0	N/A	N/A	100.0
Motorcycles	4.0	100.0	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOx
Office	690.3	8211.2	816.4
Retail	333.5	3815.1	404.5
Indus/Trans	44.9	537.8	52.8
Cult/Inst	22.2	253.9	27.0
Hotel	256.0	2990.1	306.3
Education	35.0	409.4	41.9
Single Room Occupancy	58.2	726.6	63.4
Studio	34.0	424.1	37.0
1-Bedroom	135.8	1696.6	147.9
2-Bedroom	118.8	1484.6	129.5
3-Bedroom	34.0	424.2	37.0

Project Emissions Report in Ton/Year

Unit Type	FUEL USE	PM10	SOx
Office	24707860.0	23119.3	9553.7
Retail	11942140.0	4761.9	4617.6
Indus/Trans	1606300.0	1478.1	621.1
Cult/Inst	795839.9	289.2	307.7
Hotel	9163458.0	7303.2	3543.2
Education	1254572.0	999.9	485.1
Single Room Occupancy	1854835.0	54.1	717.2
Studio	1082723.0	31.6	418.7
1-Bedroom	4331140.0	126.3	1674.7
2-Bedroom	3790029.0	110.5	1465.5
3-Bedroom	1082972.0	31.6	418.7

Centre City Total Daily Trips - 952,020

1. Calculation from SANDAG's Trip Generator Guidelines.

Land Use Category	SANDAG Trip Rate	CCDC Land Use	Total Daily Trips	Proportion
SRO	4/d.u.	7,234	28,936	2.77
Studio	4/d.u.	4,340	17,360	1.66
1-BR	6/d.u.	11,574	69,444	6.64
2-BR	6/d.u.	10,128	60,768	5.81
3-BR	6/d.u.	2,894	17,364	1.66
Office	17/1000 s.f.	27,181,290	462,082	44.18
Retail	40/1000 s.f.	4,617,250	184,690	17.66
Indus/Trans	16/1000 s.f.	1,453,100	23,250	2.22
Cult/Inst	15/1000 s.f.	1,200,880	18,013	1.73
Hotel	10/room	12,890	128,900	12.32
Education	1.4/student	25,050	<u>35,070</u>	3.35
			1,045,877	

Centre City Total Daily Trips - 952,020

2. Calculation from Centre City Daily Trips to Get the Trip Rates.

Land Use Category	Proportion	Centre City Total Trips	+ CCDC Land Use	= Adjusted Trip Rate
SRO	2.77	26,371	7,234 d.u.	3.7
Studio	1.66	15,804	4,340 d.u.	3.6
1-BR	6.64	63,214	11,574 d.u.	5.4
2-BR	5.81	55,312	10,128 d.u.	5.4
3-BR	1.66	15,804	2,894 d.u.	5.4
Office	44.18	420,602	27,181,290 sf	15.5
Retail	17.66	168,127	4,617,250 sf	36.4
Indus/Trans	2.22	21,135	1,453,100 sf	14.6
Cult/Inst	1.73	16,469	1,200,880 sf	13.7
Hotel	12.32	117,289	12,890 rooms	9.1
Education	3.35	31,893	25,050 students	1.3

